KAOKO ™ THROTTLE STABILIZER KITS:
KYM100B • KYM100C • KYM105

For Models KYMCO
XCITING 500 (-2018) ♦ XCITING 500R (-2018) ♦ XCITING 500I (-2018)
PEOPLES S200 (-2018) ♦ VISAR 125 (Black bar-ends) ♦ 300i X-Town (2019)
300i People GT (2019) ♦ 350i (2019) ♦ 550i (2019) ♦ AK550 (2018-)

RSA Registered Designs
No. A2007/00202 No. A2007/00205
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No. A2007/00204 No. A2007/00207

Patents
"U.S. Pat. No. US D593,462 S"
"U.S. Pat. No. US D593,463 S"
"U.S. Pat. No. US D593,464 S"

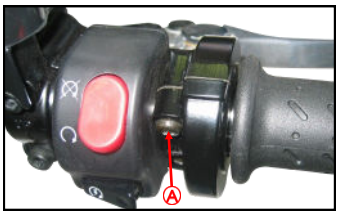
Items Included in your kit
Kaoko bar-end weight • Friction Nut • Thrust Washer/s • 2mm Allen Key
Fitting Instructions

1



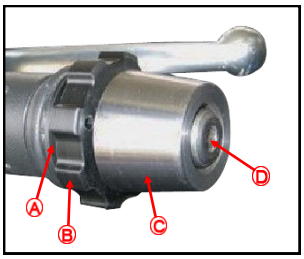
Ⓐ— Plastic Thrust Washer

2



Ⓐ— Throttle assembly clamp screws

3



Ⓐ— Plastic Thrust washer

Ⓑ— Friction Nut & Grub Screw

Ⓒ— Kaoko Bar-end weight

Ⓓ— Central retaining bolt

DISCLAIMER: NO RESPONSIBILITY ACCEPTED FOR NON-ADHERENCE TO THESE INSTRUCTIONS

KAOKO™ Safety Warning:

The KAOKO™ Throttle Stabilizer is an aftermarket accessory. Any misunderstood, abused or incorrectly installed motorcycle accessory is a safety hazard that could cause injury or death. It's the rider's responsibility to understand the operation and purpose for which the KAOKO™ Throttle Stabilizer is designed, namely, for cruising, only when safe to do so. At all other times the control should be disengaged. The KAOKO™ Throttle Stabilizers are to be used only by experienced and responsible riders. See reverse of page for full indemnity.

Note: An adjustment to throttle assembly position may be necessary to suit KAOKO™ Throttle Stabilizers. The throttle assembly position on aftermarket bars, and some OEM bars, is adjustable. The assembly can marginally be re-positioned along the handle bars slightly loosening the throttle assembly clamp screws, and then sliding the throttle assembly along the handle bars (left or right). Once done, firmly tighten the clamp screws to OEM torque specifications. This adjustment is generally not necessary.

Fitting Instructions

Step 1

Completely remove the right hand side bar weight as shown in picture 1. Keep the central retaining screw to attach the **KAOKO™ kit**.

Step 2

Place KAOKO™ thrust washer (131) with spigot end up to the end of throttle sleeve per picture 1. It may be necessary to slightly stretch the rubber grip over the spigot.

Note: The **KYM105** kit uses a flat thrust washer (134) and therefore does not have a spigot, however the 134 washer should be placed in the same position as indicated in Picture 1.

Adjust the friction nut up against the shoulder of the bar weight and then fasten Throttle Stabilizer kit as shown in picture 3. Firmly tighten central retaining screw. It is recommended to use a mild thread locking adhesive.

Note: *To enable improved functionality, it is recommended (not essential) to apply very light smear of Automotive grease or Petroleum jelly to the friction face of the thrust washer(See Figure 3 at the back of the page)*

Step 3

See under **Maintenance** below and set the grub screw as described with the 2mm key (See Picture 3).

Note: *It is important for the correct functioning of the Throttle Stabilizer, that the throttle assembly is firmly clamped to the handle bar tube. Check the tightness of the Throttle assembly clamp screws per picture 2. The throttle assembly may need to be repositioned along the handle bar tubes if binding occurs, or, if the thrust washer does not thrust against the plastic throttle sleeve when the friction nut is engaged. (**This does not apply to the KYM105 Kit because the throttle assembly on the AK550 is pinned**)*

Operating Instructions

The Friction Nut has a left hand thread. In readiness for engagement, the Friction Nut must be adjusted so that it makes light contact against the thrust washer.

To Engage: While rolling on the throttle, the Friction Nut can be gripped between the small finger and palm of hand. This action tightens the nut and provides sufficient friction to set the throttle to the desired opening.
(The friction is such that the rider may still open and close the throttle. The throttle simply has a slight rotational stiffness.)

To Disengage: While rolling off the throttle, grip the Friction Nut between small finger and palm of hand.
VERY IMPORTANT!! The throttle should open and snap closed freely when correctly disengaged.

Note: The Grub Screw needs to be set to provide the necessary resistance on the thread of the friction nut (only small adjustments need to be made as to not damage the friction nut threads). This may be adjusted periodically to take up wear.

Maintenance: Remove kit annually. Unscrew Friction Nut and brush clean threads with a mild soap. Apply petroleum jelly to threads and assemble. Adjust grub screw to desired operating resistance. *(O-Ring cushion: 19.6mm I.D. x 2.4mm section — if replacement is required)*

SABS DESIGN EXCELLENCE AWARDS 2009

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