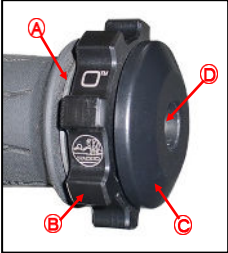


	KAOKO™ THROTTLE STABILIZER KITS: CAN200	For Models CAN-AM SPYDER ST ♦ RT ♦ RS ♦ F3 ♦ F3S (2013-)			
	<table border="1"> <tr> <td data-bbox="240 257 384 266"> RSA Registered Designs No. A2007/00202 No. A2007/00203 No. A2007/00204 </td><td data-bbox="384 257 528 266"> Patents No. A2007/00205 No. A2007/00206 No. A2007/00207 </td><td data-bbox="528 257 791 266"> U.S. Pat. No. US D593,462 S" U.S. Pat. No. US D593,463 S" U.S. Pat. No. US D593,464 S" </td></tr> </table>	RSA Registered Designs No. A2007/00202 No. A2007/00203 No. A2007/00204	Patents No. A2007/00205 No. A2007/00206 No. A2007/00207	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
RSA Registered Designs No. A2007/00202 No. A2007/00203 No. A2007/00204	Patents No. A2007/00205 No. A2007/00206 No. A2007/00207	U.S. Pat. No. US D593,462 S" U.S. Pat. No. US D593,463 S" U.S. Pat. No. US D593,464 S"			

1  OEM bar-end Plug removed	2  Ⓐ — Plastic Thrust Washer
3  Ⓐ — Plastic Thrust Washer Ⓑ — Friction Nut & Grub Screw Ⓒ — Kaoko bar-end weight Ⓓ — Central Retaining Screw	

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 end weight. The handle bar threaded insert will be visible as shown in **picture 1**.
Adjust the Friction Nut so that there is a 2mm gap between the Friction nut and throttle sleeve.
- Step 2**
Place the flat Kaoko™ plastic thrust washer onto the body of the kit (as shown in **picture 2**) and fit per Step 3 below.
- Step 3**
Slide the KAOKO™ Kit fully into end of handle bar, up against the thrust washer, as shown in **picture 3** and firmly tighten the central retaining screw. Note: the CAN200 Kit will be fastened to the threaded insert inside the Internal Diameter of the handle bar tube.
- 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)
- Note:** a 1mm thick M6 bright steel washer is included in the CAN200 kit and for rare fitting assemblies where insufficient clearance between the friction nut and throttle sleeve exists. This is noticed on when binding occurs on final assembly. In this event, fit the bright washer onto the central retaining bolt. The bright washer must locate in-between the recess of the bar weight and the threaded insert inside the handle bar tube. This bright washer is generally not required for successful installation.
- Step 4**
After firmly tightening the central retaining screw (Step 3); the KAOKO™ control should be in the completely disengaged Position (normal throttle functionality). To engage see notes below.
- Step 5**
Carefully set rotational resistance of the friction nut by tightening/loosening the grub screw by small adjustments using the 2mm allen key provided in the Kaoko Kit. Take care not to over tighten risking damage to threads. The nut should have fairly firm rotational resistance.
See under **Maintenance** below.

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)