



**KAOKO™ THROTTLE STABILIZER KITS:**  
**DUC125REV1**

RSA Registered Designs  
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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"

**For Models DUCATI**  
**Monster 1200/S (2014-) ♦ Monster 1200R (2016-)**  
**Multistrada 1200/1260 Enduro (2017-) ♦ Multistrada 950 (2017-)**  
With OEM Handguards

**Items Included in your kit**  
Kaoko bar-end body • Friction Nut • 2x 134 Thrust Washers • 1x 100 Thrust Washer  
2mm Allen Key • Fitting Instructions • M6x90 Bolt

**1**

- A** — OEM bar-end weight removed
- B** — Plastic Throttle Sleeve
- C** — Lip of rubber grip

**2**

- A** — OEM wedge nut assembly
- B** — Plastic Thrust Washer
- C** — Friction Nut & Grub Screw
- D** — Kaoko bar-end body
- E** — OEM bar-end weight
- F** — Central Retaining bolt

**3**

- A** — Plastic Thrust Washer
- B** — Friction Nut & Grub Screw
- C** — Kaoko bar-end body
- D** — OEM bar-end weight
- E** — 2mm gap

**4**

- A** — Plastic Thrust Washer/s
- B** — Friction Nut & Grub Screw
- C** — Kaoko bar-end body
- D** — OEM bar-end weight
- E** — Handguard Bracket
- F** — Gap

**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**

For installation on **Monster 1200/S/R** refer to **picture 3** for final assembly.  
For installation on **Multistrada 1200/1260/950** refer to **picture 4** for final assembly.

**Step 1**  
Remove your OEM bar end weight to expose the inside diameter of your handlebar as seen in **picture 1**.

**Step 2**  
Place the Kaoko Thrust washer against the throttle sleeve with the spigot of the washer facing towards the throttle sleeve as seen in **picture 2** and **picture 3**. Rotate the Friction nut so that there is a 2mm gap as shown in **picture 3**.

**IMPORTANT**—If the plastic throttle sleeve is tucked underneath the grip, simply lift up the lip of the rubber grip so that the spigot of the thrust washer is pushing up against the plastic throttle sleeve shown in **picture 1**.  
*Note: If there is an excessive gap when installing on the Multistrada 1200/1260/950 as indicated on picture 4 (F) - Simply add 1 or 2 of the 134 washers between the 100 washer provided in your kit as shown on picture 4 (A).*  
*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**  
Fully slide the Kaoko assembly together with the Ducati OEM end weight (and handguard if applicable per **picture 4**) into the inside diameter of your handlebars as shown in picture **2, 3 & 4**— secure the entire assembly with the central retaining screw that is provided in the Kaoko kit. Once the central retaining screw is firmly tightened, then back off the friction nut. 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)

