



Friction Nut and grub screw - 2mm Allen Key

KAOKO™ CRUISE CONTROL KITS : BUB

For BUELL
Models XB12X Ulysses, XB12Ss, XB12S & XB12R

SABS DESIGN EXCELLENCE AWARDS 2009

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

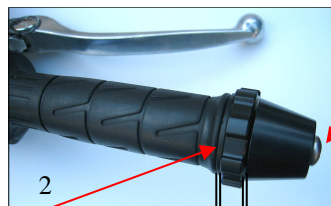
RSA Registered Designs
No. A2007/00202 No. A2007/00205
No. A2007/00203 No. A2007/00206
No. A2007/00204 No. A2007/00207



Ulysses Model

Central Retaining Screw with washer

Throttle RH Bar weight Body with Thrust Washer



1mm 1mm

Central Retaining Screw No washer



Left Hand Bar weight and Right Hand Throttle Control

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

KAOKO™ Safety Warning:

See: www.kaoko.com for further information info@kaoko.com

The KAOKO™ Cruise Control 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™ cruise control is designed, namely, for cruising, only when safe to do so. At all other times the control should be disengaged. The KAOKO™ Cruise Controls are to be used only by experienced and responsible riders.

Fitting & Operating Instructions: Kit comprises assembled LH side Bar weights and RH side Bar weights with a thrust washer and 2mm Allen key.

Step 1: For the above models, the OEM plastic plugs must be pulled out of each end of the handle bar in order to fit the KAOKO™ kit (No dismantling of hand grips is necessary) For the Ulysses model, install kit typically as shown in picture 1 & for non-hand guard models, install typically per picture 2. Note that the 8mm washers are not required in this case (picture 2)

Step 2: Fully insert LHS Bar weight into handle bar end and firmly tighten the central retaining screw (5mm Allen Key). Retighten after first few rides.

Step 3: Fully insert Throttle Control Kit (RHS) with the thrust washer similarly as described per step 2.

Note: Set the position of Friction Nut with 1mm gaps on each side of friction nut (per picture 2) before tightening central retaining screw.

Step 4: Back off the Friction Nut against body of Bar weight to disengage the Throttle Control. VERY IMPORTANT!! -- The throttle should open and snap closed freely when correctly disengaged.

Step 5: Set Friction Nut to the desired resistance by gently tightening the grub screw with 2mm Allen key. The friction nut should be stiff turning. See picture 2

Operation: The friction nut has a left hand thread. In readiness for engagement it must be adjusted so that it makes light contact with the throttle sleeve.

To Engage: whilst 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 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: whilst rolling off the throttle, grip friction nut between small finger and palm of hand. VERY IMPORTANT!! -- The throttle should open and snap closed freely when disengaged. **Note:** The Grub Screw (see picture 2) is set to provide the necessary rotational resistance on the thread of the friction nut. This may be adjusted periodically to take up wear.

Maintenance:

Wash with soapy water regularly (no acid based cleaning materials) and apply silicone based car polish to surfaces. Check that the central screws are tight.

Remove kit annually. Unscrew friction nut and brush clean threads with mild soap. Apply petroleum jelly to threads and assemble. Adjust grub if necessary **Note:** The Grub Screw is set to provide the necessary resistance on the thread of the friction nut. The nut should have firm rotational resistance to be correct. The nut should be stiff turning. (Use 2mm allen key)

(O-Ring cushion: 19.6 mm I.D. x 2.4 mm section - if replacement is required).