



KAOKO™ CRUISE CONTROL KITS : BUB

For BUELL
Models XB12X Ulysses, XB12Ss, XB12S & XB12R



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"

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

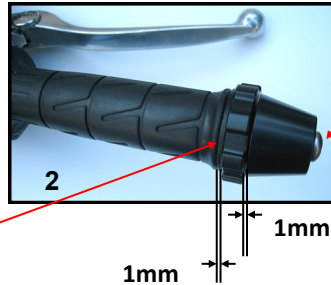
Friction Nut and grub screw - 2mm Allen Key



Ulysses Model

Central Retaining Screw with washer

Throttle RH Bar Weight Body with Thrust Washer



Central Retaining Screw No washer

1mm

1mm



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.

Note: An adjustment to throttle assembly position may be necessary to suit KAOKO™ Cruise Controls. 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 & Operating Instructions:

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 correctly 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 thread of 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).

Indemnity:

It is advised that the use of the cruise control is at the sole risk of the rider and by his/her decision to use it he/she does indemnify the manufacturers or organizers, their agents, employees and officers against any claim or action by themselves, their dependents or any other third party arising out of any loss, damage, injury or death suffered.