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# B183 - B184 B85

## INSTALLATION INSTRUCTIONS

**WARNING:** THE FOLLOWING INSTRUCTIONS CONTAIN IMPORTANT SAFETY INFORMATION AND MUST BE FORWARDED TO THE BOAT OWNER

The single lever control is designed to mount on the right or left side of the boat. The lever is provided with adjustable friction, warming-up device with shift gear in neutral, and in-neutral lock for preventing accidental operations.

The control is equipped with the X12 neutral safety switch which prevents engine starting while shift gear is engaged.

B183 - B184 - B85 control units can be used with the following engines:

- Force, Honda, Mariner, Suzuki, Yamaha do not require a connection kit.
- OMC from 1979 and later do not require a connection kit.
- OMC before 1979 cannot be used with this control.
- Mercury requires a K35 connection kit.

### IMPORTANT SAFETY NOTICE:

- Please read these instructions carefully before installation.
- Improper usage or incorrect assembly can result in loss of engine control with subsequent damages to things and/or injury to persons.
- The Manufacturer does not accept responsibilities for the installations where non-original items are used.
- It is recommended to perform the control system rigging with the boat floating and the engine running.

### CONTROL INSTALLATION (Fig. 1)

Drill the panel with the help of the provided template.

Choose control position (Fig. 1 bis).

Fix the flange 24 with the screws 13, washers 28, and nuts 40. The flange should be positioned in such a way that the slit A is aligned with the sliding element in the control lever that provides the locking in neutral.

Fix mechanism R (assembled with cables as required for throttle opening action) to flange 24 using screws 27.

### ASSEMBLING LEVER - MECHANISM (Fig. 2)

Insert lever 29 in screw cover 25.

Position lever unit.

**NOTE:** Item S shall be opposite to lever in neutral position.

Press on screw cover 25 to external flange 24

Attach control lever using screws 20 and press on cover 30.

### ADJUSTING LEVER FRICTION (Fig. 3)

Gain access to adjusting screw 50 by drilling a hole in one of the circular impressions of screw cover flange 25 (use a 6 to 6.5 mm. diameter punch).

Adjust throttle lever friction turning on the screw 50 with a phillips head screw driver (clockwise to increase and counter clockwise to decrease the friction).

When adjustment is ended, close the drilled hole by inserting the provided plug.

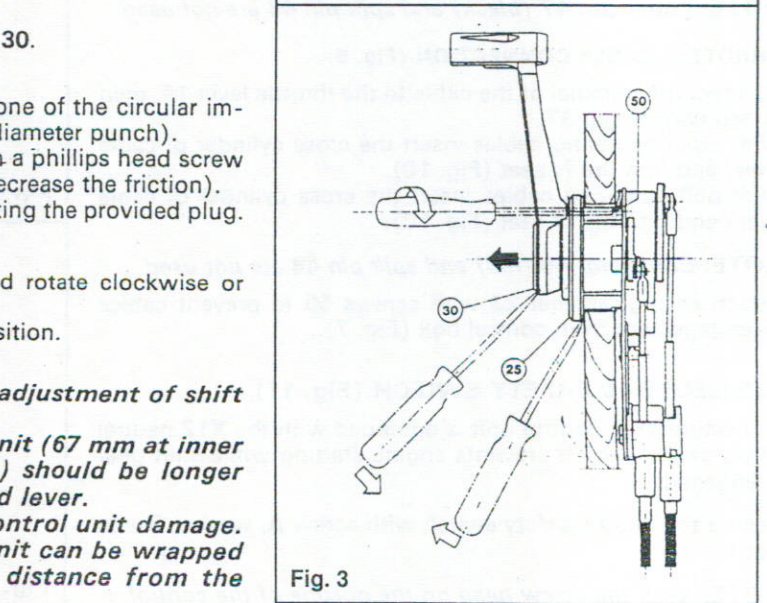
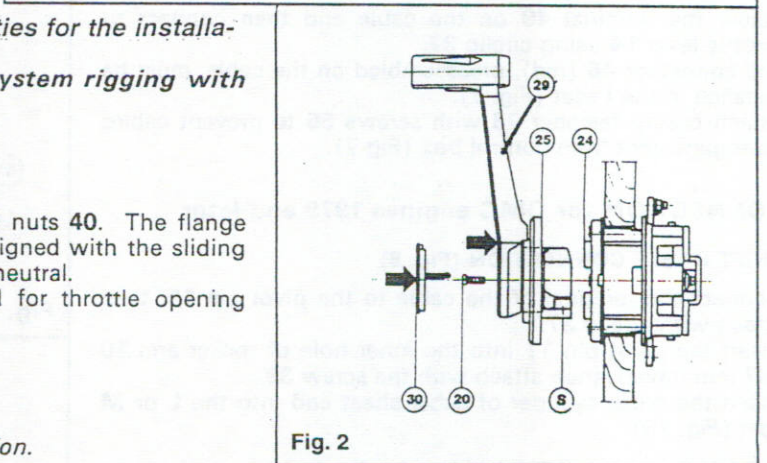
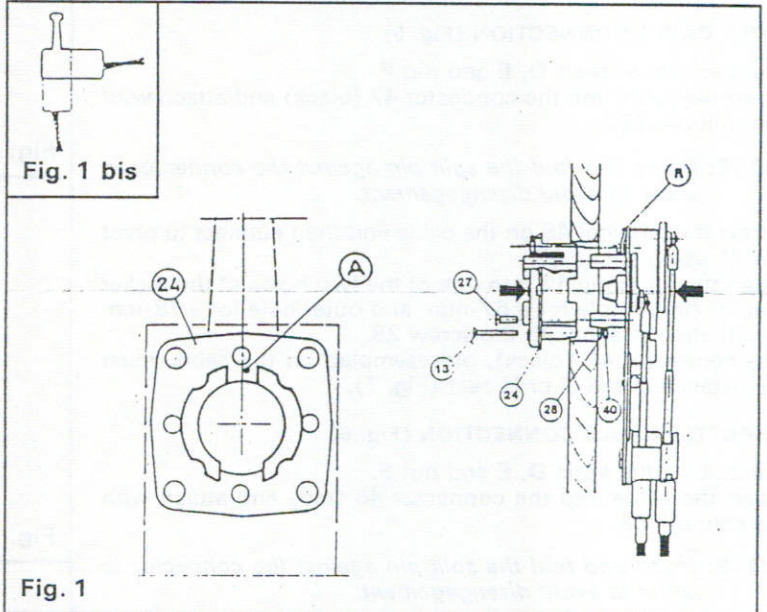
### NEUTRAL WARM-UP (Fig. 3)

Pull lever hub in the direction shown by the arrow and rotate clockwise or counterclockwise until desired warm-up.

With lever in neutral, return spring will bring to initial position.

### WARNING:

- Correct control operation depends on precise adjustment of shift gear travel.  
In no case the travel provided by the control unit (67 mm at inner hole and 78 mm at outer hole of rocker arm) should be longer than the travel allowed by the engine mounted lever.  
Failure of the above will result in cable and control unit damage.
- The sheaths of the cables below the control unit can be wrapped together or fastened at a 500-mm minimum distance from the control unit.



## THROTTLE REVERSING (Fig.4)

**NOTE:** This procedure is only necessary for throttle mechanisms that require a pull instead of push to open.

Be sure the control is in the neutral position (See rocker arm 10 as shown in Fig. 4).

Remove screw 13, washer 17, spring 16 and tube 15.

Pull lever 14 out and turn 180 degrees.

Reinstall tube 15, spring 16, washer 17 and screw 13.

## CONNECTION for FORCE, HONDA, MARINER, SUZUKI and YAMAHA engines

### SHIFT CABLE CONNECTION (Fig. 5)

Remove rubber seals D, E and nut F.

Insert the cable into the connector 47 (black) and attach with the split pin 48.

**NOTE:** Insert and fold the split pin against the connector in order to avoid disengagement.

Screw the terminal 49 on the cable end then connect to pivot pin 11 using circlip 37.

Insert the pivot pin 11 into one of the two holes of the rocker arm 10 (inner hole for a 67-mm and outer hole for a 78-mm travel) then attach with the screw 29.

The connector 47 (black), preassembled on the cable, must be installed in the G or H seat (Fig. 7).

### THROTTLE CABLE CONNECTION (Fig. 6)

Remove rubber seals D, E and nut F.

Insert the cable into the connector 46 (red) and attach with the split pin 48.

**NOTE:** Insert and fold the split pin against the connector in order to avoid disengagement.

Screw the terminal 49 on the cable end then connect to throttle lever 14 using circlip 37.

The connector 46 (red), preassembled on the cable, must be installed in the I seat (Fig. 7).

Attach casing fastener 23 with screws 55 to prevent cables disengagement from control box (Fig. 7).

## CONNECTION for OMC engines 1979 and later

### SHIFT CABLE CONNECTION (Fig. 8)

Connect the terminal of the cable to the pivot pin 11, then attach with circlip 37.

Insert the pivot pin 11 into the inner hole of rocker arm 10 (67 mm travel), then attach with the screw 39.

Insert the cross cylinder of cable sheat end into the L or M seat (Fig. 10).

**NOTE:** Connector 47 (black) and split pin 48 are not used.

### THROTTLE CABLE CONNECTION (Fig. 9)

Connect the terminal of the cable to the throttle lever 14, then attach with circlip 37.

With push operating cables insert the cross cylinder of cable sheat end into the N seat (Fig. 10).

With pull operating cables insert the cross cylinder of cable sheat end into the O seat (Fig. 10).

**NOTE:** Connector 46 (red) and split pin 48 are not used.

Attach casing fastener 23 with screws 55 to prevent cables disengagement from control box (Fig. 7).

## X12 NEUTRAL SAFETY SWITCH (Fig. 11)

The single lever control unit is equipped with the X12 neutral safety switch which prevents engine starting while shift gear is engaged.

Secure the neutral safety switch with screw A, washer B and nut C.

**NOTE:** Keep the screw head on the outside of the control.

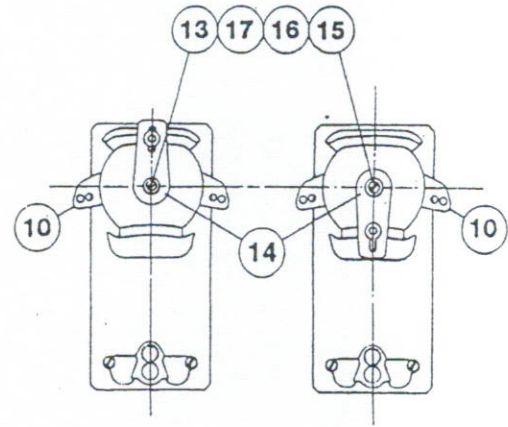


Fig. 4

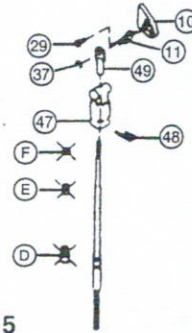


Fig. 5

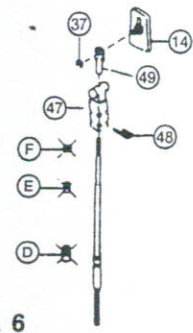


Fig. 6

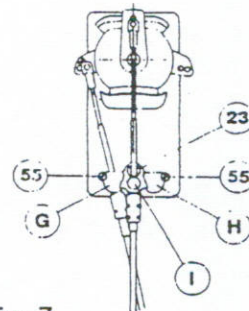


Fig. 7

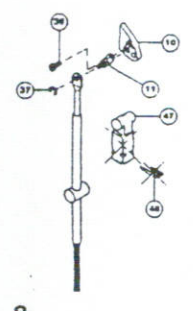


Fig. 8

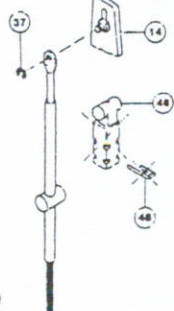


Fig. 9

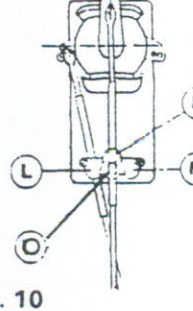


Fig. 10

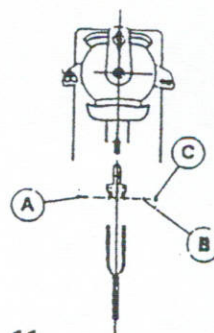
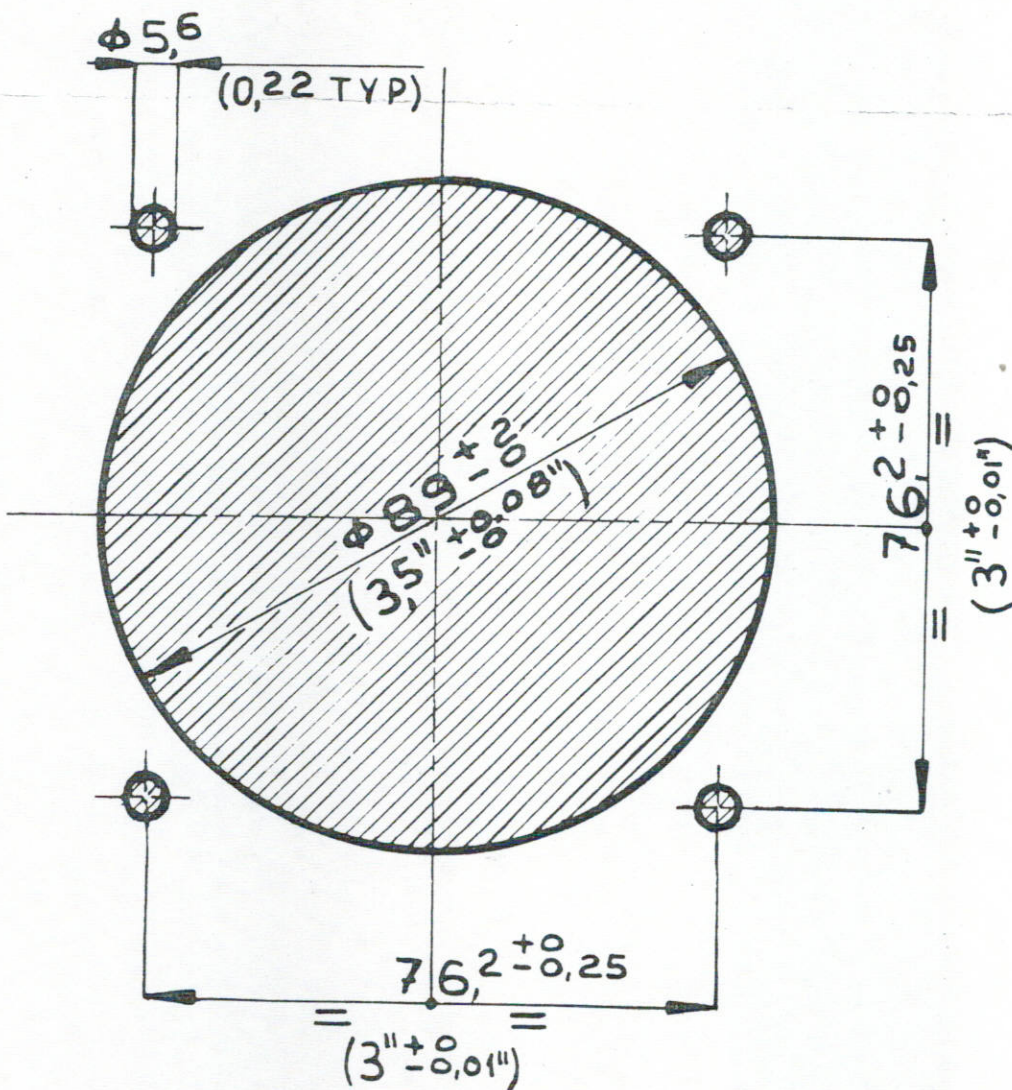


Fig. 11

# DIMA DI FORATURA (CONTROL BODY TEMPLATE)



56009 H
05369 R