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DUAL LEVER PUSH-PULL CONTROLS INSTALLATION INSTRUCTIONS

In order to provide a satisfactory push-pull control system, the following points must be observed:

- 1) Control head must be installed on a flat and clean surface, to avoid binding in the bearing sections.
- 2) When attaching the cable to the control head or the engine, it is important not to twist the inner core of the control cable, as this will cause additional friction.
- 3) The cables must be routed in a manner to have as few bends as possible and also to avoid sharp bends.
- 4) Ensure that all fasteners are tightened. For installations subject to severe vibration, secure screws with "Loc-tite" or similar.
- 5) Lubricate bearings and other moving parts with all-purpose grease occasionally.

- install push-pull cable in cable connector, item4, together with a jam nut.

- Loosen flat head screws item1, to separate pin retainer item 3 from pivot plate item 2 (Screws, item 1, are provided with sufficient length to allow for pin insertion without total screw removal).

- Insert pin, item 5, into cable connector,item 4. Apply a small amount of grease to pin.

- Now install cable connector between pivot plate and pin retainer, and tighten screws securely.

Note: The pivot plate is equipped with several attaching points for the cable connector to provide appropriate cable stroke.

SINGLE LEVER CONTROLS MODELS 2046,2048,2049,2050,2051, AND 2054 INSTALLATION INSTRUCTIONS

In order to provide a satisfactory push-pull control system, observe points 1-5 on the reverse side.

Initially install the cables, with the cable clamps to the support bracket. As illustrated in the drawing in position A (showing the clutch actuating pivot plate in the gear engaged position, and the control handle in the full speed position) the cable must pass slightly beyond the attaching point on the clutch actuating pivot plate in the pull mode. The cable must also go slightly beyond Position B in the push mode with the control head in a full speed position.

In order to obtain equal excess travel in both positions on the cable, the adaptor kit cable-end must be adjusted accordingly. After the proper position is found, the cable-end is attached to the clutch actuating pivot plate. The locking nut must be secured. This will ensure that no mechanical binding takes place in the cable or the control head. It is also very important that the clutch control valve goes from neutral to both gear engaged positions without bottoming. A slight amount of end play is essential.

The throttle cable attached to the throttle actuating pivot plate must also operate within the available stroke of the cable and, again, the adaptor kit cable-end must be adjusted in such a manner to avoid bottoming of the control cable in either direction. In order to obtain full handle travel in the speed range, it is important to select the appropriate connection point for the adaptor kit, on the throttle pivot plate.