Neutral safety switch
As an option the remote control can be equipped with a neutral safety switch which will prevent starting with gear engaged. Depending on the engine electrical system, starting attempts with running engine will in certain cases also be prohibited. This is of great advantage especially for twin engine installations. Detailed installation instructions are delivered together with the switch kit. Please observe that the switch (8A) must be mounted in such a way that the electric plugs (6/8) are connected away from the shifting cable.

DS-unhet
The boat is equipped with dual steering stations, each function must be connected to a dual station unit to make possible operation from both stations, see fig.9. Detailed installation instructions are attached to each DS-unhet.
Svenska

ANPASSNING AV MEKANISMEN
Eftersom kabellans nödvändighet bestäms av motorns komponenters position, så finns den sedan efter att läsningen av detta uppdrag, även i den fäste rörelse av de kabellns nödvändighet. 

AVSKILTNING AV KABLAR

Kontrollera på myntets avskiltningskran är den rätta. Motorn kan fyllas på, avskiltningskranen följer. 

MONTERING AV GASKABEL

- Kontrollera att gaskabeln är det fria från större delar. 
- Sätt in gaskabeln genom att höja stödet. 
- Sätt in gaskabeln genom att höja stödet. 
- Sätt in gaskabeln genom att höja stödet.

ALTERNATION OF THE MECHANISM

The movement direction of the cable must be chosen according to the given design. In some cases the throttle function must therefore be altered. As standard the mechanism is delivered for pulling throttle function. This also applies to the shifting cable, but no attention of the mechanism is needed. In the following the connection and the alteration of the mechanism is described. Please consult your engine dealer in case you are not sure whether the function should be pulling or pushing.

Altering of throttle function

- Push the shifting release knob (3/5) and turn the throttle arm (3/2) on the other side of the mechanism 180°.
- Loosen the screw (3/9) holding the throttle arm in place and move the bracket from the lower to the upper hole (1/7).
- Tighten the screw but check that the bracket can be turned easily.

Movement direction

The mechanism is equipped with a dual shifting arm and can therefore be used for both pulling and pushing shifting movement without modification. On the installation cable the cable is simply connected to that side of the shifting arm, giving the correct travel. Always connect the cable to the outer hole of the shifting arm (2/5) when a travel of ±30 mm is desired (standard travel). The inner holes (2/9) will give a travel of ±30 mm only and are reserved for special circumstances.

CONNECTING THE CABLES

Make sure again, that the lever movement is correct. Connect the cables. NOTB! Always connect the cables to the mechanism before attaching them to engine and gear. This should not be carried out until the complete remote control has been installed.

Connecting the throttle cable

- Remove the nut (3/4) and both rubber seals (3/9). Push the throttle cable through the retaining (3/0), fix both rubber seals and nut.
- Secure the cable with the lock pin (3/6). Note that the lock pin must be fitted with the flat side upwards, see fig. 2.
- Secure the screw (4/6) onto the nut until the threaded portion of the nut protrudes 4 mm, see fig. 4. Secure the screw by tightening it with the pliers (4/6).
- Connect the shift cable (3/6) and secure it with a cotter pin (3/9).

Connecting the shifting cable

- Push the shifting cable through the appropriate retaining (3/0) and fix it with the cable pin properly into the used retaining (3/6).
- Secure the pivot (4/4) onto the nut until the threaded portion of the nut protrudes 4 mm, see fig. 4. Secure the pivot by tightening it with the pliers (4/6).
- Connect the pivot to the shifting lever (3/6) and secure with a cotter pin (3/9).

NOTB! To avoid the shift arm from unintentional sliding, do not engage the push button on the control lever until the mechanism is mounted and the control cables are connected. Should it not happen, the shift arm can be turned back to neutral position by hand. It is not possible to restore the shift arm to neutral by using the control lever.

INSTALLATION OF CABLES

The minimum control cable bend radius is 200 mm. Sharper bends will increase cable wear rapidly.

Throttle cable

As the throttle cable moves back and forth during operation, it must not be clamped too close to the mechanism as this would prevent its motion. Subsequently this would lead to an overload of the mechanism until the throttle becomes too hot or pit stop due to friction. Hence, the throttle cable should be fixed onto a block or two bends close to the mechanism for trouble-free operation. Check that the throttle cable is free by pushing the shift release knob (1/10) and moving the control lever. When correctly installed, the lever can be moved without noticeable resistance and a programming feeling.

Shift cable

The shift cable is secured to the mechanism and can therefore be clipped to a bulkhead adjacent to the mechanism.

THROTTLE BRAKE ADJUSTMENT

The mechanism is equipped with an adjustable brake. This will prevent the throttle from creeping when the throttle mechanism of the engine tends to pull the lever back (causing main control). When turning the adjustment screw (7/4) clockwise the friction will increase. The bias should be adjusted at half throttle and gear engaged.