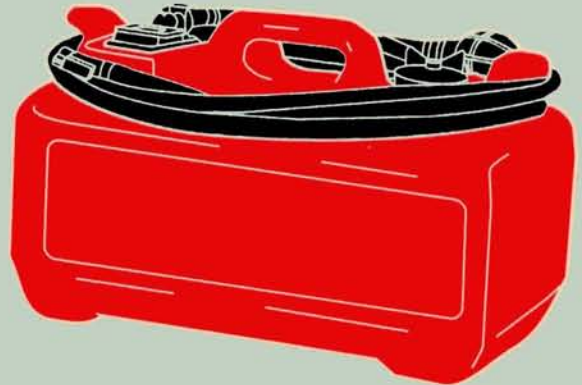
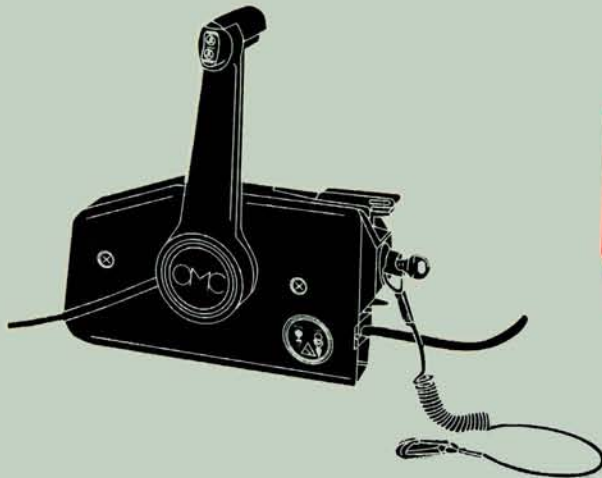
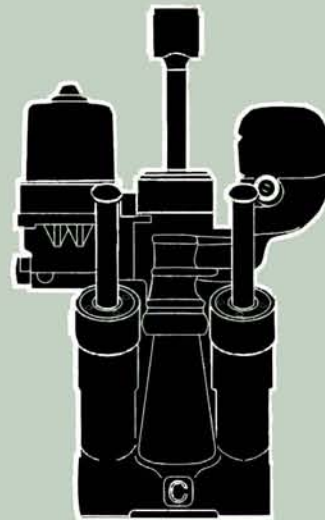




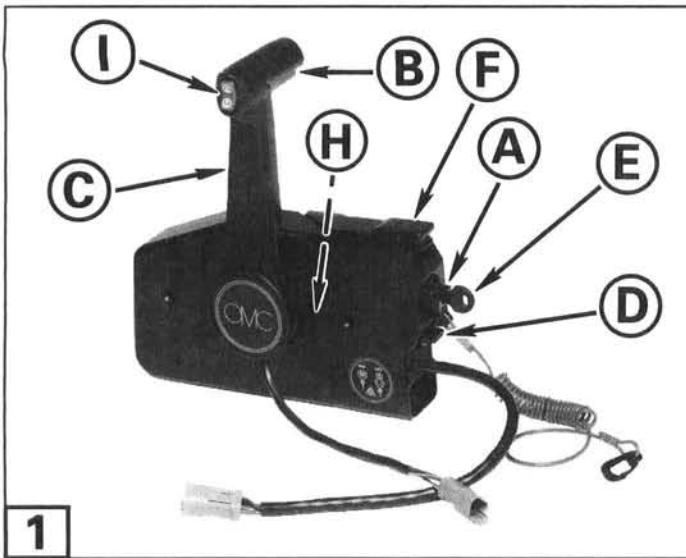
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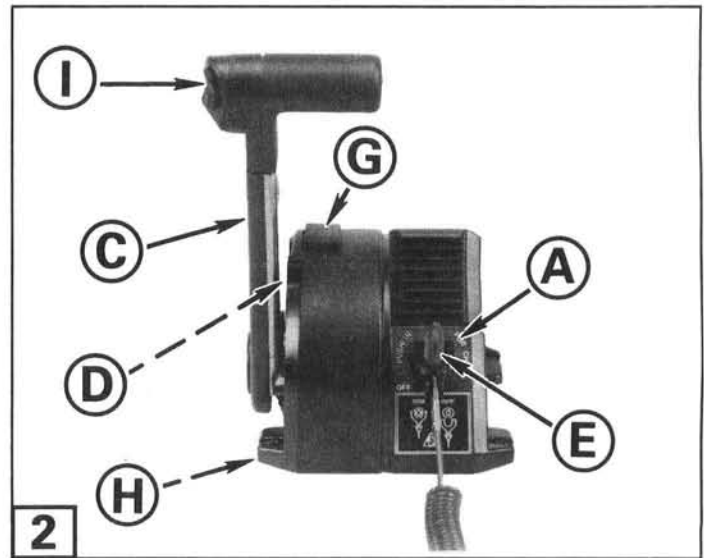
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## Introduction

**⚠ After servicing remote controls, you must be sure all features are working properly to avoid sudden loss of operator control over engine speed or direction. Test your work before returning the product to the user.**

**1** Prewired Surface Mount Remote Control

**2** Prewired Binnacle Mount Remote Control

**A Emergency Stop Switch** – stops the engine when the clip and lanyard are removed from it.

To function as a safety feature, the snap end of the clip's lanyard must be firmly attached to the operator. The lanyard must be in good condition and free of obstructions.

**B Neutral Lockout Tab** – prevents accidental movement of the control handle from NEUTRAL to either gear position.

When preparing to shift into either gear from NEUTRAL, lift the tab and move the control handle to FORWARD or REVERSE gear position. The lockout tab will stay recessed until you return the handle to NEUTRAL position.

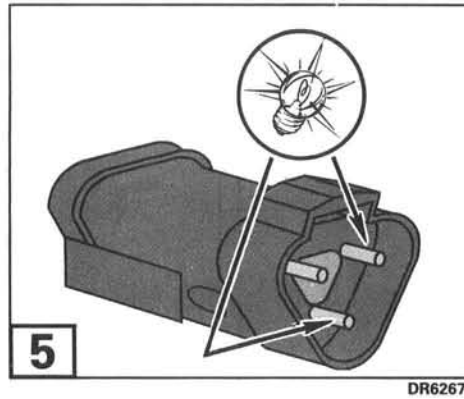
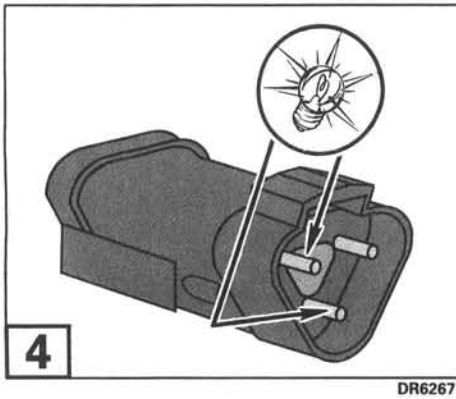
**C Control Handle** – controls the direction and amount of the engine's thrust (shift and throttle).

Moving the control handle forward from NEUTRAL selects FORWARD gear. Moving the control handle aft from NEUTRAL selects REVERSE gear. Continued movement of the handle in the same direction increases engine speed in that gear.

**D Throttle Friction Adjustment** – regulates the return friction of the control handle.

To adjust, some controls provide an adjustment knob and others provide a slot for a screwdriver. Rotating the adjuster clockwise increases throttle friction, and rotating it counterclockwise decreases throttle friction. The resulting adjustment should be just tight enough to prevent control handle "creep" under normal operating conditions.





### Trim/Tilt Switch Test

1. Disconnect the connector between the trim/tilt switch and instrument harness.

2. Use an ohmmeter calibrated on appropriate scale or a continuity light to test continuity.

**4** 3. Connect meter to the trim/tilt switch as shown. Press the switch in the UP direction:

- Meter must show **continuity**.
- Meter must show **no continuity** when switch is released.

**5** 4. Connect meter as shown. Press the switch in the DOWN direction:

- Meter must show **continuity**.
- Meter must show **no continuity** when switch is released.

5. If your results vary, replace the switch.

### Emergency Stop Switch Test

1. Install the stop switch clip and lanyard.

2. Disconnect the instrument harness connector that contains the black/yellow wire from the engine harness.

3. Use an ohmmeter calibrated on the appropriate scale or a continuity light to test continuity between the black/yellow wire, terminal "1", and the black/white wire, terminal "3".

4. Turn the key to the ON position (first detent clockwise).

**6** 5. Connect meter as shown:

- Meter must show **no continuity**.

**7** 6. Remove the stop switch clip and lanyard:

- Meter must show **continuity**.

7. If your test results vary, test the instrument harness, key switch harness, and key switch.

