LEWMAR

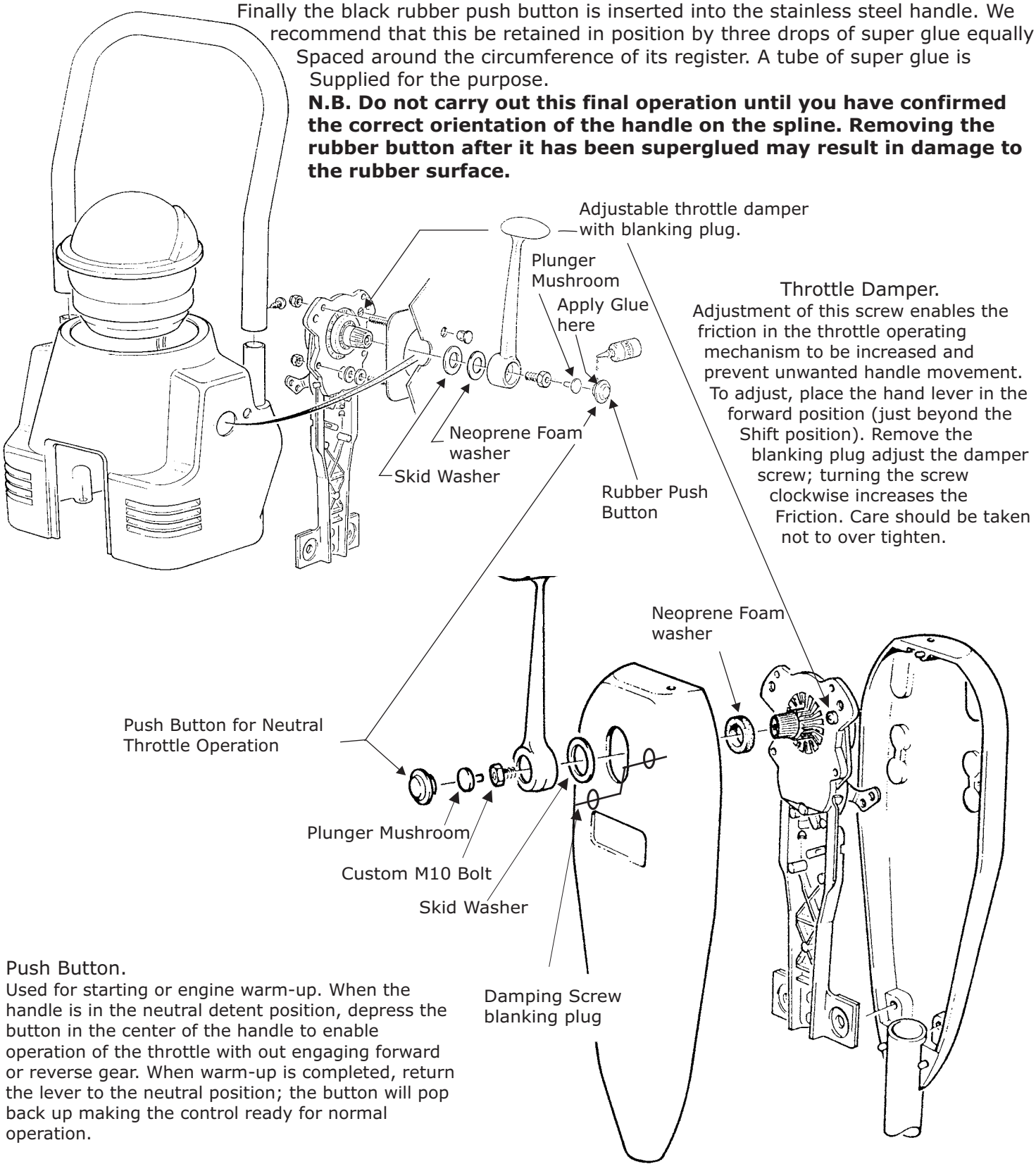
LEWMAR NON-MAGNETIC SINGLE LEVER ENGINE CONTROL

Installation and operation

The handle fits the tapered spline and is retained by a custom M10 bolt which is pre-drilled to accept the plunger mushroom.

Finally the black rubber push button is inserted into the stainless steel handle. We recommend that this be retained in position by three drops of super glue equally Spaced around the circumference of its register. A tube of super glue is Supplied for the purpose.

N.B. Do not carry out this final operation until you have confirmed the correct orientation of the handle on the spline. Removing the rubber button after it has been superglued may result in damage to the rubber surface.



Throttle Damper.

Adjustment of this screw enables the friction in the throttle operating mechanism to be increased and prevent unwanted handle movement. To adjust, place the hand lever in the forward position (just beyond the Shift position). Remove the blanking plug adjust the damper screw; turning the screw clockwise increases the Friction. Care should be taken not to over tighten.

Push Button.

Used for starting or engine warm-up. When the handle is in the neutral detent position, depress the button in the center of the handle to enable operation of the throttle with out engaging forward or reverse gear. When warm-up is completed, return the lever to the neutral position; the button will pop back up making the control ready for normal operation.

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Cable Installation and Maintenance Instruction Sheet

PLEASE NOTE

Use Morse 33C Cables or equivalent..

Refer to Engine Manufacturers handbook for throttle and gear direction and adjustments.

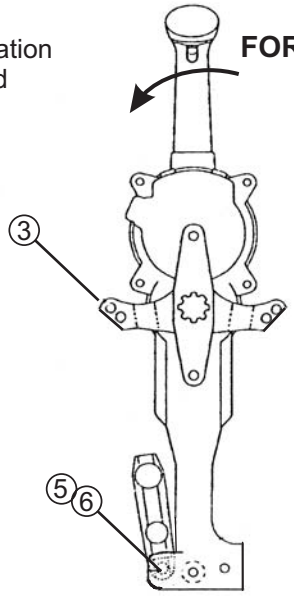
“Push” and “Pull” refer to the direction of the cable motion to shift into Forward or to Open throttle.

Hole numbers in the diagrams below refer to the numbers stamped on the levers and the control mechanism chassis.

Cables & Wiring should be pre-installed on control before final mounting is made.

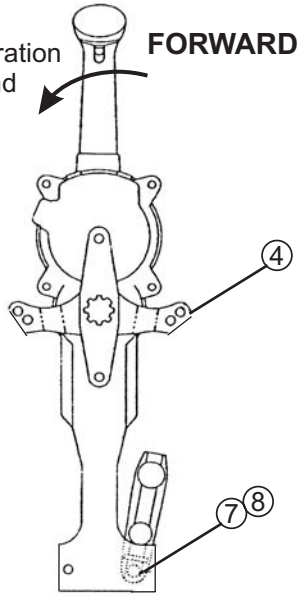
PULL TO GO FORWARDS

Right-hand operation shown. Left-hand opposite



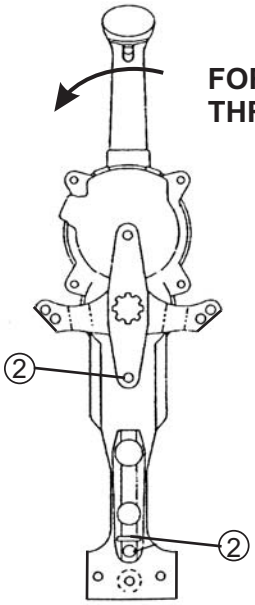
PUSH TO GO FORWARDS

Right-hand operation shown. Left-hand opposite



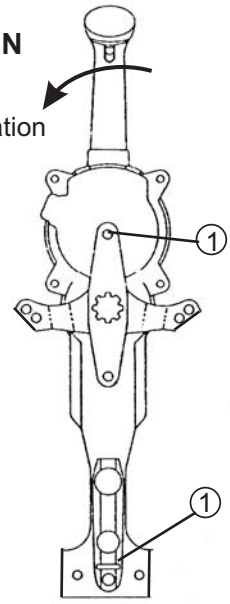
PULL TO OPEN THROTTLE

Right-hand operation shown. Left-hand opposite



PUSH TO OPEN THROTTLE

Right-hand operation shown. Left-hand opposite



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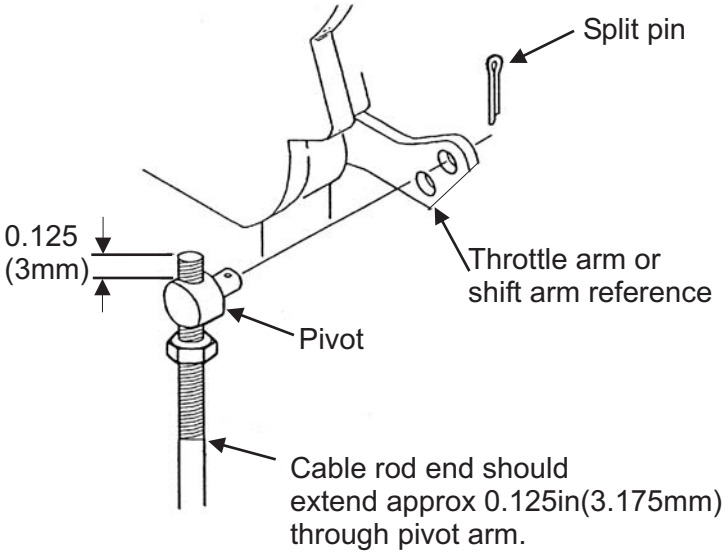
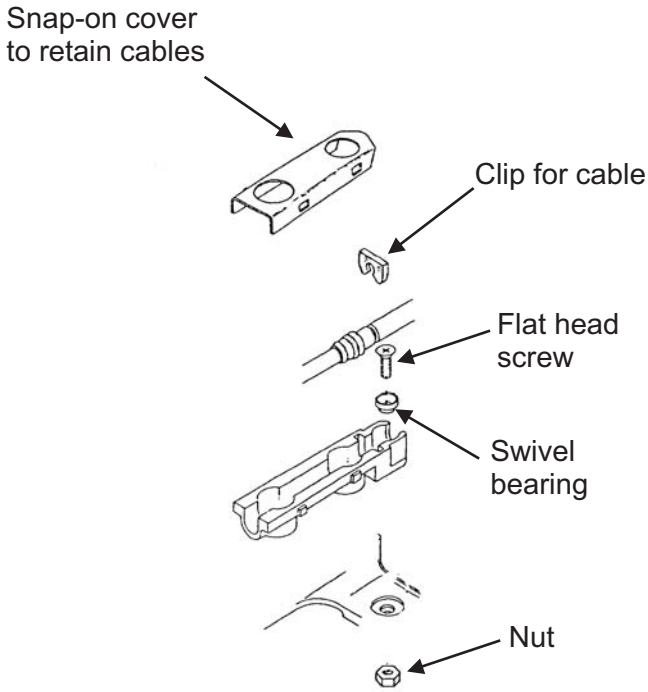
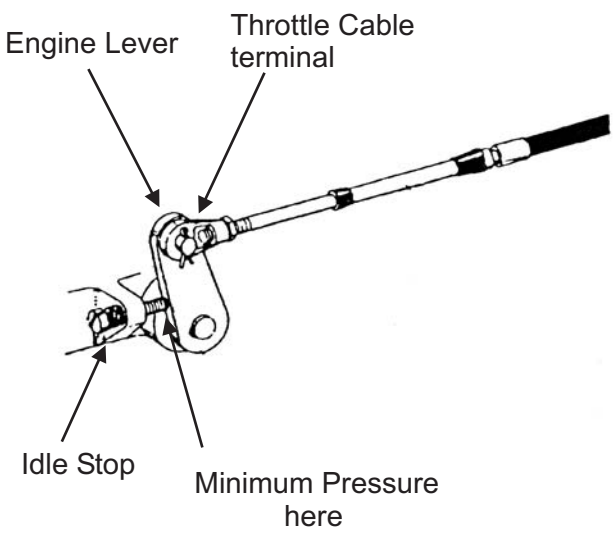
Cable Terminal and Cable Hub Connections to Control





Throttle Cable Connection - Engine End

CAUTION:
The throttle cable must be disconnected from the motor before making motor idle adjustments. Adjustment of the motor Idle while the throttle cable is still connected to the motor may cause a jamming action against the Idle stop. As a result, the control may not function properly and damage to the control, the cable and/or motor could result.



- Make sure the control is in Netural Detent.
- The fuel lever should rest lightly against the Idle stop.
- Connect the throttle Cable to the fuel lever.

NOTE ~ Throttle cable must be free when fuel lever is in the idle position to prevent hard shifting

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Electrical Connections

Neutral Safety Switch

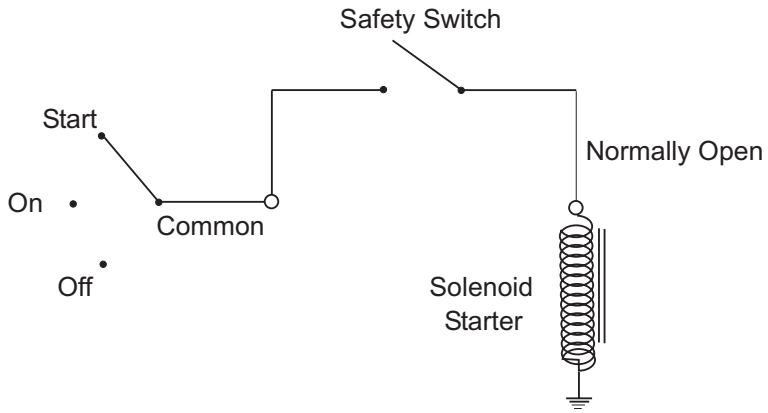
The control is provided with a Neutral Safety Switch. This switch is used to prevent the engine from starting in gear. Use a battery-powered Test light or test meter to check continuity.

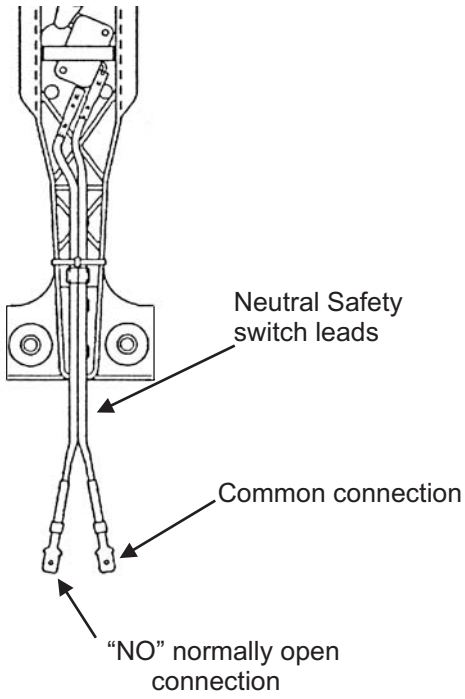
1. With the control in NEUTRAL connect one wire of the tester to the common terminal, and one wire to the "NO" (Normally open) Terminal. The test light MUST Light.

2. Connect the Neutral Safety Switch between the Ignition switch (start Lead) and the starter solenoid (See diagram below).

CAUTION:

Check to make sure that there is electrical continuity only when the control is in neutral. There must not be any electrical continuity otherwise.





Maintenance

Periodically check head mechanism for loose fasteners and signs of wear of moving parts. Keep these moving parts well lubricated with a moisture displacing lubricant such as WD40 or Marine grease.

Periodically check the cables and engine connections for signs of wear and corrosion replace as necessary.

REVISION 3	
CREATED	BY N.SEAMARKS
APPROVED	BY D.WORTHINGTON
DATE	06.11.2006