

# PORT SIDE MOUNT REMOTE CONTROL INSTALLATION AND OPERATION MANUAL

**IMPORTANT:** This document guides our dealers, boatbuilders, and company service personnel in the proper installation or service of our products. If you have not been trained in the recommended servicing or installation procedures for these or similar Mercury Marine products, have the work performed by an authorized Mercury Marine dealer technician. Improper installation or servicing of the Mercury product could result in damage to the product or personal injury to those installing or operating the product.

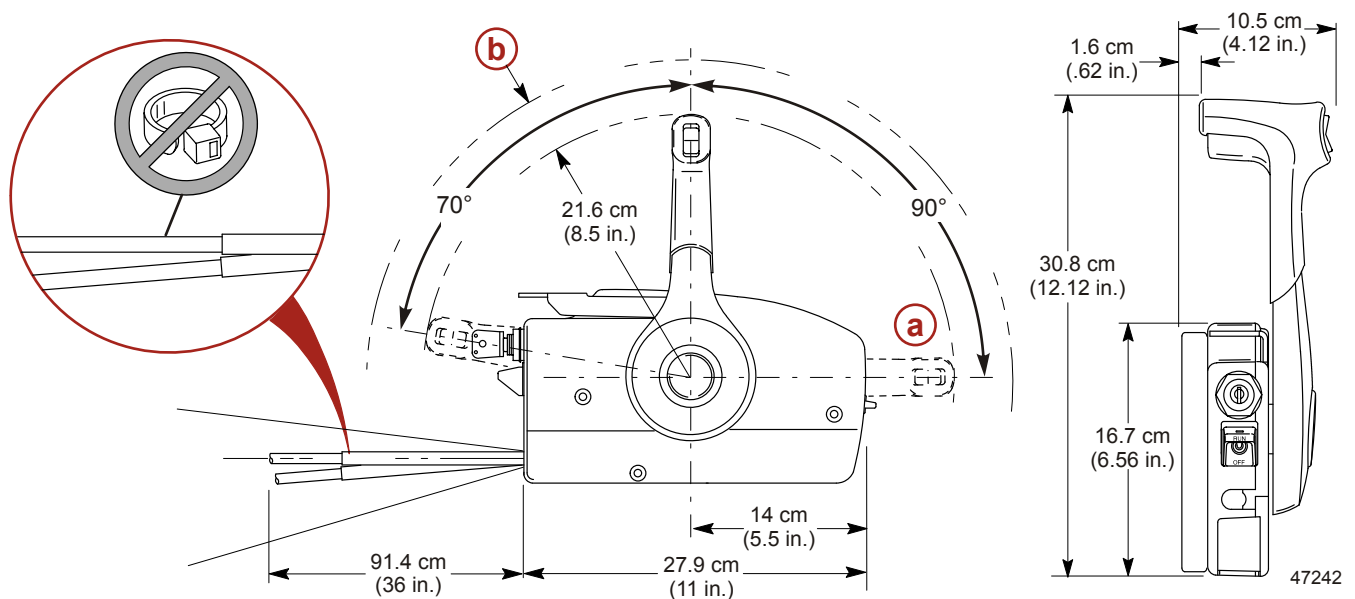
**NOTE:** After completing installation, place these instructions with the product for the owner's future use.

## Remote Control Installation

### Required Mounting Clearances

The remote control must be mounted on a hard, flat surface no less than 6.3 mm (1/4 in.) thick.

**IMPORTANT:** The control cables must be able to move independently of each other. Do not use anchors, clamps, cable ties, or secure any harnesses or other items within 91.4 cm (36 in.) of the control cables exiting the remote control module assembly.



- a -** Lever throw
- b -** Hand clearance

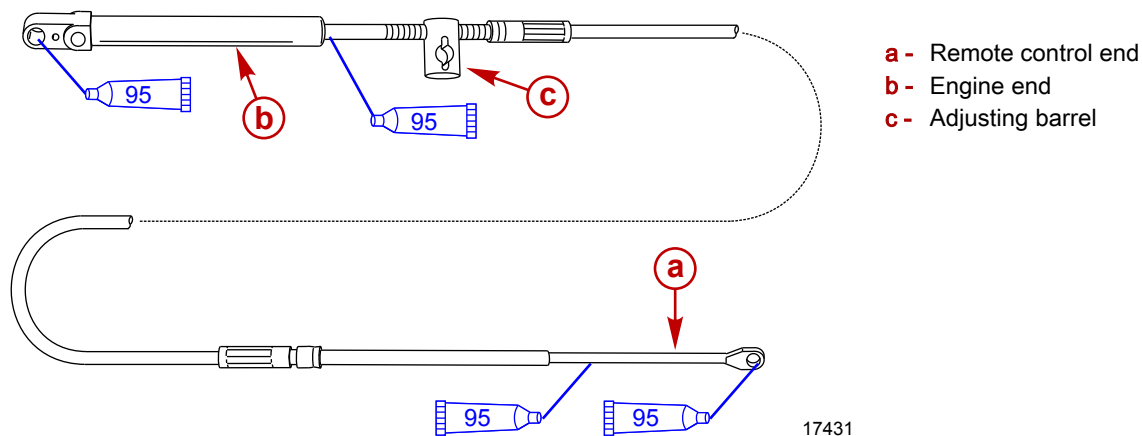
## Selecting Remote Control Cables


Refer to the **Mercury Precision Parts Accessories Guide** for the available shift and throttle cables for your application. This control requires the use of Mercury/Quicksilver shift and throttle cables.

**IMPORTANT:** Remote control cables must be the correct length. Sharp bends on cables that are too short may result in kinks. Cables that are too long will require unnecessary bends and/or loops. Both conditions place extra stress on the cables.

## Shift and Throttle Cable Installation

1. Lubricate the shift and throttle cables with 2-4-C with Teflon.

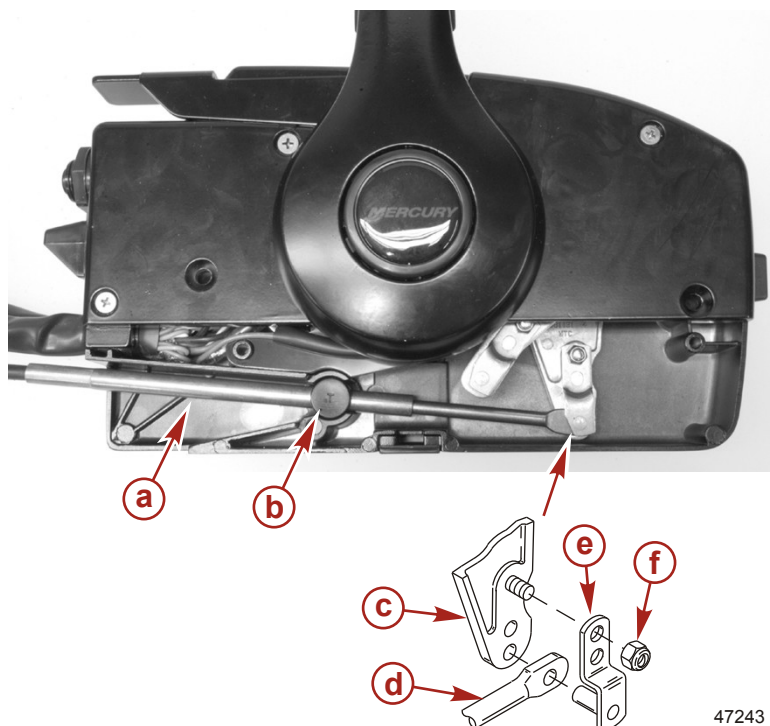


Tube Ref No.	Description	Where Used	Part No.
	2-4-C with Teflon	Shift cable and throttle cable lubrication points	92-802859A 1

2. Remove the cable access cover from the remote control.

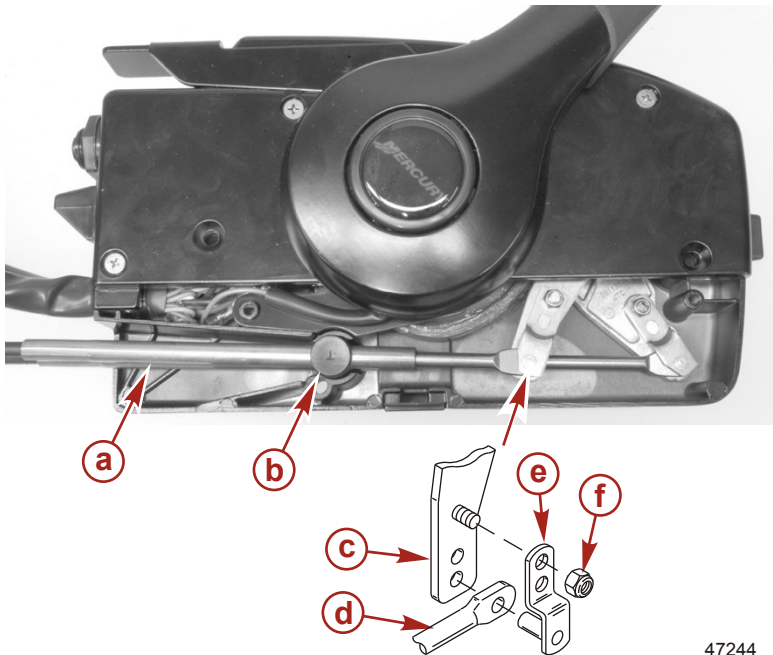
**NOTE:** The locknut and cable retainer pin do not need to be completely removed for the cable end installation.

3. Place the shift cable barrel into the barrel pocket. Fasten the shift cable to the lower hole in the shift arm with the cable retainer pin, as shown. Make sure the pin enters the hole in the shift arm. Tighten the locknut to the specified torque.



- a - Shift cable
- b - Shift cable barrel
- c - Shift arm
- d - Shift cable
- e - Cable retainer pin
- f - Locknut

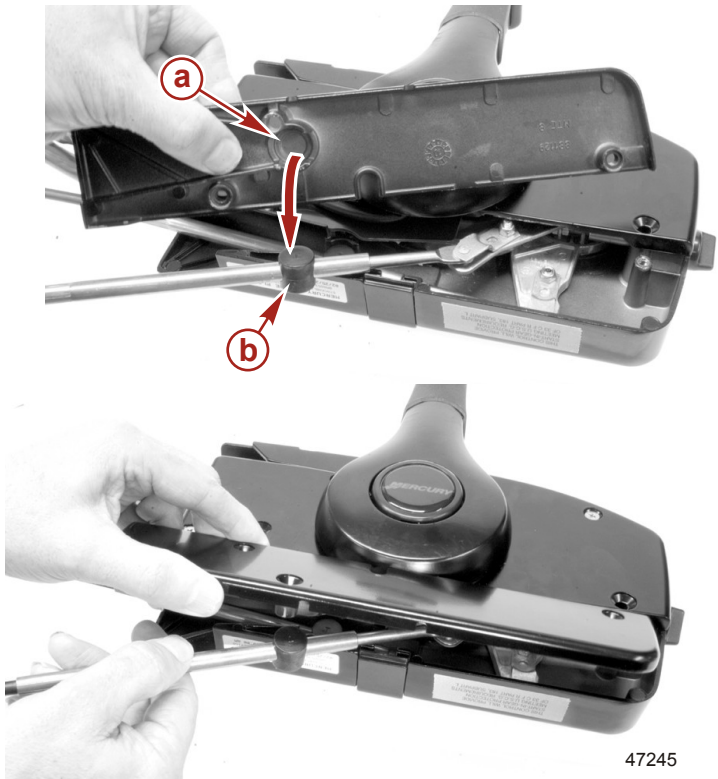
4. Place the throttle cable barrel into the barrel pocket. Fasten the throttle cable to the lower hole in the throttle arm with the cable retainer pin, as shown. Make sure the pin enters the hole in the throttle arm. Tighten the locknut to the specified torque.



- a - Throttle cable
- b - Throttle cable barrel
- c - Throttle arm
- d - Throttle cable
- e - Cable retainer pin
- f - Locknut

Description	Nm	lb-in.	lb-ft
Cable retainer pin locknut	4.9	43	

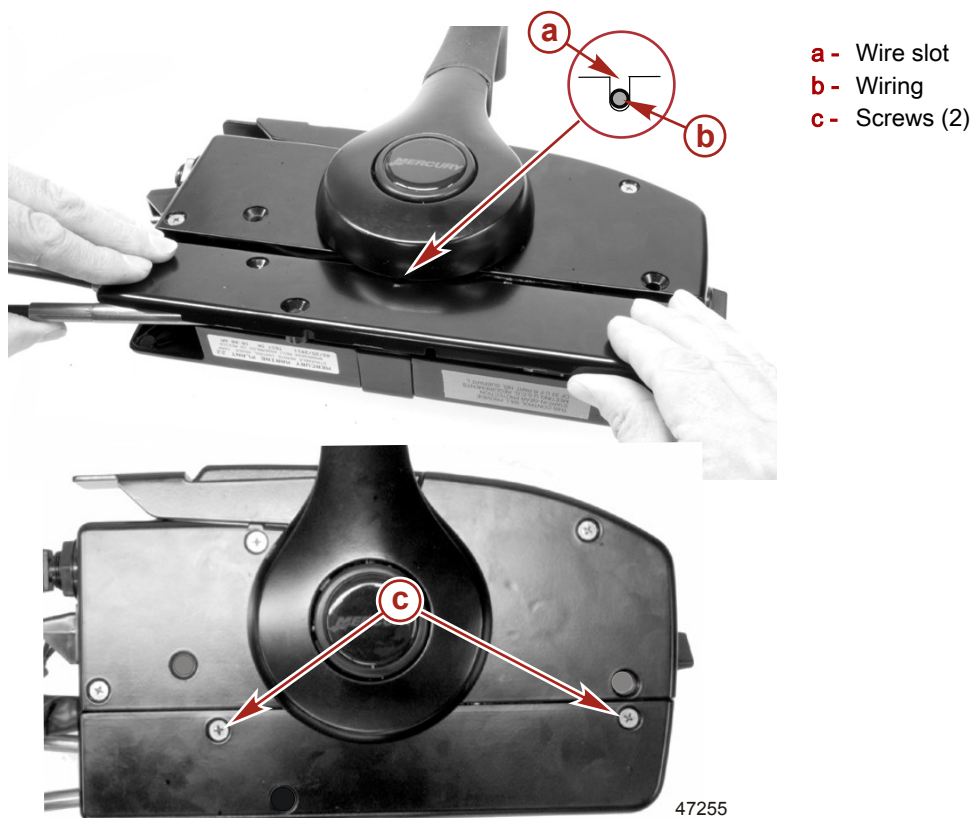
5. Lift up the throttle cable and swing the throttle cable barrel out of the barrel pocket.
6. Place the casted pocket located on the inside of the cable access cover onto the throttle cable barrel.



- a - Casted pocket
- b - Throttle cable barrel

7. Align the wire slot with the wiring from the control handle. Hold the throttle cable against the cable access cover so that the throttle cable barrel stays in the pocket. Slide the cable access cover underneath the control handle while positioning the throttle cable barrel back into the barrel pocket. Verify the wiring does not get pinched while closing the cover.

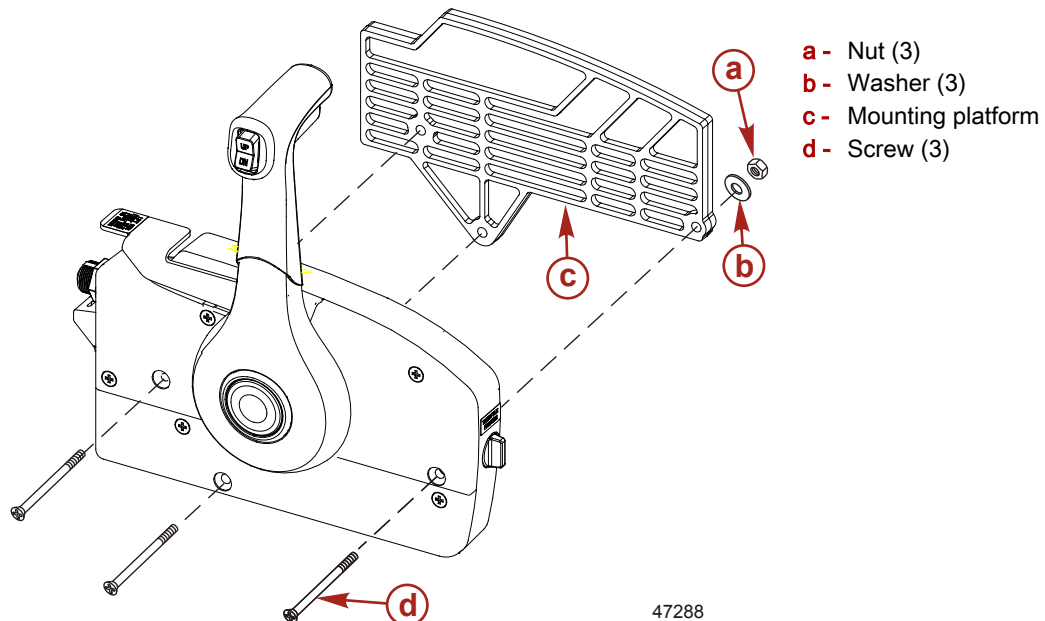
8. Fasten the cable access cover with two screws. Tighten the screws to the specified torque.



Description	Nm	lb-in.	lb-ft
Cable access cover screws (2)	4.9	43	

## Installing the Remote Control

1. The remote control must be mounted on a hard, flat surface no less than 6.3 mm (1/4 in.) thick.
2. Use the mounting platform as a template to mark and drill three 6.3 mm (1/4 in.) diameter mounting holes.
3. Fasten the remote control and mounting platform with three screws, flat washers, and locknuts.

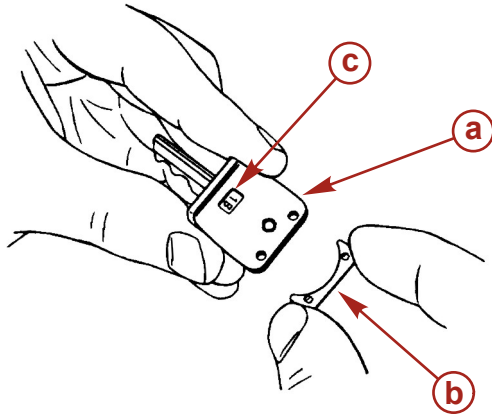


## Placing Grip onto Ignition Key

1. Install ignition key into key cover.

**NOTE:** Key identification number can be placed in window as shown or, for a security measure, record the identification number, then install key into cover so identification number cannot be seen.

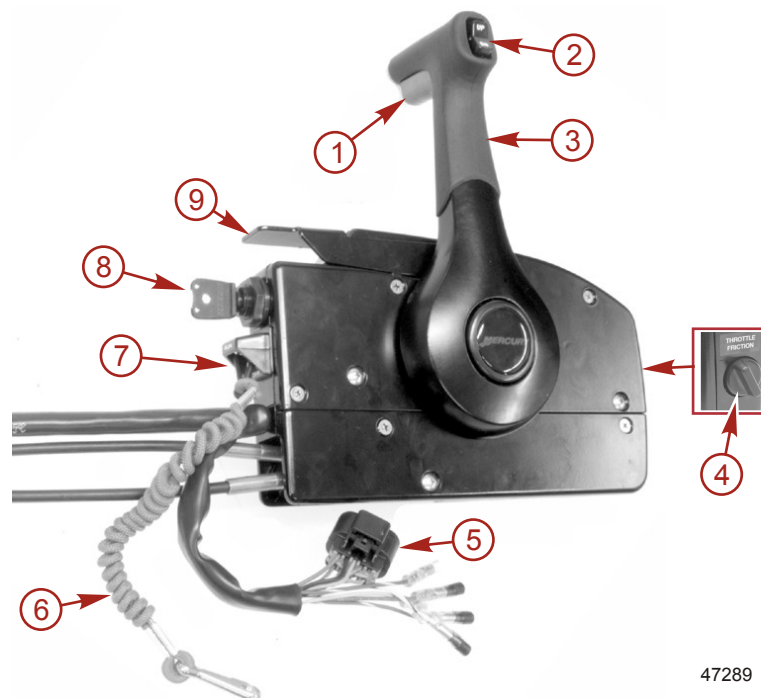
2. Install retainer.
3. Advise owner of the key identification number and its location.



- a - Key cover
- b - Key retainer
- c - Record ignition key number

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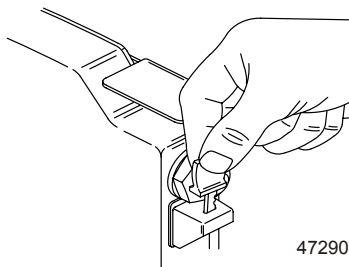
## Remote Control Features



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1. **Neutral lock release:** The neutral lock prevents accidental shifting of the remote control from the neutral position. The neutral lock release must be lifted to shift the remote control.
2. **Trim switch:** Used to trim engine and raise engine to desired height for trailering or shallow water operation.
3. **Control handle:** Lift the neutral lock release and shift into gear with a firm, quick motion. Approximately the first 32° of control handle travel (from neutral position) will shift the gears, the remainder of control handle travel advances the throttle.
4. **Throttle friction adjustment knob:** Adjust throttle friction by turning the knob clockwise to increase friction, or counterclockwise to decrease friction.
5. **Tachometer wiring harness receptacle:** Provides a convenient connection for tachometer/instrumentation hook up.
6. **Lanyard cord:** Refer to **Lanyard Stop Switch**.
7. **Lanyard stop switch:** Refer to **Lanyard Stop Switch**.

**NOTE:** The engine can be started with or without the lanyard cord installed by pushing the lanyard stop switch up to the "RUN" position. If necessary, push the switch down to reinstall the lanyard cord.

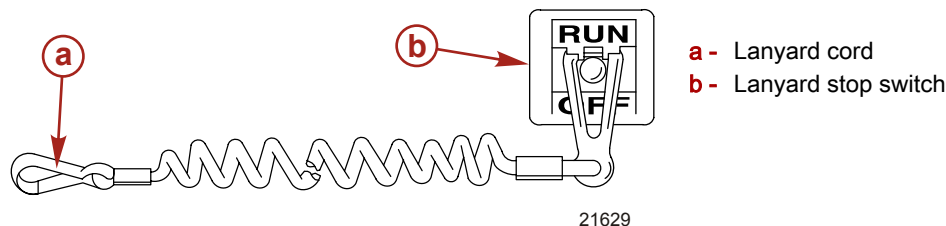


8. **Ignition/choke switch:** Start the engine by turning the ignition key clockwise to the "START" position. On models that have a choke, pushing the ignition key in will actuate the choke. Release the ignition key and allow the switch to return to the "RUN" position. Stop the engine by turning the ignition key counterclockwise to the "OFF" position.
9. **Fast idle lever:** Assists in starting a cold engine (with carburetors). When the engine is cold, place control handle in neutral and lift the lever. This provides a higher RPM for starting a cold engine. The fast idle lever can be lifted only when the control handle is in neutral.

## Lanyard Stop Switch

The purpose of a lanyard stop switch is to turn off the engine when the operator moves far enough away from the operator's position (as in accidental ejection from the operator's position) to activate the switch. Tiller handle outboards and some remote control units are equipped with a lanyard stop switch. A lanyard stop switch can be installed as an accessory - generally on the dashboard or side adjacent to the operator's position.

The lanyard is a cord usually 122–152 cm (4–5 feet) in length when stretched out, with an element on one end made to be inserted into the switch and a snap on the other end for attaching to the operator. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator's wrist or leg, or tie a knot in the lanyard.



Read the following Safety Information before proceeding.

**Important Safety Information:** The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections are also likely to occur as a result of poor operating practices such as sitting on the back of the seat or gunwale at planing speeds, standing at planing speeds, sitting on elevated fishing boat decks, operating at planing speeds in shallow or obstacle infested waters, releasing your grip on a steering wheel or tiller handle that is pulling in one direction, drinking alcohol or consuming drugs, or daring high speed boat maneuvers. While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (e.g. if the operator is accidentally ejected).

### WARNING

If the operator falls out of the boat, stop the engine immediately to reduce the possibility of serious injury or death from being struck by the boat. Always properly connect the operator to the stop switch using a lanyard.



**⚠ WARNING**

**Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard from the operator.**

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

- Occupants could be thrown forward due to unexpected loss of forward motion - a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the gearcase or propeller.
- Loss of power and directional control in heavy seas, strong current, or high winds.
- Loss of control when docking.

## Keep the Lanyard Stop Switch and Lanyard Cord in Good Operating Condition

Before each use, check to ensure the lanyard stop switch works properly. Start the engine and stop it by pulling the lanyard cord. If the engine does not stop, have the switch repaired before operating the boat.

Before each use, visually inspect the lanyard cord to ensure it is in good working condition and that there are no breaks, cuts, or wear to the cord. Check that the clips on the ends of the cord are in good condition. Replace any damaged or worn lanyard cords.

## Maintenance and Periodic Inspection of Remote Control

Maintenance and safety instructions are the owner's responsibility and must be performed at intervals specified in the following:

**Normal Service** - Every 50 hours of operation or 60 days (whichever comes first)

**Severe Service** - Every 25 hours of operation or 30 days (whichever comes first).

**NOTE:** *Operation in saltwater is considered severe service.*

1. Check all the fasteners which secure the remote control to the boat to ensure they are tight.
2. Check the tightness of the control handle to the remote control. If the control handle should ever loosen, tighten the control handle mounting bolt to the specified torque.

Description	Nm	lb-in.	lb-ft
Bolt	16.9	150	

3. Check the electrical connections to ensure they are properly secured, tight, and kept away from the bilge water.
4. Inspection and lubrication of the remote control assembly should be performed once a year by an authorized dealer or if the control operating effort has increased.

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