

Morse Marine Products

MODEL SR, SR TWIN, and
SRM TWIN CONTROLS

(Single or Dual Station Installation)
USE WITH MORSE
TYPE 33-C "RED JAKET" CABLES

Part Number E36468-1 ("SR")
E36469-1 ("SR TWIN")
E38151-3 ("SRM TWIN")

INTRODUCTION

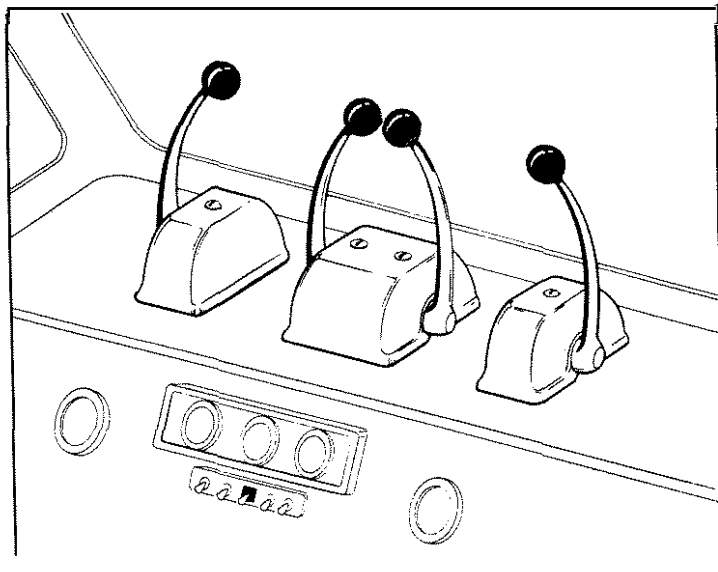
The Model "SR" provides the remote Control of the throttle or clutch operation of a gasoline or diesel inboard engine equipped with a hydraulic transmission.

The Model "SR TWIN" Control can be used to control both the throttle and clutch operation of a single engine installation. Dual station control to provide operation from both the cabin and the bridge can be obtained by using Model "SR", "SRM" and "SR TWIN" Controls connected either in tandem or in parallel.

An accessory clutch detent kit P/N A36774, is recommended when used for clutch control applications (except for dual station installation). This kit provides positive detent feel at forward, neutral and reverse.

Model "SR" and "SR TWIN" controls can be used in combination to provide any desired grouping of the clutch and throttle functions (See Figures 1 & 2)

Two "SRM" controls may also be used for twin engines.



EQUIPMENT REQUIRED

The following components are required to make a remote control installation for ONE engine. For twin engine installations, each of these requirements should be doubled.

components	For Single Station		For Dual Stations	
	Model "SR"	Model "SR Twin"	Model "SR"	Model "SR Twin"
Control Head	2	1	4	2
Clutch Connection Kit	1	1	1	1
Throttle Connection Kit	1	1	1	1
Clutch Detent Kit	1	1		
Morse 33-C Push-Pull Cable	2	2	4	4

1. MOUNTING CONTROL HEAD

- Using the template provided, determine the proper position for the control head. Clearance must be allowed for full forward and reverse movement of hand lever. (See Figure 3.)
- Cut the opening required according to template provided.

CAUTION

DO NOT CUT OPENING ANY LARGER THAN TEMPLATE INDICATES.

- Remove control cover (5) by removing screw (3) and washer (4).
- Determine whether push or pull operation of cable is required for forward operation of clutch, and whether push or pull to open operation of throttle is required.

Cable will be installed in control using outer hole (2-3/4 travel) of control arm in either the push or pull mode as required. Push is toward bow and pull is toward stern of boat. (See Figure 4.)

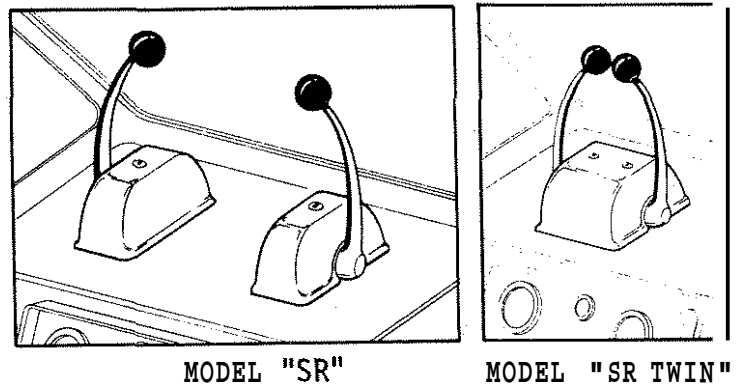


FIGURE 2

**MORSE
CONTROLS**

INCORPORATED

21 Clinton Street
Hudson, Ohio 44236

NOTE

Inner hole (1-1/4 travel) of control arm is normally only used for electric switch or special application.

- e. Screw terminal (20) onto cable approximately 9/16 INCH.
- f. Place cable hub into groove on lower part of main housing and retain with plate (24), screw (22), and bowed washer (23).

Fasten terminal (20) to arm (17) with pin (29), retainer (19), screw (18), and nut (12). (See Figure 5 & 6.)

NOTE

CLUTCH CABLE SHOULD BE INSTALLED WITH A CLUTCH DETENT KIT, #A36774.

- g. Feed control cables down, thru opening cut in console, to the engine throttle and clutch levers.

The cables should be run as straight as possible, avoiding any sharp bends, and as few bends as possible. No bends should be less than 8 inch radius.

- h. Fasten controls to console with hardware provided.

2. CONNECT CABLES TO ENGINE

- a. Install the correct engine throttle and clutch connection kit on engine, if not already provided with engine.
- b. Connect cables to engine in the manner specified with engine kit instructions or as provided by engine manufacturer.

3. FINAL ADJUSTMENT

- a. Operate the clutch hand lever. The clutch hand lever detent positions and the clutch lever detents of the hydraulic transmission MUST COINCIDE EXACTLY at forward, neutral, and reverse positions. Adjust the cable terminal at the transmission as required to obtain the correct operation.
- b. ADJUST THE CONTROL HAND LEVER STOP SCREWS to prevent operation of control hand lever beyond forward and reverse detent positions.
- c. Operate the throttle hand lever. Adjust throttle cable terminal at engine as required to obtain full open throttle movement. ADJUST THROTTLE HAND LEVER STOP SCREWS so lever rests on rear stop screw at full open throttle position and on front stop screw at idle.
- d. Friction brake screws (14) may be turned clockwise to increase drag on hand lever or counterclockwise to decrease drag as desired.

NOTE

CLUTCH BRAKE DRAG SHOULD BE MINIMUM.

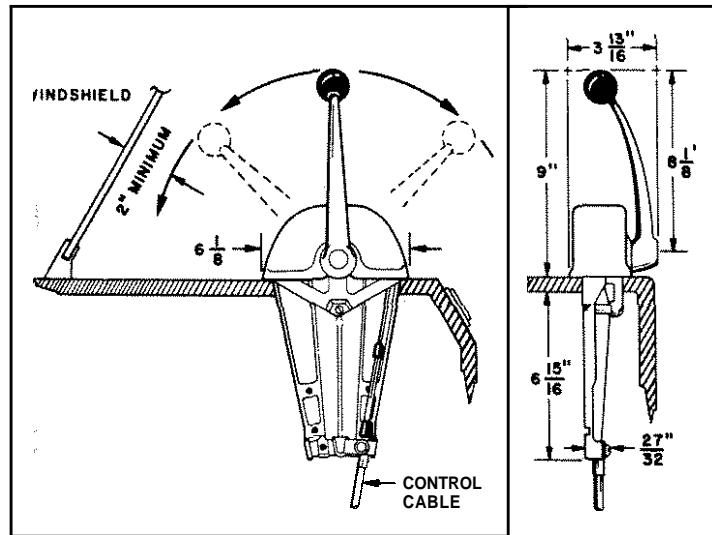


FIGURE 3

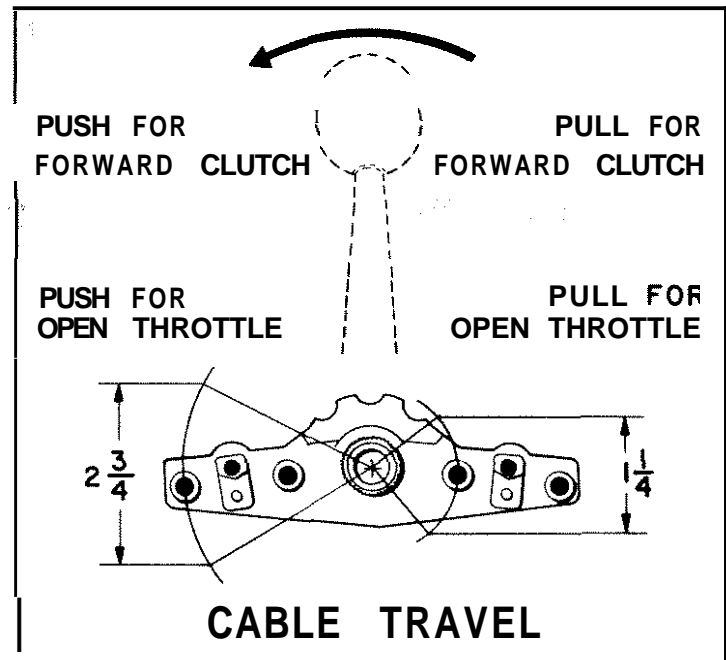
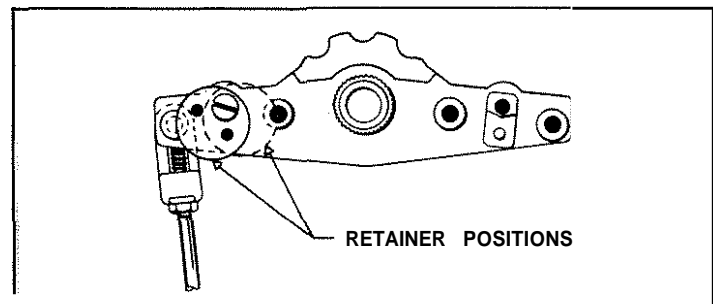


FIGURE 4



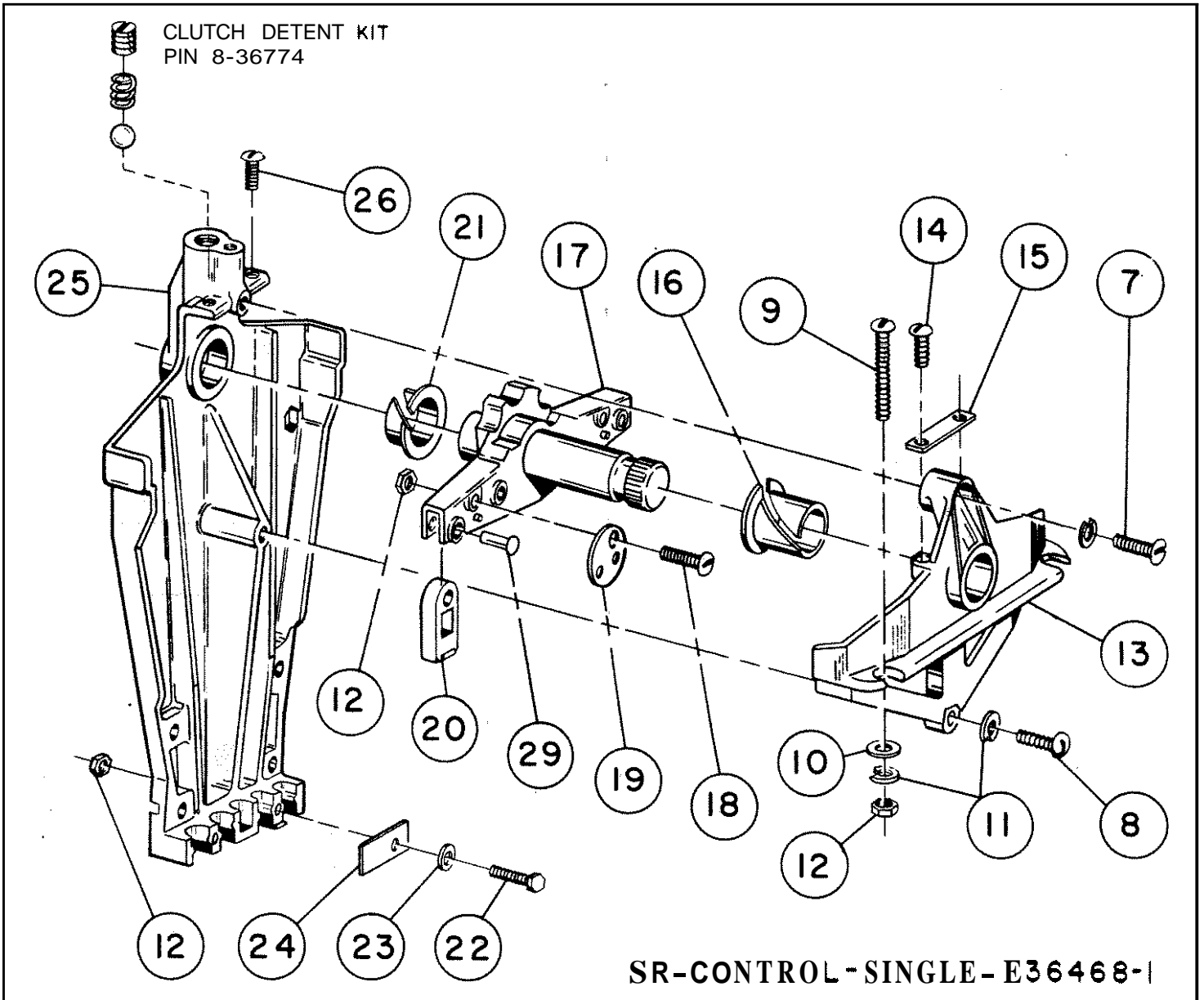


FIGURE 6

ITEM NO.	DESCRIPTION	No. Req'd.		Part No.
		SR	SR TWIN	
1	Setscrew 5/16-18 x 3/8	1	2	A50414-004
2	Hand lever SR	1	2	036326
	Hand Lever SRM - BALL TYPE		1	038146
	Hand Lever SRM - BARREL TYPE		1	038145
3	Screw-Oval Hd. Mach. #10-24 x 1/2"	1	2	A50127-046
4	Washer, Seal	1	2	A36354
5	Cover (Twin only)		1	047682
	Cover (Single only)		1	D48262
6	O-Ring	1	2	A51200-018
7	Screw, Rd. Hd. Mach. #10-24 x 5/8" lg.	6	12	A50145-062
8	See Item Y7	-	-	---
9	Screw Rd. Hd. Mach. #10-32 x 1-1/2" lg.	3	4	A50145-610
10	Washer, Flat, 7/32 I.D. x 1/2 O.D. x 1/16 thk.	3	4	A50800-052
11	Lockwasher, Split #10	3	8	A50801-311
12	Nut, finished Hex #10-32	5	10	A50900-078
13	Bearing Housing	1	2	036298

ITEM No.	DESCRIPTION	No. Req'd.		Part No.
		SR	SR TWIN	
14	Brake Screw (see Item X71)			---
15	Brake Tension Strap	2		A36356
16	Nyliner - 3/4 I.D. x 3/4 lg.	2		A62947
17	Control Arm Shaft	2		036299
18	Screw, Bind Hd. Mach. #10-32 x 1/2" lg. w/Torq Patch	2		A306102
19	Retainer	2		A300562
20	Cable Terminal	2		A300561
21	Nylon Bearing	2		A32660
22	Screw, Hex Hd. Mach., #10-32 x 3/4" lg.	2		A50406-662
23	Washer, Bowd	2		A32320
24	Cable Retaining Plate	2		A36350
25	Main Housing	2		E36300
26	Stop Screw (see Item #7)			---
27	Ball Knob (Black)	1		A35232-4
28	Screw, Fil. Hd. Mach. #10-32 x 5/8 lg.	2		A50112-562
29	Pin	2		A51100-100
30	Ball Knob (Red)	1		A35232-1
31	See Item #12			---

4. COMPLETE INSTALLATION OF CONTROL

- a. Tighten cable jam nuts at terminals on both ends of cables.
- b. Light oil or grease should be placed on moving parts just installed.
- c. Install cover (5), using screw (3), and washer (4). A bead of caulking around base of cover will help seal against water running under cover.
- d. Secure all cable supports, but not so tight as to crush cable conduit.
- e. The control hand levers should operate freely with light hand pressure. Any stiffness or binding in the operation of the hand levers can usually be traced to:

- (1) Excessive number of bends in cable runs,
- (2) Sharp bend in the cables close to the engine.
- (3) Bends smaller than the recommended minimum radius of 8 inches.
- (4) Cable compressed too tightly by cable supports.
- (5) Damaged cable.
- (6) Friction brakes too tight.
- (7) Tight or misaligned engine linkage.

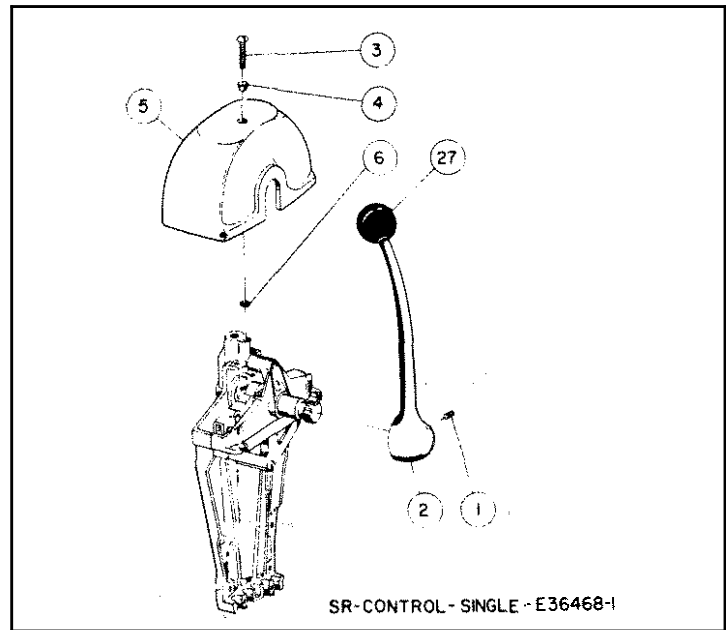


FIGURE 7

5. DUAL STATION APPLICATIONS

- a. Typical dual station applications are shown in Figure 8.
- b. It is extremely important for cables to be run as straight as possible, avoiding sharp bends, and as few bends as possible.
- c. Special connection kits are available for installing dual station. A cable transfer unit #A061371 may help to eliminate unnecessary cable bends and the use of shorter cables.

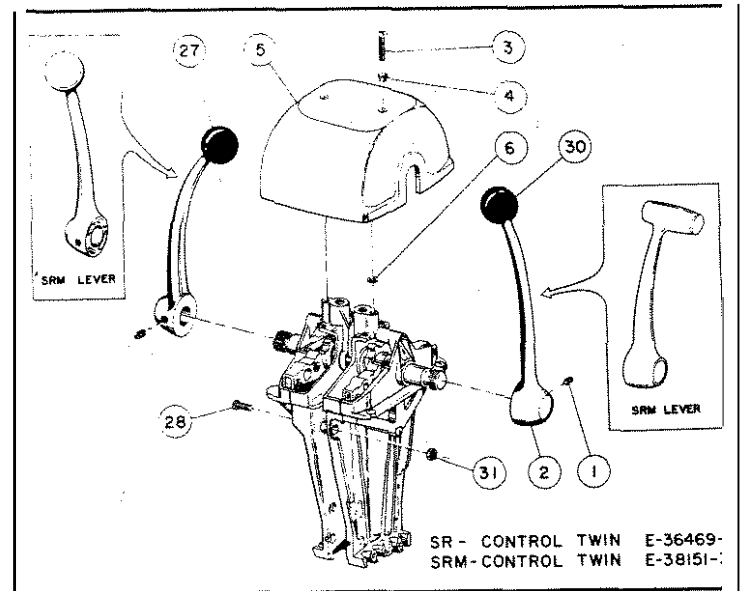


FIGURE 8

NOTE

tion to feel as good as single station since the system friction has been approximately doubled.

Pay special attention to the 7 points listed in Section 4.e.

6. MAINTENANCE

For maximum protection, especially in salt water environment, wipe metallic parts with oil or light grease periodically. Rinse with fresh water after every use.

