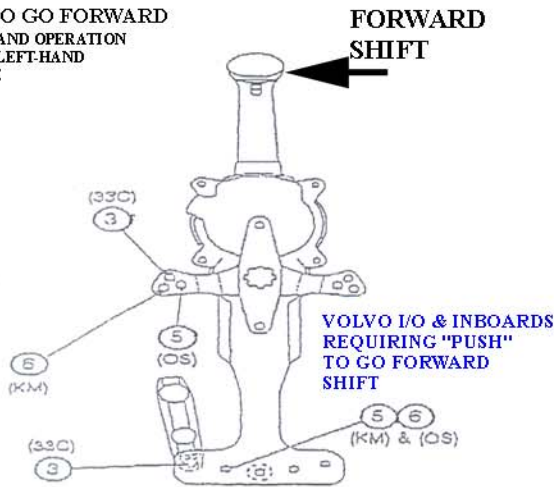


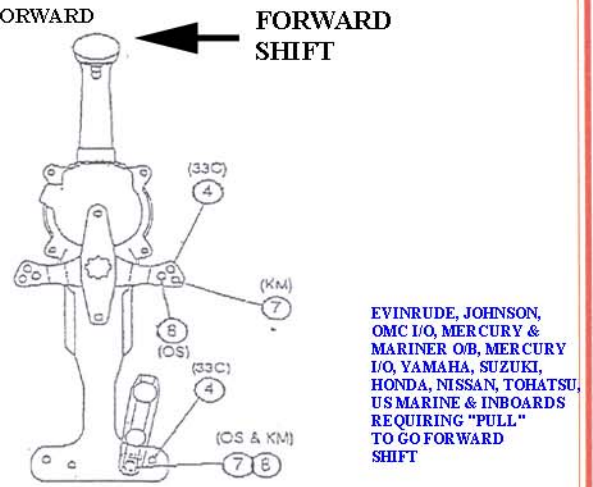
SHIFT & THROTTLE CABLE CONNECTION - CONTROL END

- * NOTE: "PUSH" & "PULL" REFER TO THE DIRECTIONS OF CABLE MOTION TO SHIFT INTO "FORWARD" OR TO "OPEN" THE THROTTLE.
- *NOTE: REFER TO THE APPROPRIATE MANUFACTURER'S MANUAL FOR SHIFT & THROTTLE DIRECTION AND ADJUSTMENTS.
- *NOTE: HOLE NUMBERS ON MECHANISM CHASSIS CORRESPOND TO HOLES IN SHIFT & THROTTLE LEVERS, E.G - CONNECT CABLE MOUNT TO HOLE 4 ON CHASSIS & CABLE END FITTING TO HOLE ON LEVER.
- *NOTE: CABLES & WIRING SHOULD BE PRE-INSTALLED ON CONTROL BEFORE FINAL MOUNTING IS MADE.

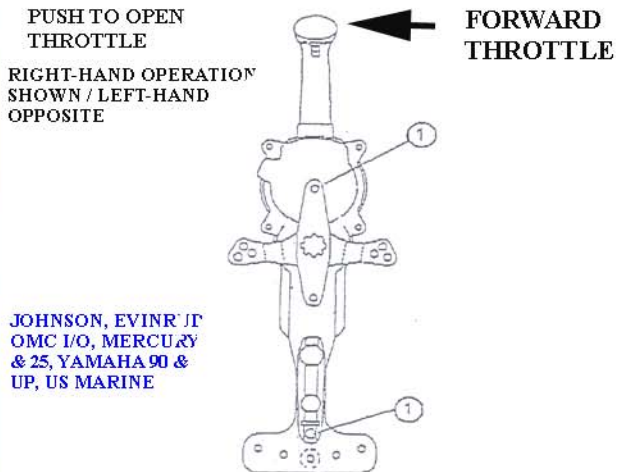
PUSH TO GO FORWARD
RIGHT-HAND OPERATION
SHOWN / LEFT-HAND
OPPOSITE



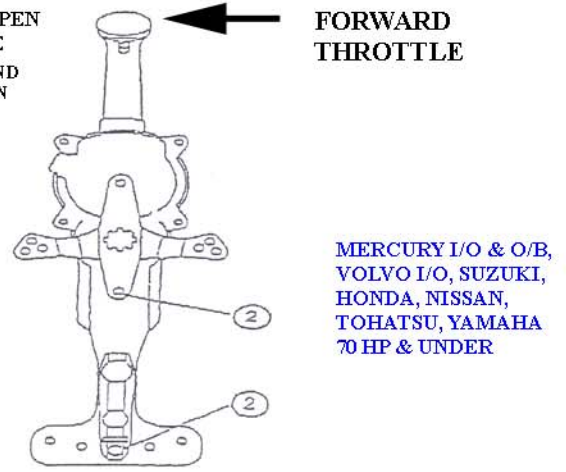
PULL TO GO FORWARD
RIGHT-HAND OPERATION
SHOWN/
LEFT-HAND
OPPOSITE



PUSH TO OPEN
THROTTLE
RIGHT-HAND OPERATION
SHOWN / LEFT-HAND
OPPOSITE



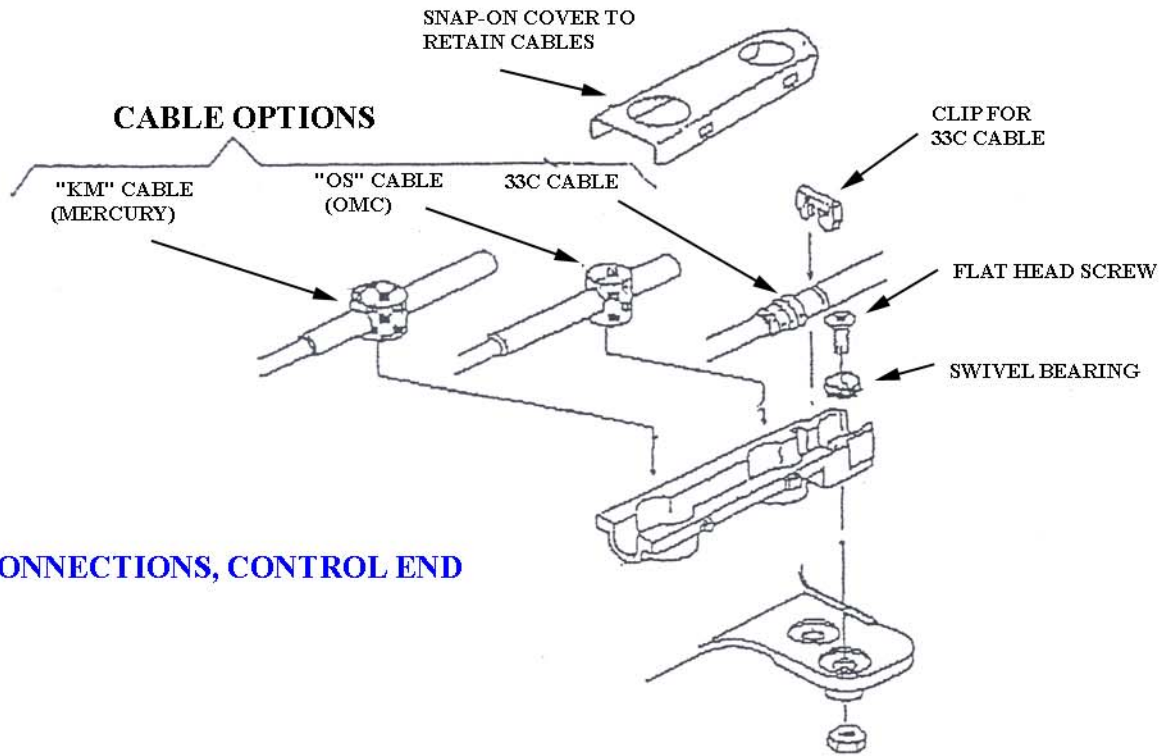
PULL TO OPEN
THROTTLE
RIGHT-HAND
OPERATION
SHOWN /
LEFT-HAND
OPPOSITE



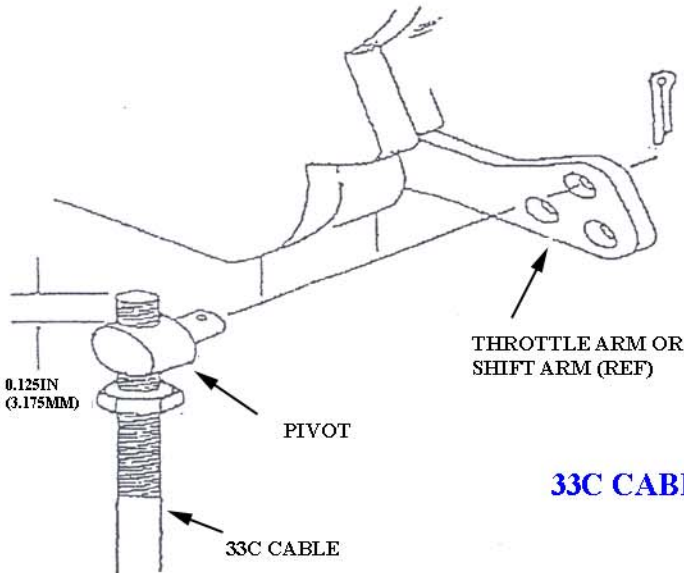
CONTROL CABLE CONNECTING POINTS



EDSON 910 MORSE CONTROL
(CONT.) PAGE 3



CABLE CONNECTIONS, CONTROL END

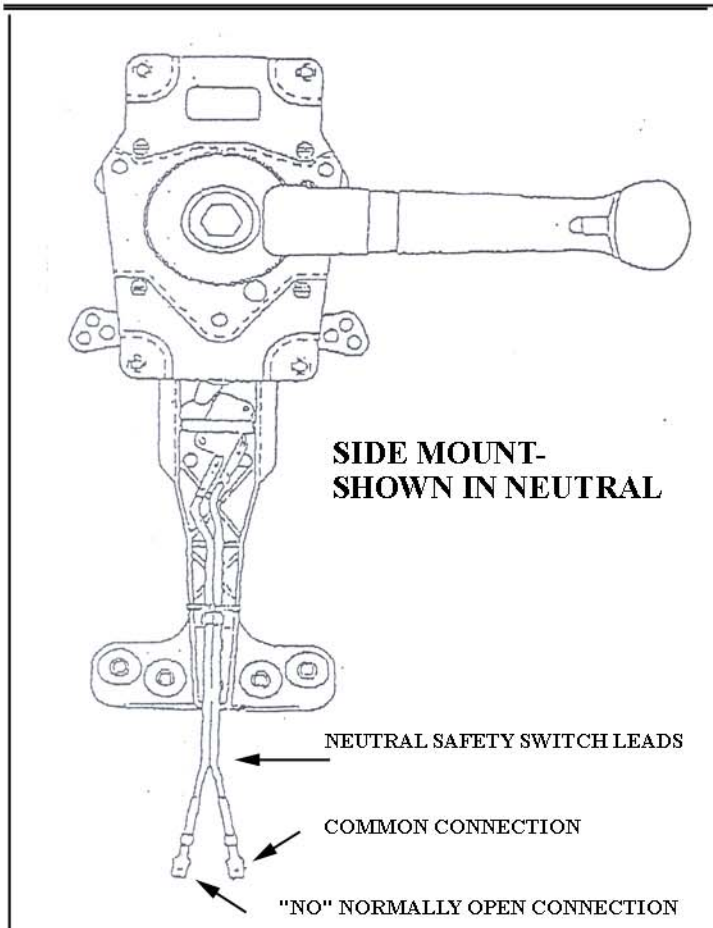


33C CABLE TERMINAL CONNECTION

CABLE ROD END SHOULD EXTEND 0.125IN (3.175MM) THROUGH PIVOT

A. NEUTRAL SAFETY SWITCH

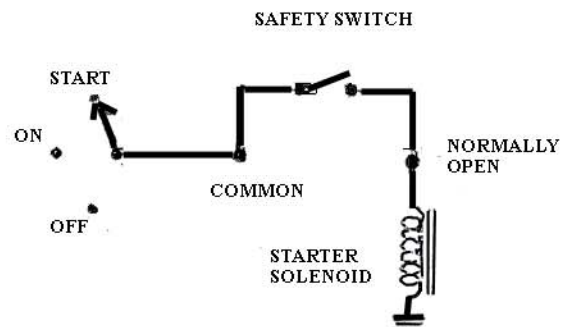
THE SL3 CONTROL IS PROVIDED WITH A NEUTRAL SAFETY SWITCH. THIS SWITCH IS USED TO PREVENT THE ENGINE FROM STARTING IN GEAR.



NEUTRAL SAFETY SWITCH CONNECTIONS

NOTE: 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) & THE STARTER SOLENOID (SEE DIAG.)

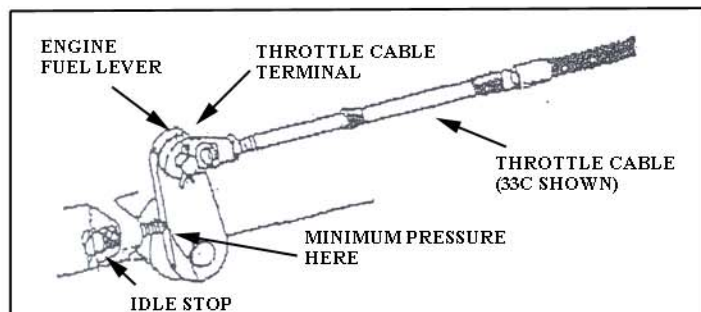


CAUTION:

CHECK TO MAKE SURE THAT THERE IS ELECTRICAL CONTINUITY ONLY WHEN THE CONTROL IS IN NEUTRAL. WHEN THE CONTROL IS IN GEAR, THERE MUST NOT BE ANY ELECTRICAL CONTINUITY.



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, CABLE, AND/OR MOTOR MAY RESULT.



NOTE: THIS FIGURE DOES NOT REPRESENT ANY PARTICULAR ENGINE

THROTTLE CONNECTION

1. MAKE SURE THE CONTROL IS IN NEUTRAL DETENT
2. THE FUEL LEVER SHOULD REST LIGHTLY AGAINST THE IDLE STOP ON THE CARBURETOR.
3. CONNECT THE THROTTLE CABLE TO THE FUEL LEVER.

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