

AT A GLANCE

FEATURES

- Dependable control for luxury cruisers, workboats and commercial fishing boats - 'nothing moves boats better'
- Proven performance and reliability for over 30 years
- Hynautic controls provide precise control of shift and throttle, without friction, backlash or lost motion
- Up to four stations possible depending on length of tubing run
- Unique and highly accepted feel
- Simple installation



HYNAUTIC HYDRAULIC ENGINE CONTROLS

TECHNICAL DATA

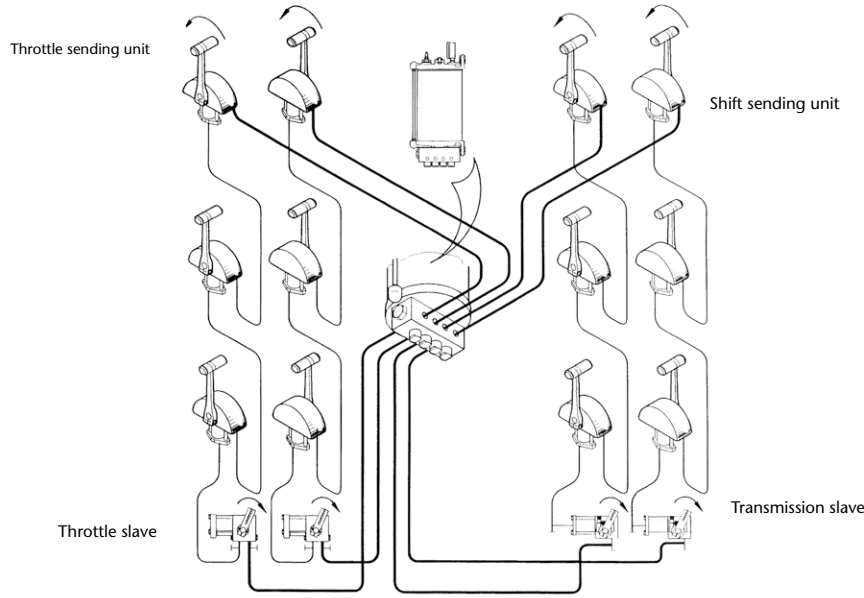
Hynautic, hydraulic engine controls offer the boat owner a very positive, smooth, synchronised method of relaying remote commands from multiple stations to the engine's throttle and transmission linkages.

ORDER INFORMATION		
Sample MC - B 4 - T 2 D 	A Product category B Handle type C System series D Number of engines E Number of stations F Control head mounting	MC = Marine control B = Ball handle T = Tee handle 4 for use with Nylon tubing, 5 for use with Copper tubing S Single engine T = Twin engine 1 = 1 station 2 = 2 3 = 3 D = Mounting plate included to mount 1 - CL and 1 - CR control as a dual unit
MC-B4	Standard System with nylon hose connections and fittings. Nylon tubing available from Teleflex.	
MC-B5	Standard System with copper tubing connections and fittings. Customer has to supply his own copper tubing.	
MC-B6	Standard System for nylon tubing WITH Trolling System Parts included (All components for first time installation).	
MC-B7	Trolling System components only. Assumes boat already has Hynautic Standard System controls with nylon tubing.	
MC-B8	Same as MC-B6 but for copper tubing.	
MC-B9	Same as MC-B7 but for copper tubing.	

ORDER INFORMATION	PART NO
100ft nylon tubing	MCT-02
500ft nylon tubing	MCT-05
1 Gallon Hydraulic fluid (distilled water/eythelene glycol) Recommended 1 Gallon hydraulic fluid per 100' tubing	MCO-03

Note: All electrical components 24 vdc.





- Electric Throttle control (ETC) is also available on special request for Cummins electronic engines (in this case ST-08 replaces ST-06)

CL-B4/CL-T4 OR CR-B4/CR-T4 SENDERS (CONTROL HEADS)

Separate left and right sending units can be used as either shift or throttle controls. The sender face is brushed anodized aluminium, as is the handle. Optional mounting plate simplifies side-by-side installation.

NO THROTTLE FEEDBACK

By incorporating a double check valve in the system, throttles cannot be retarded by heavy duty governor springs common to most large engines.

Quick disconnect linkage at the engine allow for independent throttle operation while servicing the engine.

NEUTRAL SHIFT DETENTS

A spring-loaded clutch detent on each shift slave ensures that all stations register a distinct feel when the transmission is in neutral. Also available is an optional Neutral Safety switch kit which prevents the engine from starting while the transmission is in gear.

R-13 RESERVOIR

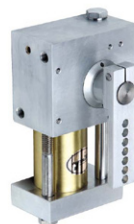
The reservoir maintains the fluid reserve and pressure for the hydraulic system. Clear sight tube makes visual fluid level inspection easy. The lower charging valve section keeps all parts of the system under positive fluid pressure.



RESERVOIR



CR-B4 SHOWN



ST-06 THROTTLE SLAVE



SS-04 SHIFT SLAVE

