



HYNAUTIC HYDRAULIC CONTROLS

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

ORDER INFORMATION

<p>Sample MC - B 4 - T 2 D </p>	<p>A = Product category B = Handle type C = System series D = Number of engines E = Number of stations F = Control head mounting</p>	<p>MC = Marine control B = Ball handle T = Tee handle 4 = use with Nylon tubing 5 = 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</p>
MC-B4	Standard System with nylon hose connections and fittings. Nylon tubing available from SeaStar Solutions.	
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).	



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