

# Teleflex Marine Controls

## Which Control is Right for You?

When making a control system selection, please note that the **type of engine, number of engines and number of helm stations determine which control** or range of controls can be used.

Single engine/single station boats can use most of our controls when used with universal 3300/33 type control cables.

*Outboards and stern drives should use controls with neutral interlock and safety switch features.*

### Outboards, I/Os & Inboards:

*(each lever controls ONE engine, single station use only)*

#### CH1700, CH7500, CH7600

- Use 3300/33C AND OEM cables
- Side Mount and Top Mount models available
- Single lever versions only
- Optional trim, tilt and emergency cut-off switch
- Available in several finishes
- Top mount has optional neutral interlock
- Many options

*(For more information, see pages 198-199.)*

#### SL-3

- Uses 3300/33C AND OEM cables
- Side Mount and Top Mount models available
- Single and Twin lever versions for Top Mount
- Optional trim, tilt and emergency cut-off switch
- Several options

*(For more information, see pages 200-201.)*

#### CH2600, CH2700

- Use 3300/33C cables
- Optional trim switch in handle
- Single lever version only

*(For more information, see pages 202-203.)*

#### MT-3

- Uses 3300/33C or 4300/43C cables
- Single and Twin lever versions available (twin uses 3300/33C cables only)

*(For more information, see pages 204-205.)*

#### MV-3

- Uses 3300/33C or 4300/43C cables
- Several specialty versions available (ski, jet, etc.)
- Many options

*(For more information, see pages 208-209.)*

Inboard single-function type engine controls are recommended for hydraulic transmissions and twin stations. Note that some of these can be used with the heavy duty (4300/43 type cables); others cannot. Check your application.

*Single function controls in dual station applications should use shift detents only at the operating station directly connected to engine/transmission.*

**Control cable routing paths** should be chosen to minimize bends, kinks and obstructions. Cable routing with a few gradual bends will result in better feel at the control.

After installation, all boats should be water tested to ensure safe, dependable operation.



## selecting an engine control system

### *Outboards, I/Os & Inboards:*

*(each lever controls throttle OR shift, single or dual station use)*

#### **S/TWIN S**

- Uses 3300/33C or 4300/43C cables
  - Single and Twin lever versions available
  - Suitable for Dual Station boats
- (For more information, see pages 210-211.)*



#### **TWIN SR**

- Use 3300/33C or 4300/43C cables
  - Twin lever version only
  - Suitable for Dual Station boats
- (For more information, see pages 212-213.)*



#### **CH5600 SLT**

- Uses 3300/33C cables
  - Twin lever version only
  - Unique SLT technology stops throttle lever creep
  - Ideal for Dual Station boats
- (For more information, see pages 214-215.)*



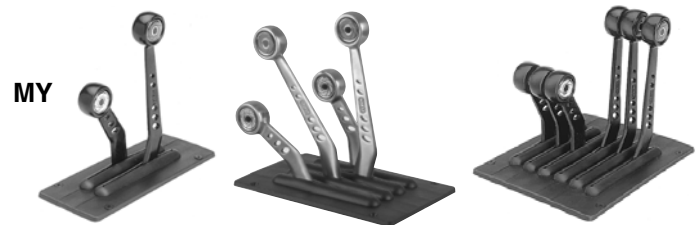
#### **CH4400**

- Uses 3300/33C cables
  - Twin lever version only
  - Available in chrome or black
  - Available with straight or raked handles
  - Ratchet or smooth friction throttle feel
  - Suitable for Dual Station boats
- (For more information, see pages 216-217.)*



#### **MY**

- Uses 3300/33C cables
  - Available with 2, 4 or 6 levers  
(Controls 1, 2 or 3 engines)
  - Several finish and lever cant options
- (For more information, see pages 218-219.)*



### *ELECTRONIC CONTROLS for Outboards, I/Os & Inboards:*

*(each lever controls ONE engine\*, single or multi-station use)*

#### **KE-4a, KE-5, KE-6**

- KE-4a for engines with mechanical throttle & shift  
(up to 4 stations)
  - KE-5 for engines with electronic throttle & shift  
(up to 5 stations)
  - KE-6 for engines with electronic throttle & mechanical shift (up to 4 stations)
- (For more information, see pages 224-235.)*

#### **KE-4a, KE-5, KE-6**



#### **i6000**

- For single, dual & triple engines (up to 2 stations)
  - Full power train sync & many advanced features
  - Version for jet engines available
  - CANbus/NMEA 2000-compliant
- (For more information, see pages 236-239.)*



*\* i6000 allows control of 2 or 3 engines with one lever when certain operating modes are selected.*

# Teleflex Marine Controls

## *Specialty Controls (dual function lever):*

*(each lever controls ONE engine, single station use only)*

### **MV-3 (SMALL JETS UP TO 175 HP, SKI)**

- Ski boat versions available
- Several jet versions available
- Versions available for Mercury Sport Jet 175
- Uses 3300/33C or 4300/43 cables

*(For more information, see pages 208-209.)*



### **CH2300 (SMALL JETS UP TO 120 HP)**

- Uses 3300/33C cables
- Superior lever feel
- Waterproof neutral safety switch available

*(For more information, see pages 206-207.)*



### **CH2200 (SKI & SAIL BOATS)**

- Uses 3300/33C cables
- Superior lever feel & neutral warm up feature
- Optional neutral safety switch available

*(For more information, see pages 206-207.)*



## *Specialty Controls (single function lever):*

*(each lever controls throttle OR shift, single or dual station use)*

### **ST (BIG JETS, INBOARDS, OTHERS)**

- Uses 3300/33C or 4300/43 cables
- Classic, rugged design

*(For more information, see pages 220-221.)*



### **STB (BIG JETS, INBOARDS, OTHERS)**

- Uses 3300/33C or 4300/43 cables
- Includes adjustable external lever brake
- Classic, rugged design

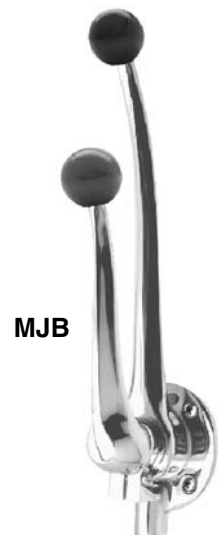
*(For more information, see pages 220-221.)*



### **MJB (LARGE MECHANICAL TRANSMISSIONS)**

- Uses 3300/33C cables for throttle and 6400/64 cables for shift
- Includes adjustable external lever brake for throttle friction adjustment
- includes external shift detent adjustment
- Long lever ideal for hard-to-shift transmissions

*(For more information, see pages 222-223.)*



# selecting an engine control system

*Dual-function controls*  
(each lever controls  
throttle AND shift)



	CH1700 Side Mount	CH7500 CH7600 Top Mounts	SL-3 Side Mount	SL-3 Top Mount Controls	CH2600 CH2700 Side Mounts	MT-3 Top Mount	CH2200 Ski Boat CH2300 Jet Boat	MV-3 Ski/Jet Side Mount
<b>BOAT TYPE:</b>								
Outboard & Sterndrive single station	Y	Y	Y	Y	Y *	Y	Y * (CH2200)	Y*
Outboard & Sterndrive dual station	N	N	N	N	N	N	N	N
Inboard single station	Y	Y	Y	Y	Y	Y	Y (CH2200)	Y
Inboard dual station	N	N	N	N	N	N	N	N
Jet Boat	N	N	N	N	N	N	Y (CH2300)	Y
Sailboat	Y	Y	Y	Y	Y	Y	Y (CH2200)	Y
Commercial	Y	Y	Y	Y	N	Y	N	Y
<b>CONTROL FEATURES:</b>								
Neutral safety switch to prevent starting in gear	Y	Y	Y	Y	O	Y	O (CH2200) Y (CH2300)	Y
Neutral interlock to prevent accidental shifting	Y	O	Y	N	Y	N	Y	Y
Engine warm-up provision	Y	Y	Y	Y	Y	Y	Y	Y
Adjustable throttle brake/friction/feel	Y	Y	Y	Y	N	N	Y	N
Trim & tilt switch	O	O	O	O	Y (CH2700)	N	N	N
Forward neutral reverse detents	Y	Y	Y	Y	Y	Y	Y (CH2200)	Y
Adjustable travel stops	N	N	N	N	N	N	N	N
Applicable for multiple stations	N	N	N	N	N	N	N	N
Multiple external finish options	Y	Y	N	N	N	N	N	N
Max. Number of Engines per control	1	1	1	2 (Dual Lever)	1	2 (Dual Lever)	1	1
<b>CONTROL CABLES USED:</b>								
3300/33C Universal Types	Y	Y	Y	Y	Y	Y	Y	Y
Mercury/Mariner OEM Types	Y	Y	Y	Y	N	N	N	N
Merc Gen II Cables	Y	Y	Y	Y	N	N	N	N
OMC & OMC/Volvo OEM Types	Y	Y	Y	Y	N	N	N	N
4300/43 Series Cables	N	N	N	N	N	O (Single Lever)	N	Y
6400/64 Series Cables	N	N	N	N	N	N	N	N

NOTE: This chart is intended as a guide with general recommendations. If you have questions about a control application, please contact Teleflex Marine at 610-495-7011 or [www.teleflexmarine.com](http://www.teleflexmarine.com)

## Key to Notes:

Y Yes  
O Optional  
N No

\* Optional neutral safety switch recommended when used with outboards.

# Teleflex Marine Controls

*Single-function controls*  
(each lever controls  
throttle OR shift)



CONTROLS applications

	S and win S Top Mount	SR Twin Top Mount	CH5600 SLT Top Mount	CH4400 Flush Top Mount	MY Flush Top Mount	ST Side Mount	STB Side Mount	MJB 2-Lever Side Mount
<b>BOAT TYPE:</b>								
Outboard & Sterndrive single station	Y *	Y *	Y *	Y *	Y *	N	N	N
Outboard & Sterndrive dual station	Y *	Y *	Y *	Y *	N	N	N	N
Inboard single station	Y	Y	Y	Y	Y	Y	Y	Y
Inboard dual station	Y	Y	Y	Y	N	N	N	N
Jet Boat	N	N	N	N	N	Y	Y	Y
Sailboat	Y	Y	Y	Y	Y	Y	Y	Y
Commercial	Y	Y	Y	Y	Y	Y	Y	Y
<b>CONTROL FEATURES:</b>								
Neutral safety switch to prevent starting in gear	0	0	0	0	0	N	N	0
Neutral interlock to prevent accidental shifting	N	N	N	N	N	N	N	N
Engine warm-up provision	N	N	N	N	N	N	N	N
Adjustable throttle brake/friction/feel	Y	Y	Y	Y	Y	N	Y	Y
Trim & tilt switch	N	N	N	N	N	N	N	N
Forward neutral reverse detents	0	0	Y	Y	Y	N	N	Y
Adjustable travel stops	Y	Y	Y	Y	Y	N	N	N
Applicable for multiple stations (amount)	Y (2)	Y (2)	Y (2)	Y (2)	N	N	N	N
Multiple external finish options	N	N	N	Y	Y	N	N	N
Max. Number of Engines per control	1	1	1	1	3	1	1	1
<b>CONTROL CABLES USED:</b>								
3300/33C Universal Types	Y	Y	Y	Y	Y	Y	Y	Y (throttle)
Mercury/Mariner OEM Types	N	N	N	N	N	N	N	N
Merc Gen II Cables	N	N	N	N	N	N	N	N
OMC & OMC/Volvo OEM Types	N	N	N	N	N	N	N	N
4300/43 Series Cables	0	0	N	N	N	0	0	N
6400/64 Series Cables	N	N	N	N	N	N	N	Y (shift)

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## Key to Notes:

Y Yes  
0 Optional  
N No

\* Optional neutral safety switch recommended when used with outboards.

# selecting an engine control system

## Electronic controls

(each lever controls throttle AND shift)



	KE-4a Electronic Stand-alone Control	KE-5 Electronic Stand-alone Control	KE-6 Electronic Stand-alone Control	i6000 Electronic CANBus Control
<b>BOAT/ENGINE(S) TYPE:</b>				
<b>Engine Throttle Actuation:</b>	Mechanical	Electronic	Electronic	Mechanical
<b>Transmission Shift Actuation:</b>	Mechanical	Electronic	Mechanical	Mechanical
Outboard & Sterndrive single station	Y	N	N	Y
Outboard & Sterndrive dual station	Y	N	N	Y
Inboard single station	Y	Y	Y	Y
Inboard dual station	Y	Y	Y	Y
Jet Boat	N	N	N	Y
Sailboat	Y	Y	Y	Y
Commercial	Y	Y	Y	Y
<b>CONTROL FEATURES:</b>				
Neutral safety switch to prevent starting in gear	Y	Y	Y	Y
Neutral interlock to prevent accidental shifting	N	N	N	N
Engine warm-up provision	Y	Y	Y	Y
Adjustable lever feel	Y	Y	Y	Y
Trim & tilt switch	N	N	N	O
Forward neutral reverse detents	Y	Y	Y	Y
Engine Throttle/Power Train Sync	Y (throttle sync only)	Y (throttle sync only)	Y (throttle sync only)	Y (full power train sync)
Applicable for multiple stations (amount)	Y (4)	Y (5)	Y (4)	Y (2)
Trolling Valve control	Y	Y	N	N
Max. Number of Engines per control	2	2	2	2 M
<b>CONTROL CABLES USED WITH THROTTLE OR SHIFT ACTUATOR:</b>				
3300/33C Universal Types	Y	N	Y	S
Mercury/Mariner OEM Types	N	N	N	S
OMC & OMC/Volvo OEM Types	N	N	N	S
4300/43 Series Cables	N	N	N	N
6400/64 Series Cables	N	N	N	N
Merc Gen II Cables	N	N	N	N

NOTE: This chart is intended as a guide with general recommendations. If you have questions about a control application, please contact Teleflex Marine at 610-495-7011 or [www.teleflexmarine.com](http://www.teleflexmarine.com)

### Key to Notes:

Y Yes

O Optional

N No

M Variations of system available to operate 3 or 4 engines.

S Special cable required.