

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

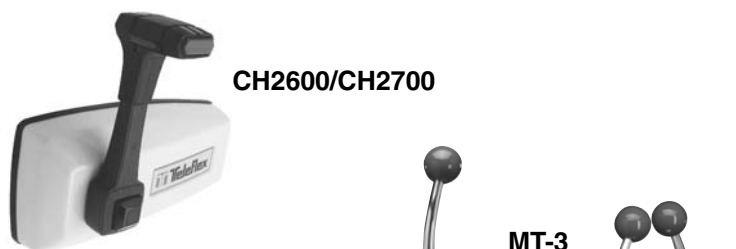
(For more information, see pages 208-209.)

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

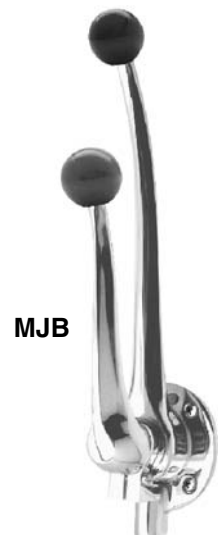
(For more information, see pages 220-221.)



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
BOAT TYPE:								
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
CONTROL FEATURES:								
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
CONTROL CABLES USED:								
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

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
BOAT TYPE:								
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
CONTROL FEATURES:								
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
CONTROL CABLES USED:								
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
BOAT/ENGINE(S) TYPE:				
Engine Throttle Actuation:	Mechanical	Electronic	Electronic	Mechanical
Transmission Shift Actuation:	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
CONTROL FEATURES:				
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
CONTROL CABLES USED WITH THROTTLE OR SHIFT ACTUATOR:				
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

Key to Notes:

Y Yes

O Optional

N No

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

S Special cable required.