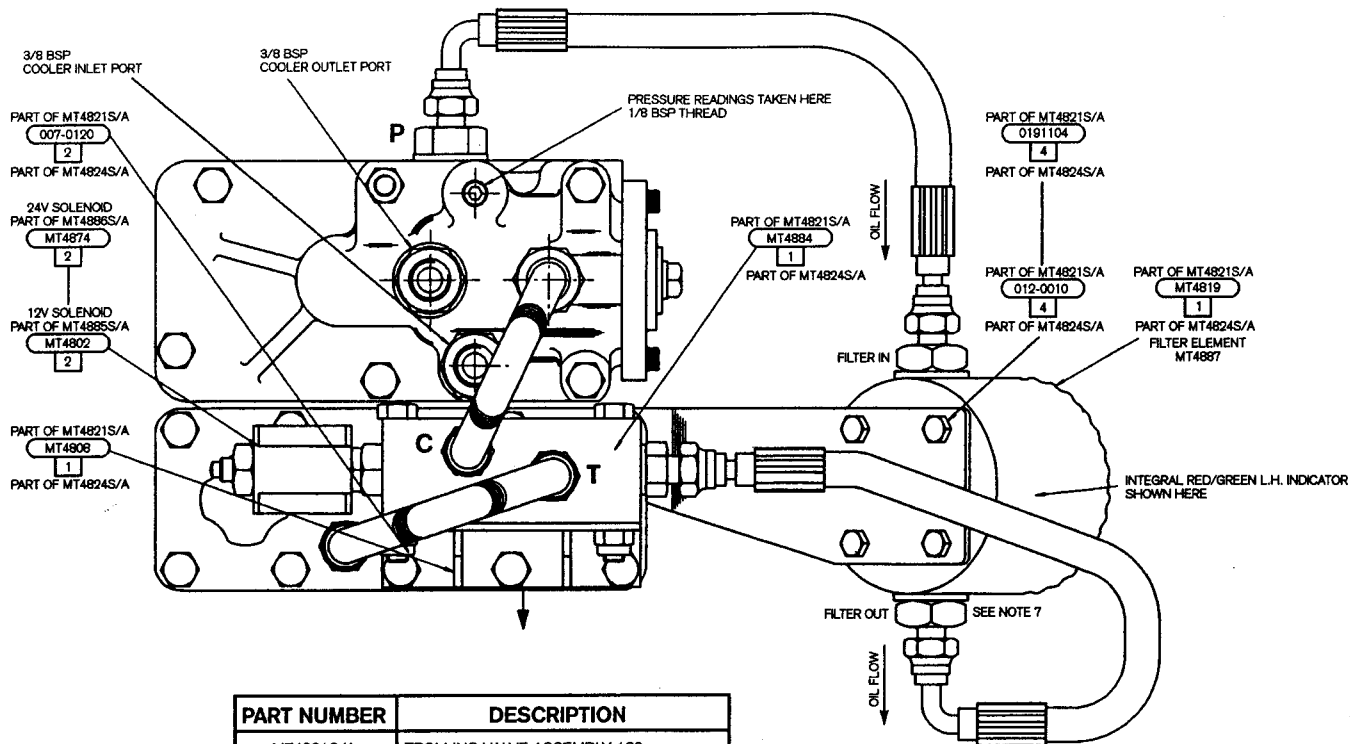
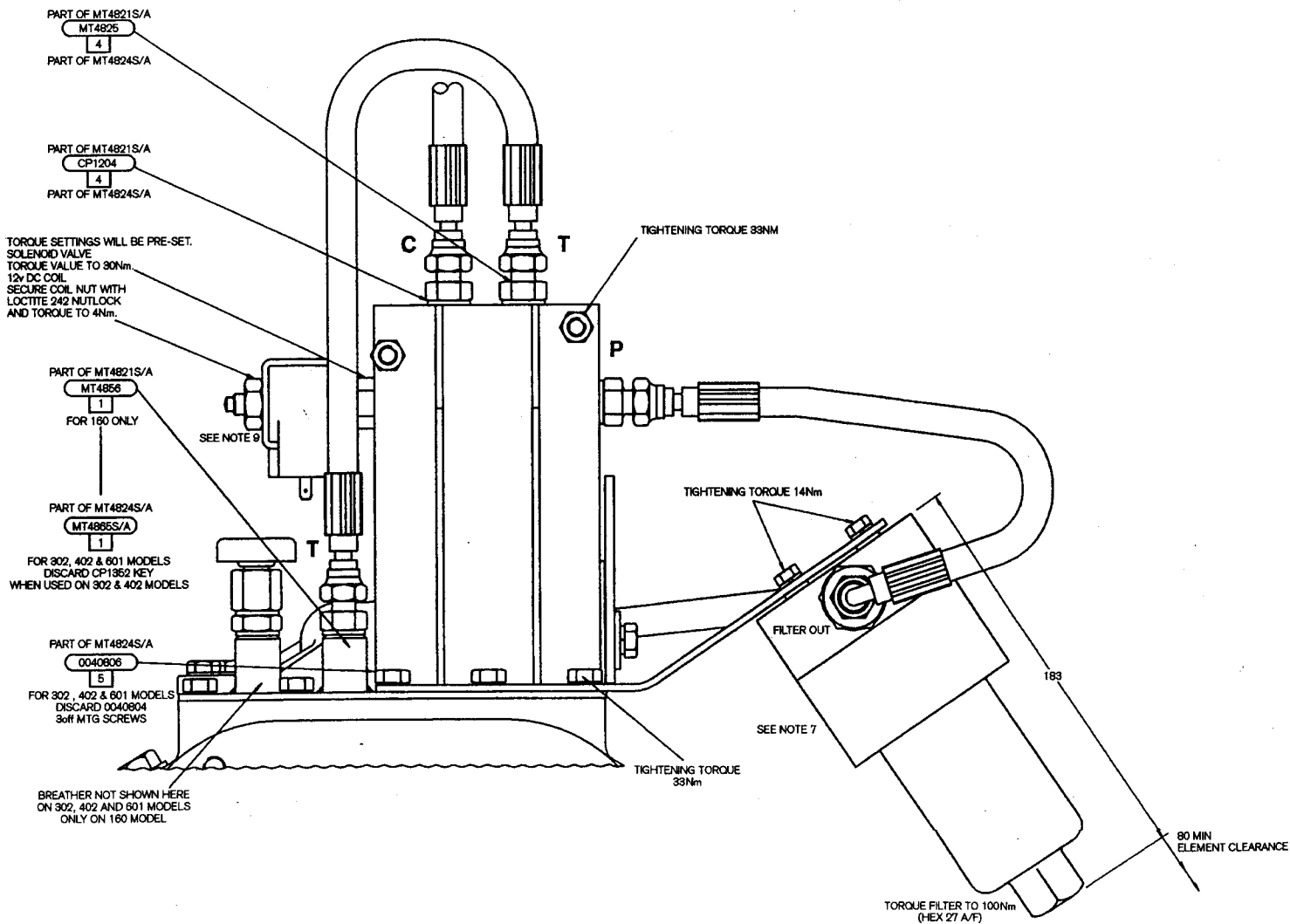


12V & 24V MARINE TROLLING VALVE GEARBOX INSTALLATION



PART NUMBER	DESCRIPTION
MT4821S/A	TROLLING VALVE ASSEMBLY 160
MT4824S/A	TROLLING VALVE ASSEMBLY 302, 402, 601
MT4885S/A	12V OPERATING LEVER ASSEMBLY
MT4886S/A	24V OPERATING LEVER ASSEMBLY



NOTES:

1. MT4820 ONE 3M LENGTH 6 CORE CABLE TO BE SUPPLIED LOOSE WITH ONE SOCKET END CONNECTOR AND TWO HIRSCHMAN CONNECTORS ON SOLENOID CABLES. IF REQUIRED EXTENSION MT4867 ONE 3M LENGTH 6 CORE CABLE CAN BE SUPPLIED.
2. FUEL RACK SWITCH TO BE LEFT WITH BARE WIRES. CUSTOMER TO CONNECT WIRES AND SUPPLY MOUNTING BRACKET.
3. WHEN RETROFITTING TROLLING VALVE TO A STANDARD GEARBOX USE MT1538 CONTROL VALVE WITHIN THE VALVE BLOCK ASSEMBLY.
4. PRIOR TO RETROFITTING TROLLING VALVE TO OLD GEARBOX, DRAIN GEARBOX AND COOLER AND CLEAN DRAIN PLUG. REFILL WITH CLEAN OIL TO THE CORRECT LEVEL. RUN GEARBOX TO FILL COOLER CIRCUIT AND RE-FILL ACCORDINGLY.
5. THE CONTROL LEVER IS PRE-SET AND SHOULD NOT REQUIRE ANY ADJUSTMENT, SHOULD ADJUSTMENT BE REQUIRED THE MAX TROLLING PRESSURE CAN BE VARIED BY THE POTENTIOMETER ON THE CONTROL SHOWN ON THE SCRAP VIEW MT4822S/A & MT4878S/A.
6. COOLER PIPE CONNECTIONS REMAIN AS STANDARD GEARBOX.
7. THE OIL FILTER CAN BE RESITED IF NECESSARY UP TO 1/2 METRE FROM THE GEARBOX. IF THIS IS DESIRED THE CUSTOMER MUST SUPPLY THE ADDITIONAL PIPE AND ANY ADDITIONAL FILTER BRACKET. THE FILTER MUST BE INSTALLED VERTICALLY ON THE ENGINE & GEARBOX INSTALLATION WITH THE BOWL FACING DOWNWARDS. REPLACE 10MICRON ELEMENT AFTER INITIAL 50HRS OPERATION AND AS DETERMINED BY THE FILTER INDICATOR READING THERE AFTER. THE SYSTEM MUST NOT BE RUN WITH THE FILTER INDICATOR IN THE RED.
8. IF USED WITH A CLUTCH PTO. THEN THE CLUTCH PRESSURE FEED MUST BE TAKEN FROM THE 1/8BSP TAPPING IN THE VALVE BLOCK OR PORT 'P' IN THE PROPORTIONAL VALVE. UNDER NO CIRCUMSTANCES SHOULD THE PTO CONNECTION BE TAKEN FROM PORT 'C' CLUTCH FEED LINE. ANY PIPES LEFT DISCONNECTED MUST BE CAPPED WITH PLUGS TO PREVENT ANY CONTAMINATION OF THE VALVE ASSY.
9. THE TROLLING VALVE SYSTEM IS FAILSAFE AND WILL RETURN TO FULL PRESSURE IN THE EVENT OF ELECTRICAL FAILURE. IN THE EVENT OF MECHANICAL FAILURE. EG (STICKING VALVE) THE ON/OFF SOLENOID ON THE SIDE OF THE PROPORTIONAL VALVE CAN BE MANUALLY MOVED BY DEPRESSING THE BUTTON IN THE CENTRE OF THE SOLENOID. THIS WILL RELEASE THE VALVE AND RETURN TO FULL PRESSURE.
10. THE TROLLING VALVE SYSTEM MUST NOT BE OPERATED ABOVE 1200RPM ENGINE SPEED. AN INTERLOCK SWITCH IS PROVIDED TO SWITCH OFF THE TROLLING VALVE SHOULD OVERSPEED OCCUR.

