

IMPORTANT: BEFORE INSTALLATION READ CAREFULLY THE PRESENT INSTRUCTIONS

Instructions for assembly onboard

1. Setting of throttle lever direction

1. Check in Fig. 2 whether the throttle lever position is correct, according to the type of engine.
2. In order to invert the throttle direction (from traction to compression or vice-versa), insert the lever in its hub. Apply some pressure on the lever (see Fig. 3) so as to position the gear in neutral and rotate it through 180° (to the next release point).

2. Stop-ring assembly

1. The stop-ring shall be oriented according to the single lever control position in respect of the steering place, as shown in Fig. 1.
2. Insert the stop-ring (2) in its seat on the single lever box (1) and fasten it by means of n°. 4 self-tapping screws dia 2.9x16 (4).
3. Apply the rectangular label (3) on the box.

3. Lever installation

Before proceeding with the installation, check that the gear is in neutral position (see Fig. 2).

1. Insert the lever (5) in the hub, positioning the safety-lock in the stop ring key (see Fig. 3).
2. Fasten the lever with one M6x20 screw (6) and tighten.
3. Fix the cover (4) in its seat.

4. Control cables preparation

The single lever control **CM01** can be used with **RIVIERA F05 - F14 - F02** and **F08** cables.

1. **Use of F02 - F08 universal cables (see Fig. 4):** Remove the protection cover (3) and the sealing (2) from the cable. Insert the cable connector (4) to the limit stop and insert the cable clamp block (5) in its slot. Screw the nut (6) and the cable end (7) on the threaded cable rod.
2. **Use of F05 cables (see Fig. 5):** Insert the lower barrel in the groove, as shown in the Figure. Insert the upper barrel (3) matching it with the lower barrel (2). Insert the elastic pin (4), making sure that the holes of the two barrels are perfectly aligned. The **F14** cable does not need any adapter.

ASSEMBLY OF CABLES ON THE BOX

5. Installation of reverse control cables

1. Insert the reverser stud (1) in the control cable rod eyelet (see Fig. 6) and fix it with the stop-ring (2). The cable shall be positioned in the "E" or "F" seat (see Fig. 3), according to the direction of installation of the box (see Fig. 7). Insert the reverser stud in the slot (see Fig. 6) and place it in position "C" (inward) or "D" (outward) depending on the necessary stroke (see Fig. 7). Fasten the stud with one M4x18 screw (3).

6. Installation of throttle cable

1. Insert the cable in the throttle stud (5) and fix it with the stop-ring (2) (see Fig. 6). In case of acceleration by traction, the cable shall be positioned in "A", while in case of acceleration by compression, the cable shall be positioned in "B".

IN CASE OF USE OF F02 OR F08 UNIVERSAL CABLES, OPERATING POSITION SHALL ALWAYS BE IN "A"

Before use, check if the installation has been performed correctly, by moving the lever forward and backward, and verify that cables allow all the available stroke. In case of use of **F02** or **F08** universal cables, adjust the stroke by screwing or unscrewing the cable end (7) (see Fig. 4).

2. Insert the cable lock (6), making sure that the cables barrels are properly positioned in their seats. Fix the cable lock with n°. 4 M4x40 screws (7) (see Fig. 6)
3. Move the lever forward and backward to check that cables are properly installed and operating.

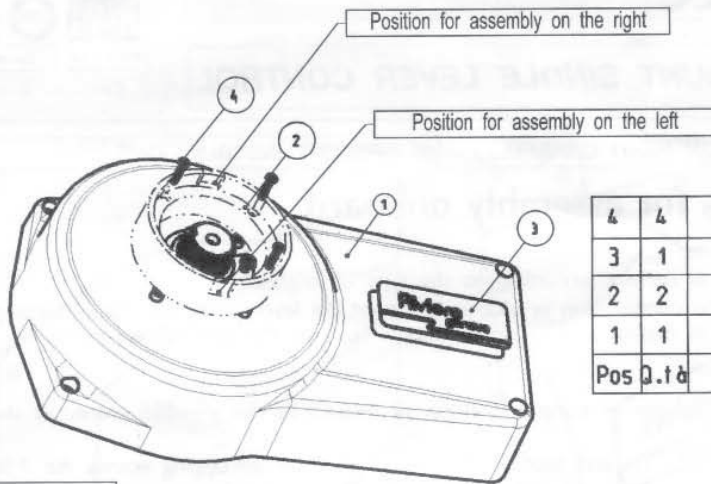
7. Assembly of the box on the wall

1. Position the single lever box in the desired position. Insert the cover (1). Fix it by means of n°. 2 self-tapping screws dia 4x40 (3) and n°. 2 self-tapping screws dia 4x60 (3) (see Fig. 8).

USE OF THE CONTROLS

The **CM01** single lever control is provided with safety lock switch, to prevent accidental in-gear starting. To engage the gear, press the switch and push the lever. Warm up of the engine can be done while in neutral position, by pushing the lever (the safety lock remains engaged). It is recommended to carry out a complete check of the system after few hours of operation, and to carry out periodical overhauls. If the steering system is unused for long time, an accurate test is recommended.

The company shall not be liable for any damages and/or bad functioning due to or caused by improper use of the parts supplied or inobservance of the present instructions.



Pos	Q.tà	Description
4	4	A2 2.9x16 UNI 6955 DIN 7983 screw without point
3	1	Rectangular label
2	2	Stop ring
1	1	Single lever box

Fig. 1

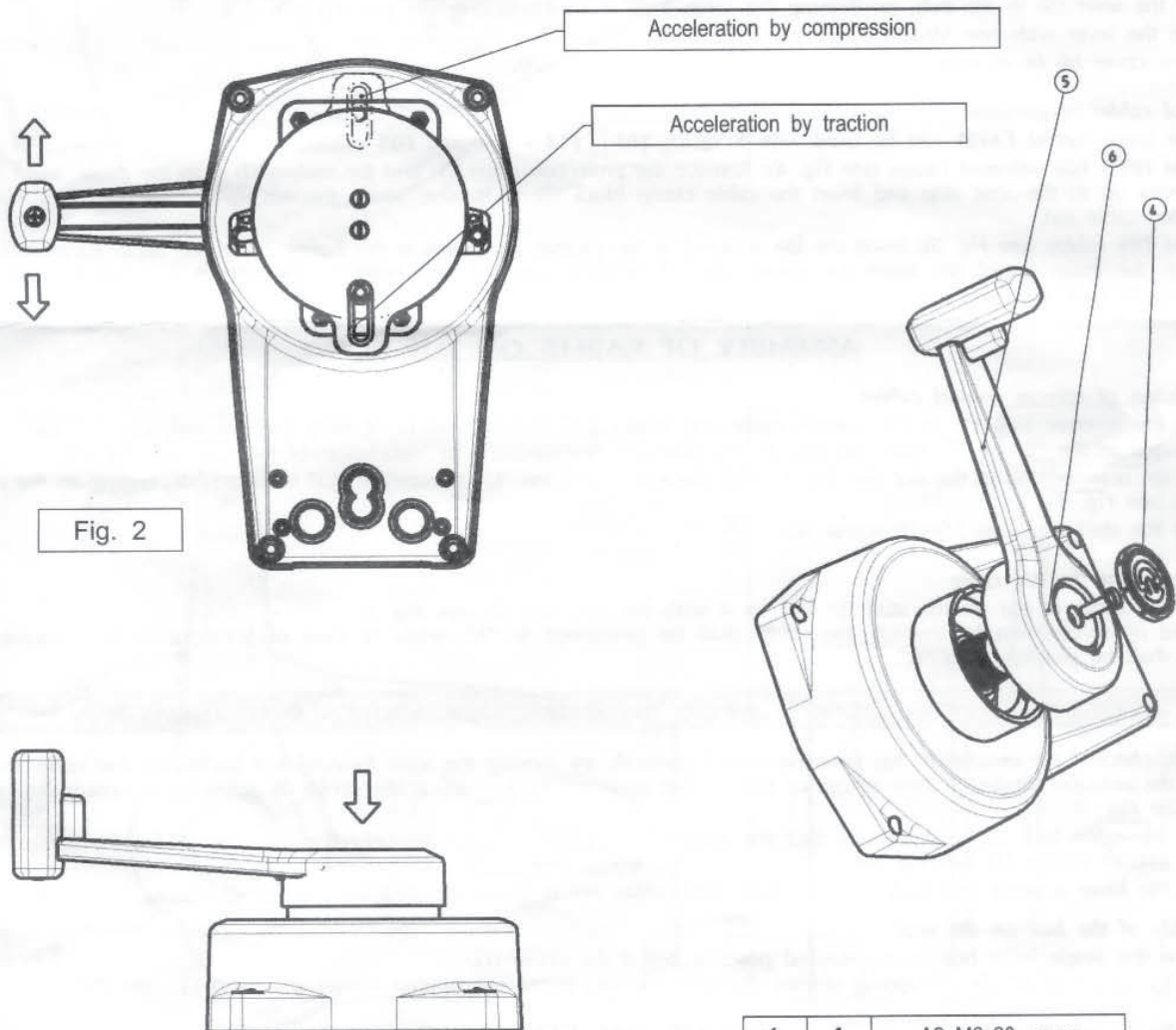


Fig. 2

Fig. 3

Pos	Q.tà	Description
6	1	A2 M6x20 screw
5	1	Lever
4	1	Cover

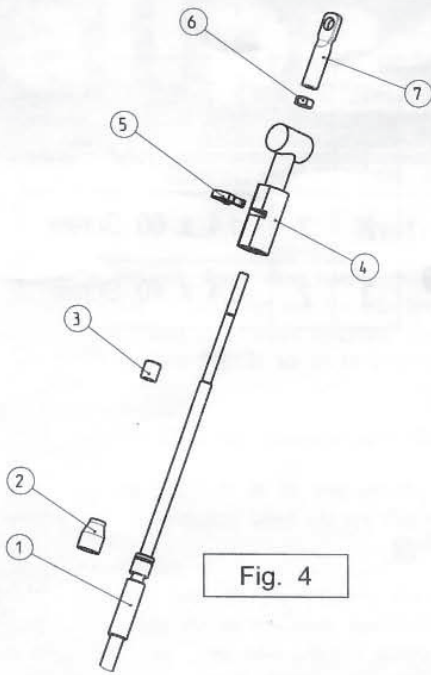


Fig. 4

Pos	Q.ty	Description
1	1	F02/F08 Cable
2	1	Sealing
3	1	Protection cap
4	1	Connector cable
5	1	Cable clamp block
6	1	Nut
7	1	Cable end

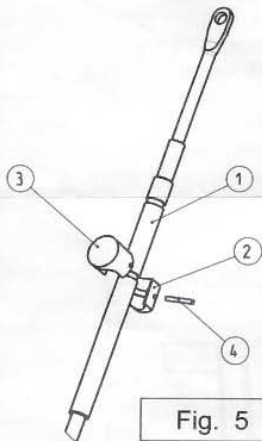


Fig. 5

Pos	Q.ty	Description
1	1	F05 Cable
2	1	Lower barrel
3	1	Upper barrel
4	1	Elastic pin

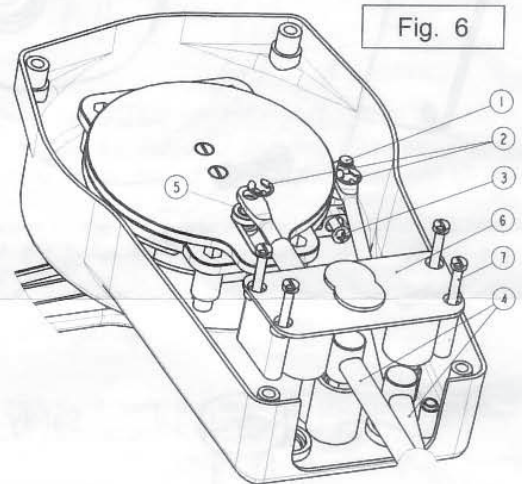


Fig. 6

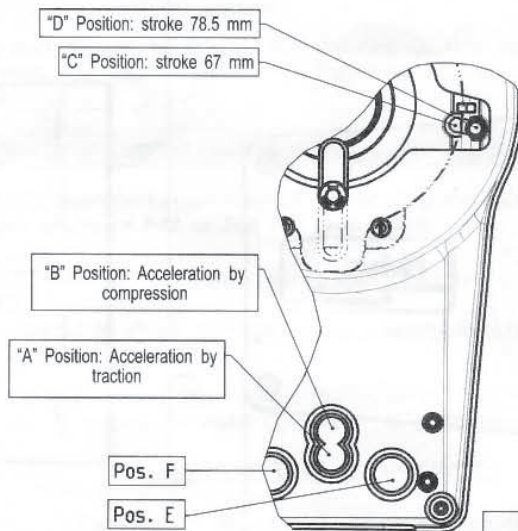
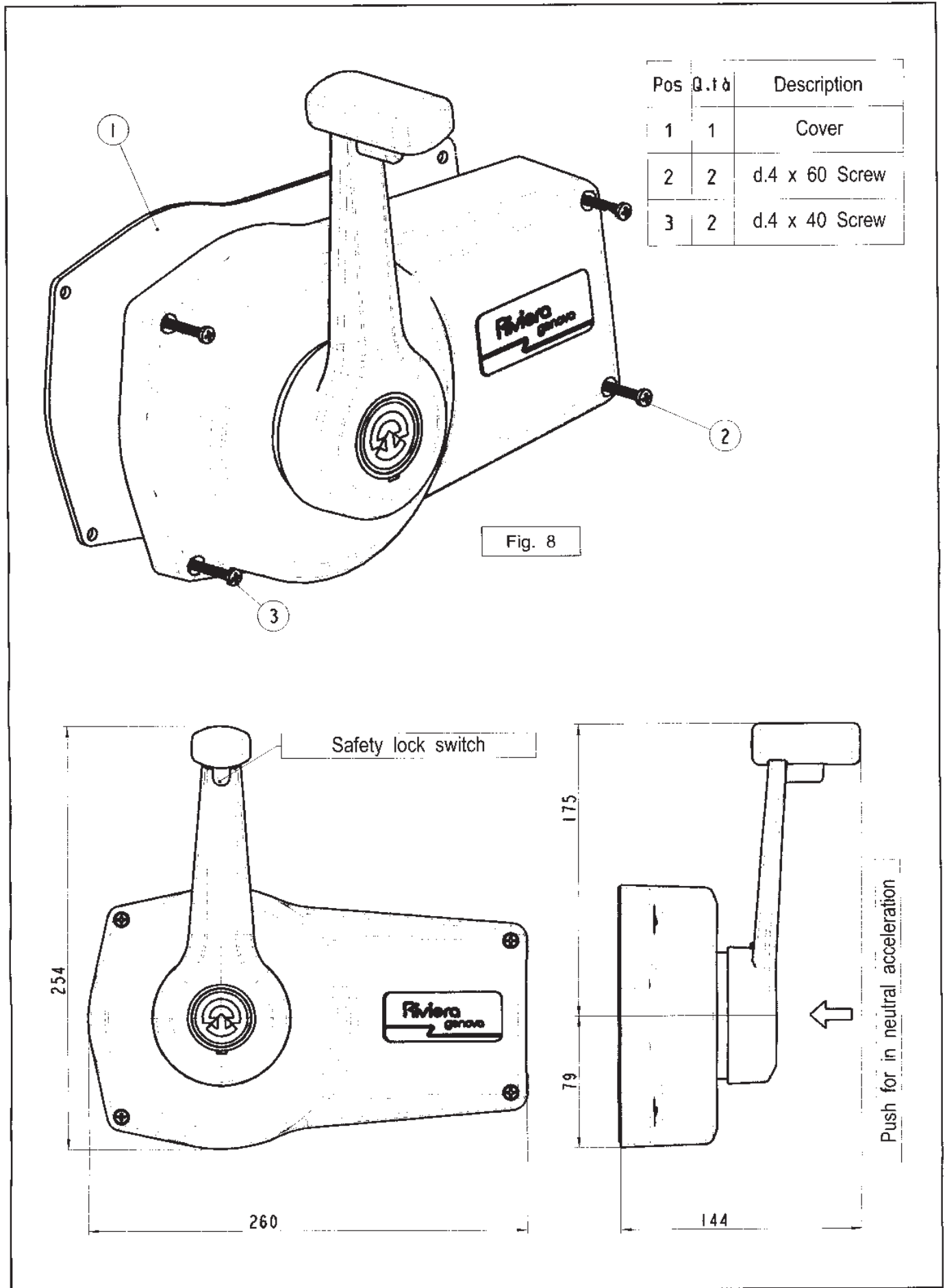


Fig. 7

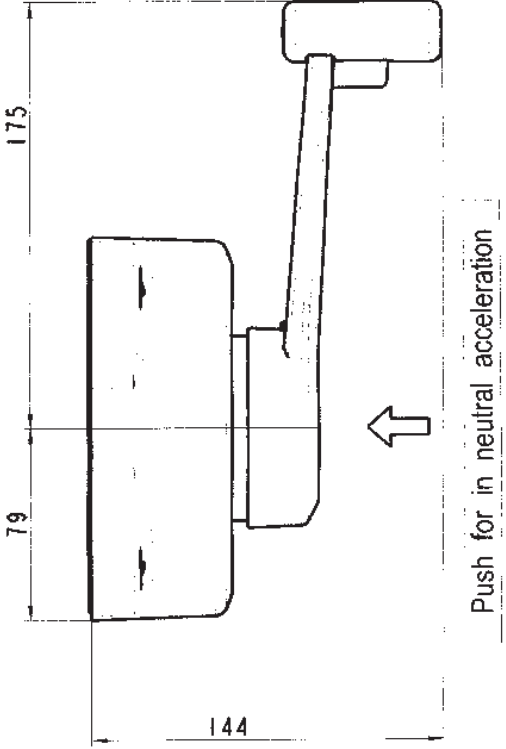
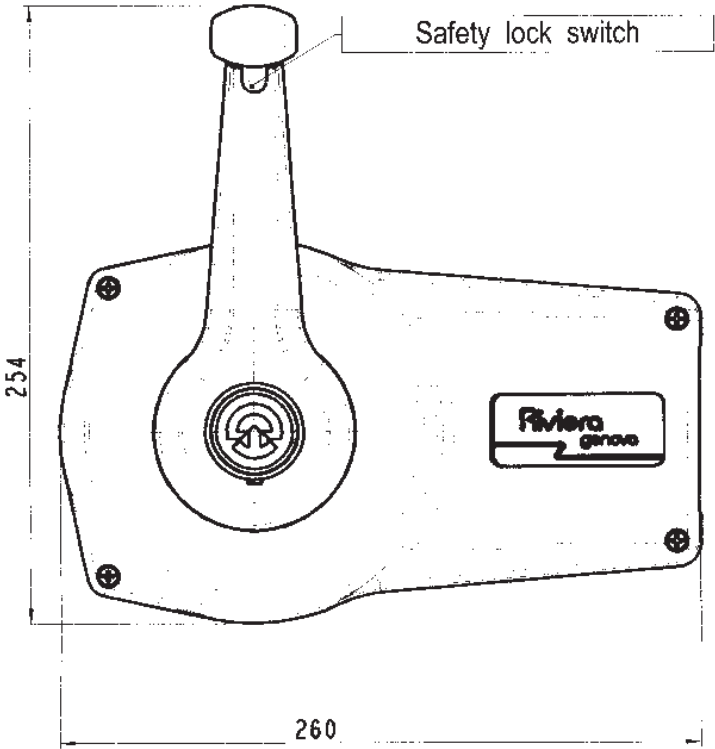
Pos	Q.ty	Description
1	1	Accelerator stud
2	2	Stop ring
3	1	M4x18 Screw
4	2	Control cable
5	1	Accelerator stud
6	1	Lock cable
7	4	M4x40 Screw

NOTE: F02/F08 universal cables shall always be placed in "A" position, both in case of acceleration by traction and for acceleration by compression



Pos	Q.tà	Description
1	1	Cover
2	2	d.4 x 60 Screw
3	2	d.4 x 40 Screw

Fig. 8



NL

Om de gashendel van deze motorbediening te bouwen van trekkend naar duwend gas of omgekeerd, hoeft u alleen maar de bedieningshendel in te drukken. Dan kunt u deze plaat 180 ° draaien met de bedieningshendel (terwijl u deze indrukt houdt) zonder het schakelmechanisme in verstellen. Als u vervolgens de bedieningshendel loslaat, is alles correct afgesteld.

UK

In order to build the throttle control of this engine control from pull to push or vice versa, you only need to press the control lever. Then you can rotate this plate 180° using the control lever (while being pushed in) without compromising the gear shift mechanism. If you then release the control lever, everything is set correctly.

DE

Um die Gasverstellung dieser Motorbedienung von Zug auf Druck oder andersum um zu bauen braucht man nur den Gashebel ein zu drücken. Man kann dann dieser Teller mit dem Gashebel (im eingedruckten Zustand) 180° drehen ohne das die Getriebe schaltung sich verdreht. Wenn Sie dann den Gashebel wieder los lassen ist alles richtig eingestellt.

