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Hello, Can someone explain how adjust the throttle cable in relation to shifting to forward / reverse? When I move the stick forward it takes nearly 3/4 of the 90 degree arc before the engine throttle moves increasing the engine speed. Shifting occurs in the first 10-15 degrees, so I would have thought the throttle could be more gradual. Simply put, it shifts between 12 and 11 o'clock, seems to do nothing from 11-10 o'clock, and throttles the engine between 10 &9 or maybe even 8 o'lock. 1. Does all this sound normal?2. I hear a little grumbling of the gears as it shifts into forward or reverse, nothing terrible, but you want to wait until it settles before pushing forward. Is this related to adjustment/linkage or something more involved in the lower unit. I've got a pretty good mercruiser manual but I can't find anything this specific. Any other recommended sources/documentation? Thank you.Gene Re: Proper adjustment for throttle cable/shift cables... Hello, Can someone explain how adjust the throttle cable in relation to shifting to forward / reverse? When I move the stick forward it takes nearly 3/4 of the 90 degree arc before the engine throttle moves increasing the engine speed. Shifting occurs in the first 10-15 degrees, so I would have thought the throttle could be more gradual. Simply put, it shifts between 12 and 11 o'clock, seems to do nothing from 11-10 o'clock, and throttles the engine between 10 &9 or maybe even 8 o'lock. 1. Does all this sound normal?2. I hear a little grumbling of the gears as it shifts into forward or reverse, nothing terrible, but you want to wait until it settles before pushing forward. Is this related to adjustment/linkage or something more involved in the lower unit. I've got a pretty good mercruiser manual but I can't find anything this specific. Any other recommended sources/documentation? Thank you. Gene When you say you have a good manual is it Mercruiser #1?.....Anyway the shifting sounds normal....One thing I would reccomend is shifting firmly into (& out of) gear in one swift motion.....The throttle cable is a different story.....Once in gear it should immediately show results when applied.....If possible have an assistant work the throttle while you observe the movement at the throttle linkage.....Ya might need a new cable... The good news is they are cheap, like $30.....Hope this helps..... Re: Proper adjustment for throttle cable/shift cables... Thanks. It does help. I tried shifting firmly and it worked very well. I can hear it engage, but no grinding...more of a mild clunk. Ok, on the throttle. It seems to work fine...I guess I'd call it too much slack between shifting and throttle results. I suspect your right that I need a new cable. Hard to tell, but I don't think it's ever been changed.Thanks. Re: Proper adjustment for throttle cable/shift cables... opps, you asked which manual.Clymer, Mercruiser Stern Drive Shop Manual, 1964-1984, Mdl 0, I, II, II-TR, ... Re: Proper adjustment for throttle cable/shift cables... mine operates about the same way. i make three motions to shift. break outa neutral, then make the "crisp" shift, then throttle.....both boats i've had i've shifted the same way on.....both old mercruisers.... ya can get onto the oem service manual here...it's much better..... " Re: Proper adjustment for throttle cable/shift cables...My carb has 2 holes on the throttle lever where the throttle cable can hook up. When i replaced the engine I mistakenly attached the cable to the top hole, had tons of deadzone slack. I moved it to the other hole and that fixed it. Re: Proper adjustment for throttle cable/shift cables...Gene, my throttle lever also has that same dead band, although it's an OMC, it maybe a buffer between engaging forward gear and throttle up just so you have that pause otherwise you could accidently overshoot and throttle up while menuevering around traffic at the docks just a guess, I like the deadband there as long as you can get WOT it's all good. Re: Proper adjustment for throttle cable/shift cables... My carb has 2 holes on the throttle lever where the throttle cable can hook up. When i replaced the engine I mistakenly attached the cable to the top hole, had tons of deadzone slack. I moved it to the other hole and that fixed it. Interesting. I only bought this boat a couple months ago and it's a bit of a project. I just rebuilt the carburetor yesterday and took a bunch of digital pictures along the way. Does your's look anything like the attached picture? and if so is your cable connected on the hole counter clockwise from he current bolt? Re: Proper adjustment for throttle cable/shift cables... Interesting. I only bought this boat a couple months ago and it's a bit of a project. I just rebuilt the carburetor yesterday and took a bunch of digital pictures along the way. Does your's look anything like the attached picture? and if so is your cable connected on the hole counter clockwise from he current bolt? My Holley carb/throttle plate looks a little different but if i'm remembering correctly I originally hooked up the cable to the topmost hole on the plate (furthest out from the shaft) and moved it to a lower hole, closer to the throttle shaft. With the closer hole, the cable had to move less to move the throttle plate the same distance. I think the hole you mentioned counterclockwise from the current hookup would be similar to where I moved my cable to. Re: Proper adjustment for throttle cable/shift cables... ...ya can get onto the oem service manual here...it's much better..... " Thanks for that. I downloaded it last night. Looks really descriptive.Gene Aluminum fishing boats are a popular choice among both beginner and seasoned anglers. Their durability, lightweight nature, and affordability make them an excellent option for fishing in lakes, rivers, and even coastal waters. With so many options on the market, finding an affordable aluminum boat that meets your needs can be overwhelming. In this article, well explore 15 of the most affordable aluminum fishing boats, detailing their specifications and price points, so you can find the perfect vessel without breaking the bank.Price: Starting at $8,495Length: 16 ft 1 inBeam: 6 ft 4 inWeight: 610 lbsMax HP: 50 HPCapacity: 4 peopleNotable Features: All-welded construction, wide beam, built-in fishing rod holders.The Tracker Grizzly 1648 Jon is one of the most affordable and durable options for those who enjoy shallow water fishing. Its all-welded aluminum hull ensures longevity, and with its ample deck space, its perfect for solo anglers or small groups.Price: Starting at $7,100Length: 16 ftBeam: 5 ft 9 inWeight: 320 lbsMax HP: 25 HPCapacity: 4 peopleNotable Features: Lightweight, rugged hull, flat bottom for stability.The Lowe L1648M Jon is designed for simplicity and utility. Its perfect for backwater fishing or hunting, with its stable flat-bottom hull and durable construction.Price: Starting at $6,499Length: 16 ftBeam: 5 ft 8 inWeight: 320 lbsMax HP: 30 HPCapacity: 4 peopleNotable Features: Riveted hull, lightweight design, shallow draft.This Alumacraft model is ideal for anglers who need a budget-friendly boat that can access tight or shallow waters. Its lightweight design makes it easy to tow and handle, even solo.Price: Starting at $9,000Length: 15 ftBeam: 6 ftWeight: 460 lbsMax HP: 25 HPCapacity: 3 peopleNotable Features: Extra-wide beam, all-aluminum construction, shallow draft.The G3 1548 VBW is a solid entry-level boat with an extra-wide beam that offers greater stability. Its perfect for fishing on rivers or lakes, and its shallow draft allows you to get close to shorelines.Price: Starting at $10,995Length: 16 ft 4 inBeam: 6 ft 7 inWeight: 1,000 lbsMax HP: 90 HPCapacity: 5 peopleNotable Features: Welded hull, livewell, large casting deck.Smoker Crafts 1620 Pro Tracer offers affordability without sacrificing performance. Its designed for serious anglers who need a durable and versatile fishing boat for freshwater adventures.Price: Starting at $15,595Length: 16 ft 6 inBeam: 6 ft 10 inWeight: 905 lbsMax HP: 60 HPCapacity: 5 peopleNotable Features: Built-in livewell, spacious casting deck, and durable aluminum hull.The Crestliner 1650 Discovery is a great option for families or fishing buddies. Its durability, combined with a spacious layout, makes it a versatile boat for various fishing environments.Price: Starting at $17,495Length: 16 ft 5 inBeam: 6 ft 8 inWeight: 850 lbsMax HP: 90 HPCapacity: 5 peopleNotable Features: Deep-V hull for stability, spacious bow and stern platforms.Lunds reputation for building tough and reliable boats is upheld in the 1650 Angler SS. The deep-V design ensures stability even in rougher waters, making it suitable for lakes and reservoirs.Price: Starting at $10,950Length: 16 ft 2 inBeam: 6 ft 1 inWeight: 475 lbsMax HP: 40 HPCapacity: 4 peopleNotable Features: Flat-bottom hull, all-welded aluminum, ample storage.The SeaArk 1652 MV is built for durability, making it perfect for anglers who need a boat that can withstand heavy use. Its designed for both fishing and hunting and excels in shallow water.Price: Starting at $15,000Length: 16 ft 2 inBeam: 6 ft 10 inWeight: 930 lbsMax HP: 60 HPCapacity: 5 peopleNotable Features: Fishing package with trolling motor, large casting deck, built-in livewell.Starcrafts Freedom 160 SC provides a balance of affordability and features, offering ample storage, a livewell, and a spacious fishing deck. Its a solid choice for anglers who want a boat equipped with essential fishing amenities.Price: Starting at $13,595Length: 16 ft 5 inBeam: 6 ft 7 inWeight: 555 lbsMax HP: 50 HPCapacity: 4 peopleNotable Features: Durable aluminum hull, ample deck space, livewell.The Xpress Xplorer XPL 1650 is designed for serious anglers who need a tough, reliable boat. Its all-welded aluminum construction offers durability, while the large deck space provides ample room for fishing.Price: Starting at $13,995Length: 16 ft 7 inBeam: 6 ft 10 inWeight: 895 lbsMax HP: 75 HPCapacity: 5 peopleNotable Features: Deep-V hull, livewell, casting platform.The Alumacraft Classic 165 is perfect for budget-conscious anglers who still want premium features. Its deep-V hull offers stability, and the livewell makes it great for catching and storing fish during long outings.Price: Starting at $8,500Length: 16 ftBeam: 5 ft 11 inWeight: 320 lbsMax HP: 30 HPCapacity: 3 peopleNotable Features: Flat-bottom hull, welded seams, lightweight design.The Polar Kraft Jon MV1648 is a straightforward and dependable option for those looking for an affordable and lightweight aluminum boat. Its flat-bottom design ensures stability, especially in shallow waters.Price: Starting at $13,300Length: 16 ft 2 inBeam: 6 ft 9 inWeight: 950 lbsMax HP: 60 HPCapacity: 4 peopleNotable Features: Side console, livewell, durable all-welded aluminum hull.The MirroCraft 1628 Outfitter is designed for serious anglers who need a robust and reliable fishing boat. The side console layout allows for a more open deck space, making it easier to cast and move around.Price: Starting at $9,995Length: 16 ftBeam: 6 ftWeight: 480 lbsMax HP: 40 HPCapacity: 4 peopleNotable Features: Shallow-draft design, all-welded construction, multiple seating options.The War Eagle 548 LDV is an affordable option for hunters and anglers alike. Its shallow-draft design allows for easy navigation in shallow waters, making it perfect for lakes, rivers, and marshes.Price: Starting at $12,495Length: 16 ftBeam: 6 ft 4 inWeight: 550 lbsMax HP: 40 HPCapacity: 4 peopleNotable Features: Versatile for fishing and recreation, spacious layout, durable aluminum hull.The Tracker Guide V-16 Laker DLX is a great entry-level aluminum boat with a versatile design suitable for both fishing and family outings. Its lightweight design makes it easy to tow and launch, and its spacious interior ensures comfort.Whether youre an avid angler or just getting into fishing, aluminum boats offer an affordable and durable solution for your aquatic adventures. The options outlined here provide a range of features and price points, ensuring theres something for every budget. From basic Jon boats to more feature-rich models, these 15 affordable aluminum fishing boats give you the freedom to explore lakes and rivers without overspending.Happy Boating!Share15 Most Affordable Aluminum Fishing Boats with your friends and leave a comment below with your thoughts.Read 12 Latinos Whose Careers Shaped the Coast Guard, Sailing, and Olympic Sports until we meet in the next article.If youre in the market for a new boat and trying to decide between a center console and a bay boat, youre not alone. Both boat types are popular among boaters and anglers alike, but they cater to different needs and environments. In this article, well break down the differences between center console and bay boats, covering their design, purpose, features, price range, and specifications, helping you make the right choice for your boating lifestyle.A center console boat is designed with a console positioned in the center of the boat, typically housing the steering wheel, controls, and sometimes electronics. The open layout allows for easy movement around the deck, which is ideal for fishing enthusiasts who need full access to the water from any side of the boat. These boats are incredibly versatile and perform well in both inshore and offshore environments.Open Deck Layout: Maximizes space, making it easier to move around and fish.Versatility: Can handle both offshore and inshore waters, making them great for deep-sea fishing, cruising, and water sports.Storage Space: Equipped with ample storage for fishing gear, bait, coolers, and personal items.Rod Holders & Tackle Storage: Many models come with built-in rod holders, live wells, and tackle storage for convenience.Power: Center consoles typically have more powerful engines, ranging from single to triple outboards, making them suitable for long trips and rough waters.Length: Typically ranges from 18 to 45 feet, with some larger models exceeding 50 feet.Weight: Varies based on size, but typically between 2,000 to 10,000 pounds.Engine Power: Most models come with outboard engines, often with options for multiple engines ranging from 150 HP to 600 HP or more.Fuel Capacity: Typically 100 to 400 gallons, which allows for long offshore trips.Price Range: Prices for center console boats can vary greatly depending on the size, brand, and features. Smaller models (18-24 feet) can start at around $50,000, while larger, more luxurious models can exceed $500,000 or more.Offshore Anglers: If youre serious about offshore fishing, a center console is designed to handle rough seas and long distances. The open deck and strong hull allow for stability, and the engine power makes it easier to cover larger areas of water.Families: Many modern center consoles come equipped with family-friendly features such as seating, shade options (like T-tops or hardtops), and even small cabins for storage or changing areas.Watersports Enthusiasts: With powerful engines, center consoles are great for water skiing, tubing, or wakeboarding.A bay boat is typically designed for inshore or nearshore environments, specifically for shallow waters like bays, estuaries, and flats. These boats offer a more compact and nimble design than center consoles, with a shallower draft (the distance between the waterline and the bottom of the boat), which allows them to navigate skinny water more easily.Shallow Draft: Typically less than 1.5 feet, making it perfect for navigating shallow waters.Lower Freeboard: The sides of a bay boat are lower than a center console, making it easier to reach over the side when fishing.Fishing Focused: Bay boats are equipped with features like elevated casting decks, live wells, and rod holders. They are optimized for sight fishing and shallow-water angling.Smaller Size: More compact and easier to tow or store, making them ideal for those who fish in smaller bodies of water.Simplicity: Generally, bay boats have fewer bells and whistles than center consoles, making them easier to maintain.Length: Typically between 18 to 26 feet.Weight: Lighter than center consoles, usually 1,500 to 4,000 pounds.Engine Power: Powered by single outboard engines, usually ranging from 115 HP to 300 HP.Fuel Capacity: Between 40 to 100 gallons, sufficient for inshore trips without the need for long-range capabilities.Price Range: Bay boats tend to be more affordable, with prices starting at around $30,000 for entry-level models and reaching up to $150,000 for premium models with high-end features.Inshore Anglers: If you frequently fish in shallow waters, a bay boat is specifically designed for navigating those environments. They are perfect for catching species like redfish, trout, and snook.Smaller Groups: While bay boats are spacious enough for a few passengers, they arent designed for large groups or overnight trips. However, they are great for a day out on the water with a couple of friends or family members.Budget-Conscious Boaters: If youre looking for a boat with excellent fishing capabilities at a lower price point, bay boats are often more affordable than center consoles.Beginner Boaters: Bay boats are generally easier to maneuver due to their smaller size and shallower draft, making them a good choice for those new to boating.FeatureCenter ConsoleBay BoatPrimary UseOffshore, deep-sea fishing, cruisingInshore, shallow water fishingBoat Length18 to 45+ feet18 to 26 feetEngine Power150 to 600+ HP, often multiple engines115 to 300 HP, typically single engineDraftDeeper, good for rough waterShallow, ideal for skinny watersFuel Capacity100 to 400 gallons40 to 100 gallonsPrice Range$50,000 to $500,000+$30,000 to $150,000Passenger CapacityLarger groups (6-12+ passengers)Smaller groups (4-6 passengers)Storage & AmenitiesAmple storage, family-friendly featuresLimited storage, simpler designWhen choosing between a center console and a bay boat, its crucial to assess your boating needs:If youll spend most of your time offshore or in open water, the stability, power, and size of a center console are ideal.For inshore fishing or shallow waters, a bay boat offers the versatility and maneuverability to navigate tighter, shallower areas.Bay boats generally cost less and are more fuel-efficient due to their smaller engines and lighter weight.Center consoles are pricier but offer a more robust set of features and offshore capabilities, which could be worth the investment for serious offshore anglers.If youre planning on hosting large groups or need a boat that can accommodate family members for fishing and recreation, a center console offers more space.For more intimate outings, a bay boat is perfect for smaller groups of anglers or family.Center consoles are multi-functional boats ideal for a variety of activities, from sport fishing to cruising.Bay boats are more specialized for fishing in shallower waters and may offer a simpler setup for those who focus primarily on fishing.Ultimately, both boat types offer great value and performance in their respective environments. By evaluating your priorities in terms of use, budget, and capacity, youll be able to choose the boat that best fits your needs. Whether youre casting lines in shallow flats or chasing game fish offshore, theres a perfect boat waiting for you.Happy Boating!ShareCenter Console vs. Bay Boat: Which is Right for You? with your friends and leave a comment below with your thoughts.Read Staying Warm Onboard a Boat: The Dos and Donts until we meet in the next article. Outboard motors are controlled with levers at the helm. Engine control levers push or pull on cables that carry the lever motion to the engine and gearbox. Cable adjustment is crucial to proper engine and gearbox control and response. Improperly adjusted cables can prevent the engine from developing full rpm and prevent the gearbox from going fully into gear or from engaging at all. Partially engaged gearboxes can quickly wear themselves out, requiring the replacement of expensive gears. Cables require periodic maintenance in the form of lubrication and replacement due to wear with heavy use. Loosen the throttle cable adjuster jam-nut with the wrenches. Extend or contract the adjuster until the cable moves the throttle to the idle position. Push the control lever forward to the "Forward idle" position. Ensure that the throttle position does not change at the motor. Pull the control lever back, through neutral, into the reverse idle position. Ensure that the throttle position does not change at the motor. Push the throttle to the "Full forward" position. Ensure that the throttle arm at the motor travels to the throttle stops. Move the cable to a lower hole on the control if the lever travel is insufficient to reach full throttle. Tighten the jam-nut on the throttle cable with the wrenches. Adjust the gearbox control cable. Place the control lever in the neutral position. Loosen the jam-nut on the cable adjuster with the wrenches. Extend or collapse the adjuster until the shift arm on the engine is in the neutral position. Push the control to the "Forward idle" position. Ensure that the gearbox actuator moves fully into the forward position. Pull the control to the "Reverse idle" position. Ensure that the gearbox actuator moves fully into the reverse position. Move the control cable to a lower hole if the lever range is too short to fully engage the gearbox. Tighten the cable adjuster jam-nut with the wrenches. I want to get to the bottom of this: I just read the thread from Harold about no forward thrust and he inquired about the throttle and idle cable adjustment. I want the bottom line on this too. If you disconnect the throttle cable at the motor and hand move the linkage on the motor that the throttle cable was attatched to, the only thing that happens is the movement of the gear selector...forward or reverse...there is no movement what-so-ever of the idle lever!! The idle lever on the other hand will retard or advance the distributor, even if you unhook the idle lever cable and move the engine linkage by hand it still moves the distributor...the only way the carb. plates will move is by the movement or rotation of the distributor because the throttle pick-ups are attatched to the distributor...advance the distributor and the carb plates open...moving the throttle linkage at the engine will NOT advance the dist. to allow it to throttle-up, it will only put it in gear!! There has to be a syncronization of these two cables inside the controller. I'm buying an old merController off ebay...just to disassemble it to find out whats inside and how it works! One thing I'm sure of: If you disconnect both cables at the motor they become independent of each other and the corralation between the two is lost. Re: merControl throttle and idle lever CABLE AdjustmentThe Idle lever is for cold starting only in neutral. The Gear shift/throttle lever works like this. There are cams in the control box. When you start to move the lever into gear, the first thing that happens is the gear shift cable moves to engage forward or reverse. As you keep moving the lever the cams start to move the throttle cable. Re: merControl throttle and idle lever CABLE AdjustmentDoesn't it seem strange that moving the throttle cable causes the gear shift to change? And doesn't it seem strange that there is no forward thrust? Could it be that the gear shift cable is attached to the throttle linkage? And since the shift cable moves first when the throttle lever on the box is moved, and also considering it has only a detent movement, that this short throw would advance the throttle just a little, hence no full throttle? In other words, the two cables have been reversed. And there is no idle cable! Re: merControl throttle and idle lever CABLE AdjustmentIt's so simple to determine if your cables are attatched correctly: move the idle lever from the "neutral" position through the 11:00 o'clock position on thru until you reach 9:00 oclock or maybe 8: if the distributor rotates the cables are hooked-up correctly, and Rick , thanks! but i have one more question... the manual says my 1150 should top-out at about 4800 RPM...i was running @ 4000 RPM and when i pushed the throttle to see if i could get the other 800 RPM, it automatically raised the idle lever WHICH retarded the distributor and stalled the engine!! how do i remedy this syncronization problem Re: merControl throttle and idle lever CABLE AdjustmentCheck your Private Messages under your log in name in the upper right hand corner. Re: merControl throttle and idle lever CABLE Adjustmenti had just this problem last week, cams were binding inside when the mounting screws to the boat were in tight. i loosened them up a tad and it was fine after that. could open up throttle without warm up lever moving Re: merControl throttle and idle lever CABLE Adjustment The Idle lever is for cold starting only in neutral. The Gear shift/throttle lever works like this. There are cams in the control box. When you start to move the lever into gear, the first thing that happens is the gear shift cable moves to engage forward or reverse. As you keep moving the lever the cams start to move the throttle cable. Re: merControl throttle and idle lever CABLE AdjustmentI have just bought a boat fitted with a Mercury 6cyl 150 mid 70's vintage and have found that I have to push the lever from nuetral to about 10 oclock before the engine throttles up.I've checked the distributer and it moves after getting into gear. When should I expect the throttle cable to start to move from the nuetral position thru gear engagement. At full throttle the engine is only pulling 3800 RPM. Also what RPM should you be able to run the engine up to in nuetral using the Idle Lever.Appreciate any help on this. Re: merControl throttle and idle lever CABLE AdjustmentYou lost me there Rick. What'am I looking for in my private message area? Re: merControl throttle and idle lever CABLE AdjustmentYeah Alto I feel like i have too much Throttle lever movement...from 12:00 to 10:00 before it engages into gear, I'm new to outboard motors and their characteristics but, I know something is just not jiving right in my controller....It's not "bad" but, I think it could be a lot better Re: merControl throttle and idle lever CABLE Adjustment Yeah Alto I feel like i have too much Throttle lever movement...from 12:00 to 10:00 before it engages into gear, I'm new to outboard motors and their characteristics but, I know something is just not jiving right in my controller....It's not "bad" but, I think it could be a lot better Re: merControl throttle and idle lever CABLE Adjustment Yeah Alto I feel like i have too much Throttle lever movement...from 12:00 to 10:00 before it engages into gear, I'm new to outboard motors and their characteristics but, I know something is just not jiving right in my controller....It's not "bad" but, I think it could be a lot better Re: merControl throttle and idle lever CABLE AdjustmentThanks monk-monk seems we have a similar situation.The distributor appears to be nearly fully advanced when the throttles open can't be good for performance.Have ordered manual so hopefully it will give me some idea as to what the controller cam settings should be like. Re: merControl throttle and idle lever CABLE AdjustmentI had this problem with my controller. I had to move the lever quite a way before it would throttle up, but throttling down it would work smooth right down to neutral. Not sure what it was called, but got a new excentric cam plate for the throttle in the controller. The edges were wore a slight bit so it took a lot of movement to get the throttle operating. Re: merControl throttle and idle lever CABLE AdjustmentLet's try again! The very first thing that happens when you move the lever on the control box (forward or backward from neutral) is that the engine should go into gear. If you watch the cables at the engine, only the gear shift cable should move. There should be no throttle linkage movement on the engine at this point. Just the gear change. After that happens - and only after that happens, the engine should begin to pick up rpm as the lever continues through its travel. At this point the throttle cable should be moving. Depending on age and wear, it may take some travel before picking up speed. If the engine begins to rev BEFORE the gear shift occurs, you have the cables reversed. That would also restrict the amount of throttle the engine receives. Think about it -- you don't press the gas half way down on your car before selecting Drive do you? Re: merControl throttle and idle lever CABLE Adjustment [whisper uid=84608]Let me try this again. If this doesn't work send me your email address at richard.palmer2@earthlink.net and I will forard the documents. [/whisper] Re: merControl throttle and idle lever CABLE AdjustmentHey Diaric, or anyone else! Where would i get replacement parts for my controller, it's a '72 MerControl Re: merControl throttle and idle lever CABLE Adjustmentsome else might be able to give you a suggestion. I lucked out when i walked into repair shop and quizzed him about how my controller was working as he had just ordered one in. Should be able to get from a merc dealer as it was quicksilver part I got from him. I looked around on sites but didn't find the internal parts listed. Re: merControl throttle and idle lever CABLE AdjustmentTry Twin City Outboards. They have a mountain of older outboards and parts. Re: merControl throttle and idle lever CABLE Adjustment Let's try again! The very first thing that happens when you move the lever on the control box (forward or backward from neutral) is that the engine should go into gear. If you watch the cables at the engine, only the gear shift cable should move. There should be no throttle linkage movement on the engine at this point. Just the gear change. After that happens - and only after that happens, the engine should begin to pick up rpm as the lever continues through its travel. At this point the throttle cable should be moving. Depending on age and wear, it may take some travel before picking up speed. If the engine begins to rev BEFORE the gear shift occurs, you have the cables reversed. That would also restrict the amount of throttle the engine receives. Think about it -- you don't press the gas half way down on your car before selecting Drive do you? Page 2 Re: merControl throttle and idle lever CABLE AdjustmentThks Silvertip I can assume my controller needs service to get earlier throttle cable movement after the motor is in gear. Re: merControl throttle and idle lever CABLE AdjustmentJust thinking about all we've talked about...I'm sitting at a crossroad...The closest Merc dealer to me comes-off as quite impatient when asking about parts for these older units as though I'm bothering him, and i'm not sure about used parts, for I already have them in my controller now Re: merControl throttle and idle lever CABLE AdjustmentI know what you mean about the merc dealer. We have two, and both are pretty much flat out that if you arn't there to spend 30 k on a boat, we don't have time for you. I got my parts from an independent repair guy that specializes in old motors. don't know the part no., but that depends on which controller. And it is available new as he had just ordered it in. There has to be a place that has these parts on line. someone may have some ideas Re: merControl throttle and idle lever CABLE Adjustment Doesn't work. Try this. And choose mercontrol. The plain remote control, no numbers have to copy and paste the entire address including (1985 and below). Re: merControl throttle and idle lever CABLE AdjustmentRick, Thanx for the URL but, all I got was the first page of " Remote Controllers". It wouldn't take me anywhere...said something about Driver errror on the page...don't stop now!! we're almost finished with this topic...as soon as we find those parts!!! Re: merControl throttle and idle lever CABLE Adjustment It worked for me, just had to copy the 1985 and below part with the url and paste all of it in the address of your browser. don't click on that link as you have to add a little to the end of it mercruiserparts.stemtostern.com/MercIndex/GetDiagram.asp?collection=09&docs=REMOTE+CONTROLS&serial=Mercruiser(1985+and+Below)copy that whole address and paste Re: merControl throttle and idle lever CABLE AdjustmentJust a thought, if the cables were old and a bit sticky? Re: merControl throttle and idle lever CABLE AdjustmentHey guys! Yeah i got to that link thanx. But, I only seen a short parts list w/ no mention of the cams, seemed like just some relatively minor parts. Re: merControl throttle and idle lever CABLE Adjustmentclick the down arrow by the box and click on MerControl. The one without numbers by it. Re: merControl throttle and idle lever CABLE AdjustmentHey Chief,,,just wanted to say that was the best answer i read on the internet,,,Thanks,from a retired first class AM Re: merControl throttle and idle lever CABLE Adjustmenti had just this problem last week, cams were binding inside when the mounting screws to the boat were in tight. i loosened them up a tad and it was fine after that. could open up throttle without warm up lever moving Although this is an older post, thanks for posting your experience on loosening the MerControl relieving the warm-up lever. I also wiggled and loosened mine, in frustration, and had the same positive result. I thought it was only a coincidence until I saw your post reply. It seems these old worn controls have quirks and can use a good smack and maybe with a BFHammer now and then. Did some research on it saying it's designed to work only in neutral. Yes it works that way and if/when it pops straight up to 'take over' when your shifting from forward or reverse, like when you're pulling up on the trailer at the dock, you'll be creating some new choice 'words' when they're all staring at you! However, Contradictory to MFG Claims, it Does work In Forward gear going at idle, as you may have noticed and can be used to maintain Idle if necessary. Last edited: Jul 15, 2024 Displaying an American flag on your pontoon boat is a powerful way to show your patriotism while enjoying time on the water. Whether youre celebrating the 4th of July, Memorial Day, or simply expressing pride in your country, an American flag flying from your pontoon boat adds a touch of style and meaning to your boating experience. In this article, well cover all the aspects related to pontoon boat American flags, including the types available, how to mount them, flag etiquette, and what you can expect to pay.When it comes to choosing an American flag for your pontoon boat, several factors should be considered, including the material, size, and mounting options. Here are the common types of flags:Description: Nylon flags are lightweight and durable, making them ideal for marine use. They dry quickly and are resistant to fading from the sun.Size Options: Common sizes for pontoon boats include 12x18, 16x24, and 24x36.Price: $15 to $40, depending on size and quality.Description: Polyester flags are heavier and more durable than nylon. They are better suited for harsher weather conditions but may require a sturdier mount due to their weight.Size Options: Similar to nylon flags, sizes range from 12x18 to 24x36.Price: $20 to $50, depending on size and quality.Description: These flags feature embroidered stars and sewn stripes, offering a high-quality, traditional appearance. They are typically made from nylon or polyester.Size Options: Available in the same sizes as other flags.Price: $30 to $70, depending on size and craftsmanship.Mounting an American flag on your pontoon boat requires careful consideration to ensure it is secure and displayed correctly. There are several mounting options available:Description: Rail mounts attach directly to the railing of your pontoon boat. They are easy to install and provide a stable base for your flagpole.Price: $15 to $50, depending on the material and design.Description: Clamp-on mounts are versatile and can be attached to various parts of your boat. They are ideal if you want to avoid drilling holes.Price: $20 to $60, depending on the material and adjustability.Description: Stern mounts are installed at the rear of the boat, often on the transom. They are a popular choice for larger flags.Price: $30 to $80, depending on the complexity and materials used.Description: Socket mounts require drilling a hole in the boat to install a socket, into which the flagpole is inserted. This method provides a permanent and secure solution.Price: $25 to $70, depending on the material and design.The flagpole is just as important as the flag itself. It needs to be durable, resistant to the elements, and tall enough to be visible. Here are some common options:Description: Stainless steel flagpoles are highly durable and resistant to rust, making them ideal for marine environments.Length: Available in lengths ranging from 24 to 72.Price: $30 to $100, depending on length and quality.Description: Fiberglass flagpoles are lightweight and flexible, reducing the risk of breakage in strong winds.Length: Available in lengths from 24 to 60.Price: $20 to $70, depending on length and quality.Description: Aluminum flagpoles offer a good balance between strength and weight. They are also corrosion-resistant.Length: Available in lengths from 24 to 72.Price: $25 to $80, depending on length and quality.Displaying the American flag on your pontoon boat comes with a set of guidelines known as flag etiquette. These rules ensure the flag is treated with respect:Position of Honor: The American flag should always be flown in the highest position on your boat.Lighting: If you choose to fly your flag at night, it should be illuminated.Condition: The flag should be clean and free of damage. If it becomes worn or faded, it should be replaced.Half-Staff: On occasions where the flag is flown at half-staff (e.g., Memorial Day until noon), it should be raised to the peak for an instant before being lowered to half-staff.No Touching Water: The flag should not be allowed to touch the water or any part of the boat.Several brands are known for producing high-quality American flags and mounting hardware specifically designed for pontoon boats. Here are some popular options:Products: Nylon flags, stainless steel and aluminum flagpoles, rail mounts.Price Range: $20 to $80.Products: Embroidered and printed nylon and polyester flags.Price Range: $30 to $70.Products: Rail mounts, clamp-on mounts, and socket mounts.Price Range: $15 to $60.Products: Fiberglass flagpoles, versatile mounts.Price Range: $25 to $90.American flags and mounting hardware for pontoon boats can be purchased from a variety of retailers, both online and in-store:Selection: Wide range of flags, flagpoles, and mounts from various brands.Price Range: $15 to $100.Selection: Marine-specific flags, mounts, and poles with expert advice.Price Range: $20 to $90.Selection: A good selection of marine flags and mounting options.Price Range: $15 to $85.Selection: Support local businesses while finding quality marine products.Price Range: Varies based on location and selection.Adding an American flag to your pontoon boat is a fantastic way to express your patriotism and enhance your boating experience. With a variety of flag types, mounting options, and price points available, theres something to suit every boaters needs. Whether youre gearing up for a holiday celebration or simply want to proudly display the Stars and Stripes, following proper flag etiquette and investing in quality materials will ensure your flag waves proudly for years to come.Happy Boating!SharePontoon Boat American Flags: Show Your Patriotism on Water with your friends and leave a comment below with your thoughts.Read High-Performance Pontoons: A Comprehensive Guide until we meet in the next article.posted 07-16-2007 08:47 PM ET (US) Cable adjustments are typically done at the engine side.Start with the control in neutral, no fast idle advance in the throttle, cables connected to the control.At the engine, determine which cable is throttle and shift. Shift cable is usually 1/2 way out, throttle will be all the way out or all the way in- this is at the cable ends. Disconnect both cables from the engine.Move the control to forward and reverse, and take note at what the cables do at the engine- forward, neutral and reverse. Cables will be fully extended, all the way in, or in between at various shift lever positions.When adjusting a shift cable, make sure the lower unit is in neutral. Spin the prop to be sure, it should spin free.Place the cable end on the engine shift shaft attachment, then see where the cable adjustment "nut" lines up with the cable attachment point on the engine. I adjust the nut on the cable so it is centered on the engine attachment point. The cable has a bit of play, so grab the cable and move it back and forth when centering it. Adjustment nut on the cable should slide in nice to the engine attachment point when the lower unit is in neutral.Throttle cable- when in neutral, the throttle cable should close the plates on the carbs completely. Adjust the throttle cable so they close snug, and any play in the cable does not allow the throttle to open a bit.Usually does the trick on any outboard I have rigged up. Did you use Mercury cables or an aftermarket cable (teleflex. etc.) I have had best luck with original equipment vs aftermarket. Rich Throttle and Shift Cable Adjustment by Joe ReevesAdjusting Throttle Cable Joe ReevesIf running the engine in a flushette, be sure to have the water turned on full blast. The exception to this rule would be the smaller horsepower engines, usually the smallest up to about the 25hp class. When running on a flushette, the idle rpm for the different shaft length engines are as follows:20 Shaft = 1000 rpm.25 Shaft = 1200 rpm.On engines that have a mechanical stop screw (most engines do), back the screw away from its contact point.Loosen the clamp that retains the throttle cable so that the adjustable threaded trunion can be moved in either direction.With the engine running, adjust the trunion until the desired rpm is attained. Now, back to the mechanical stop screw screw it in just until it hits the contact point.Race the engine somewhat, then return it to the idle setting if the rpm has changed to a higher reading, readjust the throttle cable trunion so that the mechanical stop screw moves back to its contact point.(Editors note: Be sure to refer to your engines Service Manual for additional specifics and procedures. We also have a product video on SeaStar Solutions Control Cables as well as the SeaStar Solutions Catalog that contains extensive technical and installation assistance.)**********Centering Shift Cable Joe ReevesWhen all is as it should be, the proper method to adjust the shift cable is to disconnect the cable from the engine. Move the shift linkage on the engine to find the center of the play in neutral, and when found, leave it centered.Now, grab the end of the shift cable sleeve, push and pull it to find the center of the play there, and center that play.Adjust the trunion on the threaded portion of the shift cable so that the centered play of the cable lines up with the centered play of the engines shift linkage. Install and lock the shift cable with the retaining clamp in that position. Thats it.(Editors note: Be sure to refer to your engines Service Manual for additional specifics and procedures. We also have a product video on SeaStar Solutions Control Cables as well as the SeaStar Solutions Catalog that contains extensive technical and installation assistance.)********** The thrill of skimming across the water, the sun warming your face, the gentle breeze whispering through your hair Suddenly, your trusty Mercury outboard sputters, coughs, and loses power. What could it be? A clogged fuel filter? A faulty spark plug? Maybe its something more sinister lurking beneath the surface: a bad trigger.This unsung hero, tucked away in the heart of your engine, plays a critical role in igniting the spark that brings your outboard to life. But like any hard-working component, triggers can wear out and fail, leaving you stranded and scratching your head.But fear not, fellow boater! By recognizing the signs of a bad trigger, you can diagnose the problem early and get back on the water faster. So, what are the telltale clues?Engine Misfires and Sputtering: This is the most common symptom. A bad trigger disrupts the precise timing of the spark, leading to incomplete combustion and erratic engine behavior. Youll experience frustrating misfires, sputtering, and coughing, especially at low speeds or under load.Rough Idle and Uneven Performance: A failing trigger can cause the engine to idle roughly, vibrating excessively and struggling to maintain a steady RPM. You might also notice uneven performance, with sudden surges of power followed by dips, making smooth cruising a challenge.Loss of Power and Stalling: In severe cases, a bad trigger can completely cut the spark, leading to sudden loss of power and even engine stalling. This can be particularly dangerous in busy waterways or challenging weather conditions.Backfiring and Popping Sounds: When the spark timing is off, unburned fuel can ignite in the exhaust system, causing loud backfires and popping sounds. These are not just annoying, but also indicate inefficient combustion and potential damage to your engine.Uneven Cylinder Firing: If you notice your engine running rougher on one side than the other, it could be a sign that one of the triggers is malfunctioning, causing misfires and uneven cylinder firing.Check Engine Light (Modern Outboards): Newer Mercury outboards with electronic fuel injection systems may display a Check Engine light or error code if the trigger is malfunctioning. This can provide a valuable clue to the problem.Remember: While these symptoms can point towards a bad trigger, they can also be caused by other issues. A thorough diagnosis by a qualified marine technician is always recommended for confirmation and proper repair.Here are some ways to prevent trigger problems on your Mercury outboard:Regular maintenance:Follow the manufacturers recommended maintenance schedule,including inspecting the trigger for signs of wear and tear.Corrosion