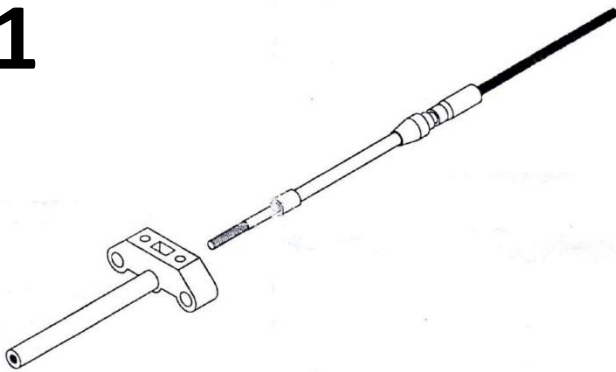
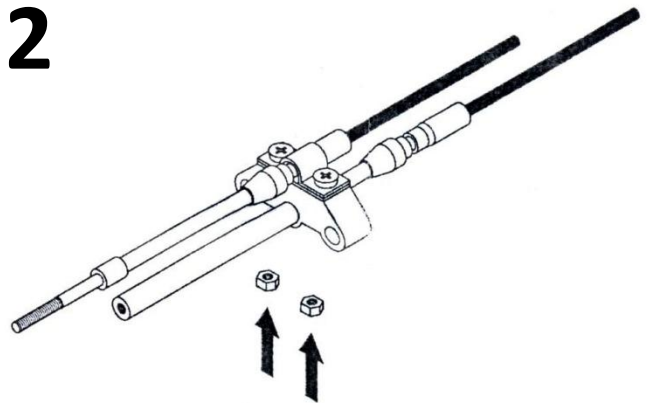


1. Remove both the **Screws** on the **Plastic Cap** from the **Cable Mounting Side** of Twin Station Control.
2. Remove the **Plastic Base Plate**
3. Remove the **Slider Mechanism** from the assembly
4. Screw the End Rod of **First Control Cable** in the slider. Refer Fig 1.
5. Remove the **Clamp** from **Slider Mechanism**, fix the **Second Control Cable** & fix it to **Clamp**. Refer Fig 2.
6. Insert the **Slider Mechanism** to **Sliding Rods**.
7. Insert the **Base Plate** to the assembly.
8. Fix the Conduit Cap of **First Control Cable** on the slot provided on the **Base Plate** & **Plastic Cap** with the screw provided. Refer Fig 3.
9. Screw the **End Rod of Second Control Cable** at the **Connection Kit** provided.

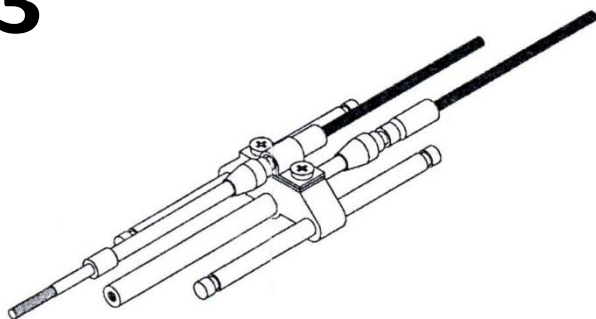
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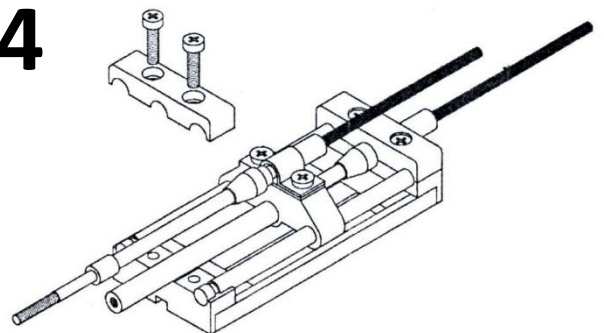
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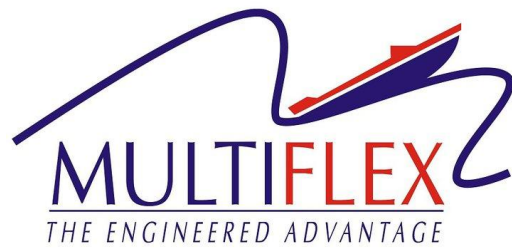
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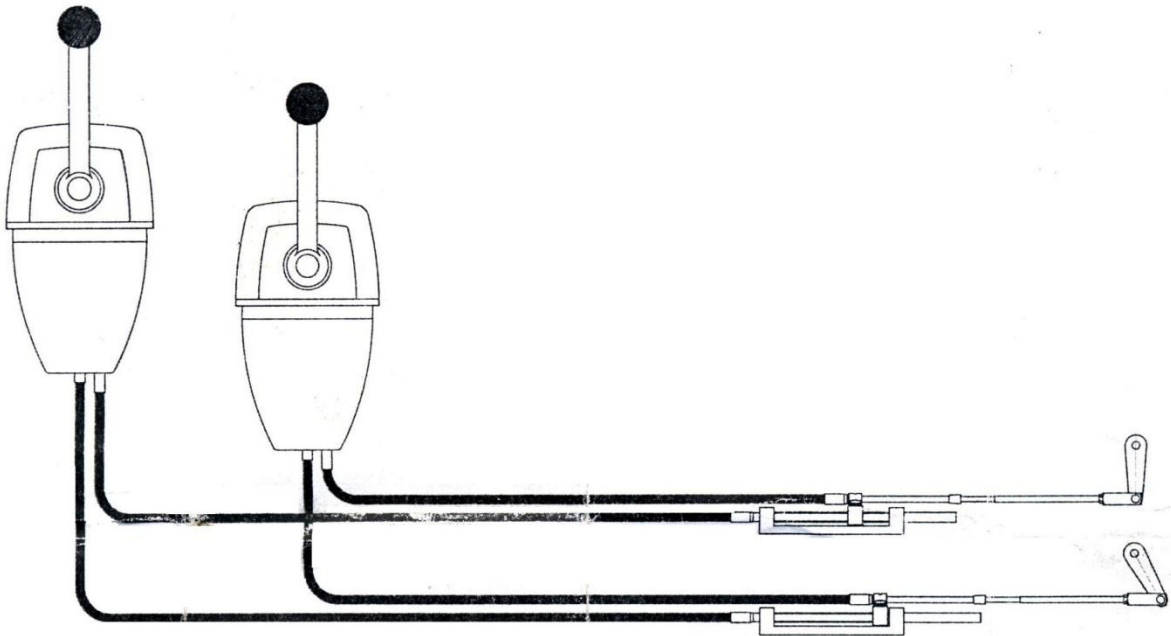
4



# INSTRUCTION MANUAL TWIN STATION CONTROL LM-K-13



## Application of the Twin Station Control



### Warning on dual station unit usage:

The dual station unit usage needs precise conditions of installation.

The running principle of the selector based on the difference of movement resistance opposed by control lever with relative cables and which the selector works.

1. The right running results when the resistance opposed by each control is higher than the one opposed by the engine reverse gear on which the selector works.
2. On the contrary, starting the from one of the driving places, instead of moving the lever on the engine, we get the control lever shifting of the other driving place.
3. Therefore, when the installation is ended, it is necessary to check the running, starting several times from one driving station and then from the other.
4. In case the anomalous condition, described in paragraph "2", occurs it is necessary to increase the lever braking or to stop, with external means, in neutral position, the lever which is dragged.