

TSM ET Throttle Plate

Thank you for purchasing a throttle plate for use with the Curtis ET style throttles. This allows you to safely set the throttle position and leave it. The plate itself is machined from aluminum while the lever is stainless steel.

As you can see in the images, the plate needs to be mounted on the wall in a convenient place where you can comfortably reach it, and ideally where it is not in the way of being bumped or susceptible to snagging on legs or lines.

Installation

Place the plate on the wall you'd like to mount to. Check the back side of the wall to confirm there's room for the ET throttle, and flat surfaces for mounting. Trace the three larger holes onto the wall so you know exactly where to drill mounting holes. Use a 1/4" drill bit and start with the top middle hole. You can put this screw through and gently tighten it so you can be sure the plate is mounted straight, then drill the remaining two. The larger hole at the bottom for the lever shaft is 5/8". You'll need to remove the set screw on the shaft before pushing the shaft through the wall.

The ET throttle comes with an aluminum right angle mounting bracket. Attach this to the throttle with the 2 screws that are on the throttle so it can be properly configured as to accept the throttle plate shaft. Loosely tighten the set screw and confirm that neutral throttle position aligns with the center throttle lever position before mounting. You may need to add a wood spacer between the throttle angle bracket and the wall depending on your wall thickness. Transfer the three mounting holes on the throttle angle to the back side of the wall and spacer to use bolts (not provided) that go through the wall, or if the wall is thick enough you may be able to use short screws that don't go all the way through. Note that the ET throttle angle bracket needs to be oriented away from the throttle plate, unless you want to put more holes in the plate- notice in the picture, the three screws positioned under the plate.

After everything is where it needs to be, add a drop of locktite to the throttle shaft set screw. Also check that the pull pin on the throttle shaft is at it's ideal distance from the plate (lever can move when pulled but pin doesn't pop out of the position wells). Try to be gentle on the lever, as the force may be magnified to the ET throttle. Don't forget to send us a picture of your conversion!

