



## Throttle Controller

Model **8150**

### FEATURES

- Automatically lowers engine speed when trigger gun is released and pump goes to by-pass to reduce engine wear and fuel consumption.
- Instantly returns to full operating RPM and cleaning power when pump operation resumes.
- Compact, easy installation with a fully adjustable stroke to accommodate engine specifications and system requirements.

**SELECTION:** Select a Throttle Controller to match the system pressure and duty cycles. This Throttle Controller should not be used in systems with operating pressures over 3000 PSI.

**INSTALLATION:** The Throttle Controller should be threaded directly into one of the pump discharge ports or, if necessary, in the discharge line between the pump and regulating device.

Determine the most direct route for the cable avoiding any moving parts or hot areas. The cable will be secured near the throttle control arm.

### SPECIFICATIONS

	U.S. Measure	Metric Measure
Max. System Pressure.....	3000 PSI	(210 BAR)
Actuation Pressure .....	900-1000 PSI	(63-70 BAR)
Max. Temperature.....	140°F	(60°C)
Inlet Port.....	3/8" NPT	(3/8" NPT)
Cable Length .....	42"	(1050 mm)
Weight.....	16 oz.	(0.50 kg)
Dimensions .....	2.72 x 2.12 x 1.44"	(69 x 54 x 36.5 mm)

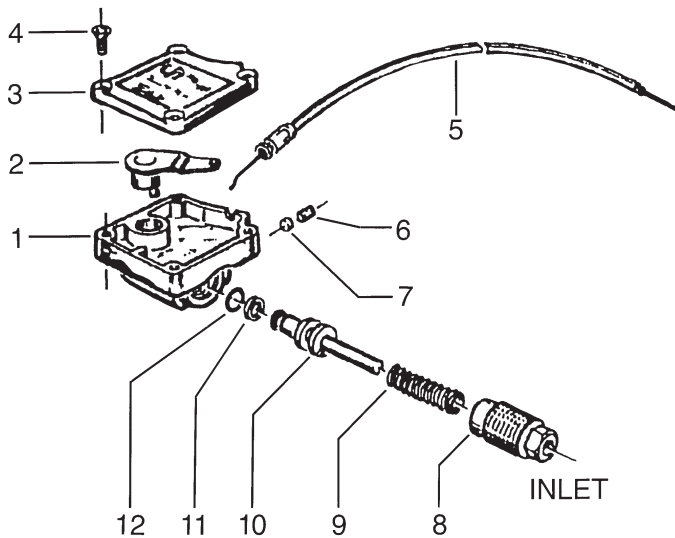
With the engine running and the pump in by-pass (trigger gun released) adjust the engine to idle RPM according to the engine manufacturer's recommendations. Be certain to maintain adequate RPM to assure all accessories in the system receive enough flow for proper operation.

Determine the appropriate length for the cable and secure the cable to the cable clamp. If the engine does not have a locking screw, bend the cable 90° and at 0.2 inches again bend the cable 90°. Allow 0.27 inches beyond the second bend and cut off the excess cable. Attach the cable to the throttle control lever.

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*"Customer confidence is our greatest asset"*

## EXPLODED VIEW



## PARTS LIST

ITEM	P/N	MATL	DESCRIPTION	QTY
1	—	BB	Body	1
2	—	STZP	Lever	1
3	—	NBR	Cover	1
4	—	STZP	Screw	4
5	34310	STL	Cable, 42"	1
6	—	STZP	Screw	1
7	—		Plug	1
8	—	STZP	Adjusting Screw, Inlet Fitting 3/8"	1
9	—	STL	Spring	1
10	—	STL	Piston	1
11	—		Anti-Ext. Ring	1
12	—	NBR	O-Ring	1

Material Codes (Not Part of Part No.):

BB=Brass NBR=Medium Nitrile (Buna-N) STL=Steel STZP=Steel/Zinc Plated

## WARRANTY

### 90 Day Warranty

Refer to complete Cat Pump Warranty for further information.

## INSTALLATION: (continued)

Fine tune the operating RPM with the system running in by-pass (trigger gun released). Using a 7/16" open end wrench, turn the adjusting nut on the Throttle Controller (clockwise will reduce the RPM, counterclockwise will increase the RPM). Check the adjustment by squeezing the trigger gun. Additional adjustments may be necessary to reach the desired RPM.

**OPERATION:** Once the Throttle Controller has been properly set the engine speed will automatically reduce when the pump goes into by-pass (trigger gun released). Some adjustment may be necessary after prolonged use.

**MAINTENANCE:** Periodically lubricate cable and keep free of dust and debris for best performance.

## TROUBLESHOOTING

Water leaking at inlet fitting

- O-Ring worn. Replace as needed.

Engine does not drop to idle

- Regulator or pressure lock-up Unloader incorrectly installed.
- Plugged orifice in throttle controller. Clean as needed.
- Cable broken or restricted with severe bends.

Engine does not return to full system RPM

- Cable broken or restricted with severe bends.
- Cable extremely dirty. Lubricate and resume operation.
- Cable slipped. Tighten set screw on body of controller after re-adjustment.

Products described hereon are covered by one or more of the following U.S. patents 3558244, 3652188, 3809508, 3920356, 3930756 and 5035580

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The Pump with "Nine Lives"

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