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Manufactured by
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CA 38383
YAMAHA
CONNECTOR KIT
INSTRUCTIONS

INSTALLER: THESE INSTRUCTIONS CONTAIN IMPORTANT SAFETY INFORMATION AND MUST BE FORWARDED TO THE BOAT OWNER.

These instructions describe how to adapt 33C cables to Yamaha Throttle and Shift control levers.
These connectors are designed to work with Yamaha Outboard Motors.

WARNING

BEFORE STARTING INSTALLATION: THOROUGHLY READ THESE INSTRUCTIONS – AS WELL AS THE INSTRUCTIONS PROVIDED BY THE ENGINE MANUFACTURER. FAILURE TO FOLLOW EITHER OF THESE INSTRUCTIONS, OR INCORRECT ASSEMBLY, CAN RESULT IN LOSS OF CONTROL AND CAUSE PROPERTY DAMAGE OR INJURY.

DO NOT SUBSTITUTE PARTS FROM OTHER MANUFACTURERS, AS THEY MAY CAUSE A SAFETY HAZARD FOR WHICH TELEFLEX INC., USA CANNOT ACCEPT RESPONSIBILITY.

CABLE INSTALLATION AND MOTOR CONNECTION MUST BE MADE IN ACCORDANCE WITH THE MOTOR MANUFACTURER'S INSTRUCTIONS. TO ENSURE BEST REMOTE CONTROL PERFORMANCE, FREE OPERATION OF ALL MOTOR LINKAGE IS ESSENTIAL. OBSERVE ALL MOTOR MANUFACTURER'S RECOMMENDED PROCEDURES FOR ADJUSTMENT AND LUBRICATION.

ASSEMBLY INSTRUCTIONS

1. First thread the cable jam nut all the way onto the threads of the cable rod, leaving $\frac{3}{4}$ of an inch of threads.
2. Second thread on the Yamaha Blue connector, all the way onto the threads of the cable rod.
3. The connector may be unthreaded up to $\frac{3}{8}$ inch for fine adjustment.

WARNING

A MINIMUM THREAD ENGAGEMENT OF $\frac{3}{8}$ INCH MUST BE MAINTAINED TO ENSURE MECHANICAL INTEGRITY.

4. After adjustment has been made, tighten jam nut securely against base of Connector.

NOTE: All of these adjustments are to be made at the time of installation of cable to motor, and in accordance with the motor manufacturer's instructions.

BEFORE STARTING MOTOR, CHECK ENTIRE ASSEMBLY. OPERATE CONTROLS AND OBSERVE MOTION OF THROTTLE AND SHIFT CONNECTIONS ON ENGINE. ENSURE ALL CONNECTIONS ARE CORRECTLY INSTALLED AND PROPERLY TIGHTENED.

MAINTENANCE NOTES

1. After a few hours of operation and at frequent intervals thereafter, check all fasteners and the complete control system for security and integrity.

DANGER

LOOSENING OR LOSS OF ONE OR MORE FASTENERS MAY CAUSE FAILURE OF THE CONTROL SYSTEM, RESULTING IN LOSS OF THROTTLE OR SHIFT CONTROL AND POSSIBLE PROPERTY DAMAGE OR PERSONAL INJURY.

2. Keep all moving parts free from build-up of salt and other foreign material. This will affect their operation and create control problems.
3. Periodically inspect for corrosion. Any parts affected by corrosion must be replaced.
4. Inspect throttle and shift cables periodically for cracks or other damage, if found, the cable must be replaced.

DANGER

DO NOT COVER CRACKS WITH TAPE OR OTHER SEALANTS, AS THIS WILL CREATE A HAZARD IN WHICH THE CABLE CAN FAIL SUDDENLY AND WITHOUT WARNING.

