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SSC 154XX SINGLE CABLE & DRIVE ASSEMBLY THE BACK MOUNT RACK SYSTEM INSTRUCTIONS

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

These instructions describe how to install cable and drive assemblies to 'The Back Mount Rack' system helms. These cables are designed to work with the SH 5200 series helms only.

WARNING

BEFORE STARTING INSTALLATION READ THESE INSTRUCTIONS AND ENGINE MAKERS INSTRUCTIONS THOROUGHLY. 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, THEY MAY CAUSE A SAFETY HAZARD FOR WHICH TELEFLEX INC., USA CANNOT ACCEPT RESPONSIBILITY.

TO AVOID EXCESSIVE STEERING LOADS, AND TO GET THE BEST STEERING PERFORMANCE, THE OUTBOARD MOTOR OR OUTDRIVE TRIM TABS AND TILT POSITION MUST BE ADJUSTED AS INSTRUCTED IN THE MOTOR MANUFACTURERS OPERATION MANUAL. FAILURE TO DO SO CAN AFFECT THE PERFORMANCE OF THE BOAT AND ITS SAFE OPERATION.

First install the helm mounting plate (supplied with the bezel kit) to the dashboard according to the instructions packed with the helm. If installing the optional tilt steering system, then install the tilt mounting plate (supplied with the helm) according to instructions packed with the helm.

NOTE: CABLE AND DRIVE ASSEMBLIES ARE SUPPLIED LUBRICATED READY FOR INSTALLATION, DO NOT ADD ANY LUBRICANT TO EITHER ASSEMBLY. USE OF OTHER LUBRICANTS CAN CAUSE DAMAGE TO THE STEERING CABLE, RESULTING IN THE CABLE SEIZING OR PREMATURE WEAR. KEEP THE CABLE AND DRIVE ASSEMBLY CLEAN DURING INSTALLATION. DIRT WILL DAMAGE THE SYSTEM AND CAUSE PREMATURE WEAR.

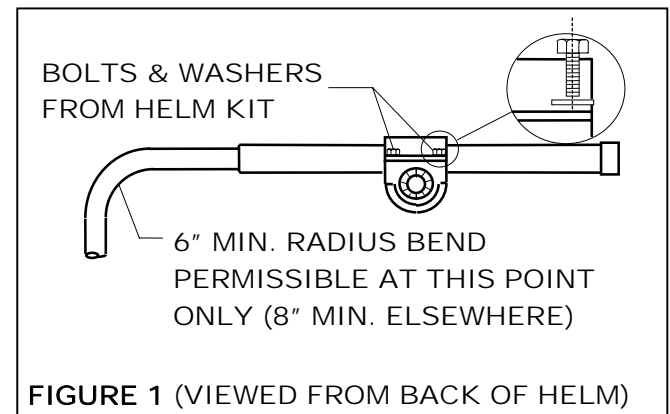
WARNING

CABLE AND DRIVE ASSEMBLIES MUST NOT BE DISASSEMBLED FOR ANY REASON. REASSEMBLY MAY LEAD TO TOTAL FAILURE OF THE SYSTEM, WHICH COULD RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.

CABLE ROUTING

Steering cables, if possible, should be routed to the starboard side of the boat in order to balance engine torque. When routing the steering cable, select a path with as few bends as possible and as gradual as possible. **A MINIMUM BEND RADIUS OF 8" MUST BE MAINTAINED.** WHERE CONDITIONS DICTATE, ONE BEND IN THE CABLES IMMEDIATELY AT THE HELM CAN BE 6" RADIUS BUT SHOULD BE AVOIDED IF POSSIBLE. Sharp or frequent bends will result in hard steering and premature cable wear. When it is necessary to pass through a bulkhead, a 1 1/2" dia. hole is required. Cable(s) should be clamped or tied for support at regular intervals.

CAUTION: CABLE(S) MUST NOT BE BUNDLED TOGETHER WITH ELECTRICAL WIRING. CABLE(S) MUST NOT REST ON SHARP EDGES WHICH CAN CAUSE CHAFING.



INSTALLING CABLE AND DRIVE ASSEMBLY

Place the cable and drive assembly on top of the helm unit taking care that the pinion gear of helm unit meshes with gear teeth on rack. Turn helm shaft to accomplish this. Fasten cable and drive assembly to rack using (4) 1/4-20 x 1" long locking patch bolts and (4) 1/2" OD flat washers provided with the helm (see figure 1). Make sure the washers are used and installed as shown. Tighten all 4 bolts equally and securely.

Mount the helm/cable and drive assembly to the helm (or the optional tilt) mounting plate, following the instructions packed with the helm.

After mounting, install the bezel and steering wheel following the instructions packed with the bezel kit (ref. ISSB39526). For tilt steering systems, install the tilt mechanism, bezels, and steering wheel, following the instructions packed with the tilt mechanism (ref. ISSH91542/3).

After the steering wheel has been mounted, turn the wheel to check freedom of movement.

Cable and drive assemblies should now be supported at regular intervals.

CONNECTION TO ENGINE

A. SINGLE CABLE (SC 154XX) SYSTEM

For engine-mounted steering systems, slide the output ram through the engine support tube. Thread the Cable Coupler Nut fully onto the support tube. **NOTE:** The Coupler Nut has a locking ring in the threads. Make sure the Nut is drawn up fully and the locking ring is engaged. If you do not tighten this nut fully there will be excessive play in the steering system. Connect the cable output ram to the engine tiller arm as shown in the instructions packed with the connection kit.

CAUTION

ENSURE THAT THE CABLE OUTPUT END IS NOT BENT WHEN INSTALLING IT INTO THE ENGINE. IF NECESSARY THE ENGINE MUST BE REMOVED FROM THE BOAT.

For a boat-mounted steering system, attach the cable to the boat and engine in accordance with the instructions furnished with the connection kit.

MAINTENANCE NOTES

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

DANGER

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

2. Keep all moving parts free from build-up of salt and other foreign material. This will affect their operation and create steering problems. Pay particular attention to the hinge tube of outboard motors. Periodically remove the cable, clean hinge tube thoroughly and lubricate with a waterproof grease.

3. Inspect periodically for corrosion. Any parts affected by corrosion must be replaced. When replacing hardware, self-locking hardware must be used.

4. Inspect steering cable periodically for cracks or other damage. If any is found the cable must be replaced.

DANGER

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

KEEP THESE INSTRUCTIONS WITH YOUR BOAT FOR FUTURE REFERENCE.