



Manufactured by  
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**SSC130XX**  
**REPLACEMENT CABLE FOR THE**  
**MORSE COMMAND 200®**  
**RACK AND PINION SYSTEM**  
**INSTRUCTIONS**

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

These instructions describe how to replace a cable in a Morse Command 200® Rack & Pinion System with a Teleflex SSC130 replacement cable.

**WARNING**

**THE TELEFLEX SSC130 IS DESIGNED AS A REPLACEMENT CABLE FOR THE MORSE COMMAND 200® RACK & PINION SYSTEM ONLY AND IS NOT INTERCHANGEABLE WITH THE TELEFLEX SSC124 OR ANY OTHER STEERING SYSTEM.**

**BEFORE STARTING REPLACEMENT READ THESE INSTRUCTIONS THOROUGHLY.**

**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 MANUFACTURER'S OPERATION MANUAL. FAILURE TO DO SO CAN AFFECT THE PERFORMANCE OF THE BOAT AND ITS SAFE OPERATION.**

**A. OLD CABLE REMOVAL**

1. Disconnect the old cable completely from the engine, noting carefully how the connection to the engine is made. NOTE: Examine the cable-to-engine connection components and replace if any signs of corrosion or wear are present. If any hardware is lost, it must be replaced with locking hardware. ~~DO NOT SUBSTITUTE PLAIN NUTS, ENGINE VIBRATION WILL LOOSEN THEM AND CAUSE LOSS OF STEERING.~~

2. Disconnect the steering cable from the steering head by unbolting the four bolts that secure the cable (rack) to the steering head (pinion). **DO NOT DISCONNECT THE STEERING HEAD FROM THE DASH.**

**CAUTION**

*BEFORE REMOVING STEERING CABLE, BE SURE THAT CABLE IS NOT TIED TO ANY ELECTRICAL WIRES, CONTROL CABLES OR HYDRAULIC LINES. REMOVE ALL TIES, CLIPS AND HOLDOWNS BEFORE REMOVING CABLE.*

3. Remove the cable completely from the boat.

**B. NEW CABLE INSTALLATION**

NOTE: The cable assembly is supplied lubricated ready for installation. Do not add any lubricants to the cable (rack) assembly. Use of other lubricants can cause damage to the steering cable, resulting in the cable seizing or premature wear. Keep the cable (rack) assembly clean during installation. Dirt will damage the system and cause premature wear.

**CABLE ROUTING**

Route the new cable as close as possible along the same path as the removed cable. NOTE: When routing cables, a path with the minimum number of bends should be taken, making the bends as large a radius as possible.

DO NOT MAKE BENDS OF LESS THAN 8" RADIUS. Sharp or frequent bends will result in hard steering and premature cable wear. The cable should be clamped or tied for support at regular intervals.

**CAUTION**

*CABLES MUST NOT BE BUNDLES TOGETHER WITH ELECTRICAL WIRING. CABLES MUST NOT REST ON SHARP EDGES WHICH CAN CAUSE CHAFING.*

**CONNECTION TO HELM**

Place the cable (rack) assembly on top of the steering head (pinion) taking care that the pinion gear of the helm unit meshes with the gear teeth on the rack. Turn the steering wheel to accomplish this. Fasten the cable assembly to the steering head using the four bolts, locking nuts and washer provided with the replacement cable. **Be sure to locate the washers against the flange of the cable when fastening (see figure 1).** Tighten all 4 bolts equally. Turn the steering wheel to check freedom of movement.

**CAUTION**

*USE ONLY THE NEW HARDWARE PROVIDED FOR RECONNECTION. DO NOT ATTEMPT TO REUSE ANY OF THE OLD HARDWARE.*

**CONNECTION TO ENGINE**

Reconnect the cable to the engine in exactly the same way the cable was removed. Ensure that all hardware is fully tightened. NOTE: The coupler nut of the

## CONNECTION TO ENGINE

Reconnect the cable to the engine in exactly the same way the cable was removed. Ensure that all hardware is fully tightened. **NOTE:** The coupler nut of the cable 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. **NOTE:** If any hardware is lost, it must be replaced with locking hardware. **DO NOT SUBSTITUTE PLAIN NUTS, ENGINE VIBRATION WILL LOOSEN THEM AND CAUSE LOSS OF STEERING. IF THERE ARE ANY QUESTION REGARDING RECONNECTION TO THE ENGINE REFER TO YOUR ENGINE MANUFACTURER'S INSTRUCTION MANUAL FOR DETAILS.**

### CAUTION

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

### C. 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.

ITEM	DESCRIPTION	QUANTITY
1	Cable Assembly (Rack)	1
2	Steering Head	-
3	1/4-28 BOLT	4
4	1/4-28 LOCK NUT	4
5	1/4 WASHER	4

NOTE: INSTALL WASHERS ( ITEM 5 ) AGAINST FLANGE OF CABLE ASSY. ( ITEM 1 ) AS SHOWN.

