

Edson[®]
WHEEL STEERING

INSTALLATION OF FIG 727 & 728 MANUAL & HYDRAULIC ENGINE CONTROLS

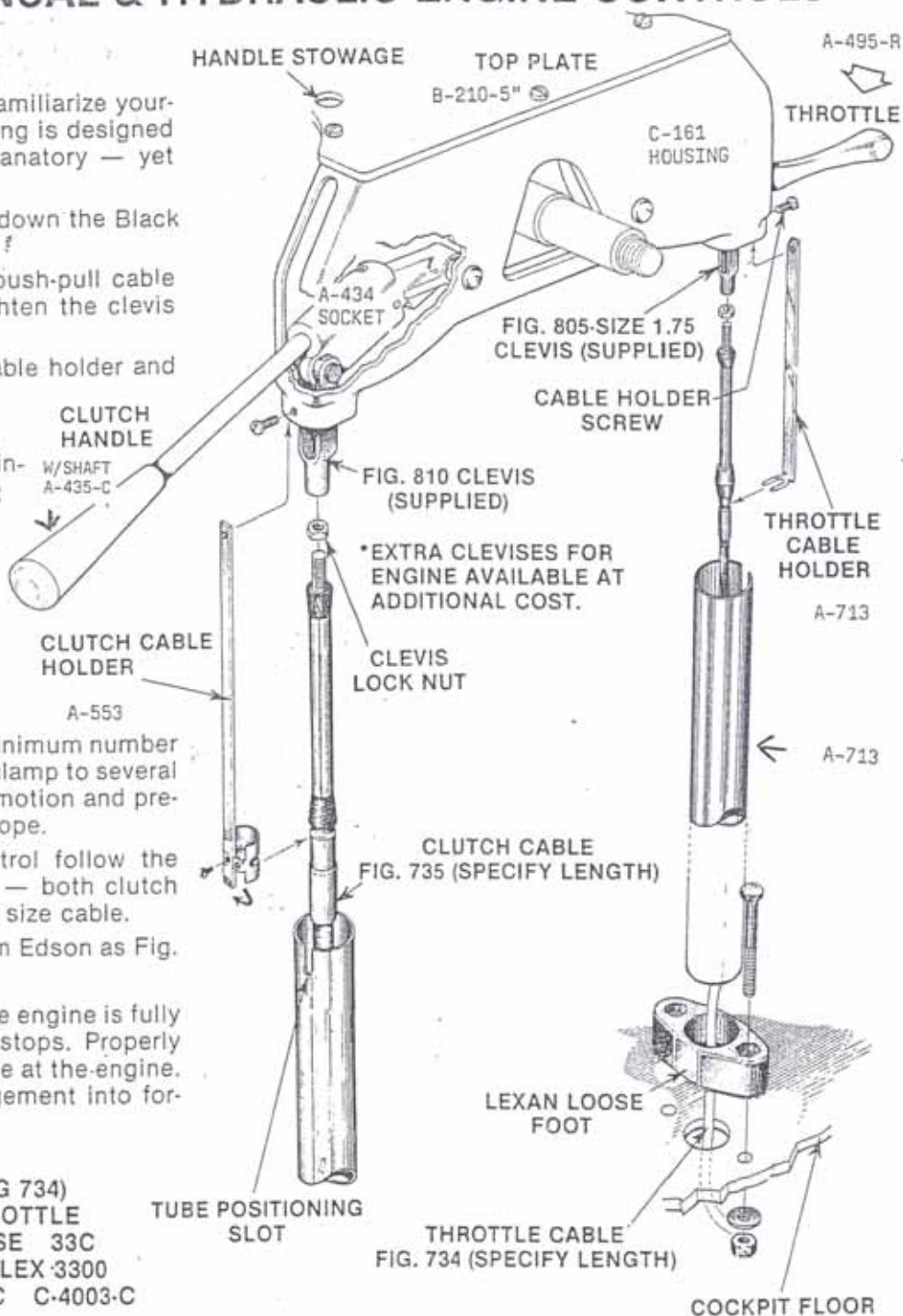
Open all parts of the kit and thoroughly familiarize yourself with the basic installation. This drawing is designed to make the installation nearly self-explanatory — yet read these instructions very carefully.

1. With the template drill, bed, and bolt down the Black Lexan feet to the cockpit floor.
2. Drop the stainless tubes over each push-pull cable and secure the cable to each clevis. Tighten the clevis locking nuts.
3. Fasten each push-pull cable to its cable holder and loosely to the control housing.
4. Feed the push-pull cable down thru the cockpit floor holes and press the stainless steel tubes into both the Lexan feet and the control housing. Tighten cable holder screw.
5. Fasten the top plate to the top of the pedestal — all other accessories go over the control. Fasten the top plate to the control.
6. Lead cables under the deck using a minimum number of bends with a generous radius. Tape or clamp to several structural members to reduce cable lost motion and prevent interference with sheaves and wire rope.
7. When using Fig 728 Hydraulic Control follow the same procedure as used for the throttle — both clutch and throttle are similar and use the same size cable.
8. Control cables may be purchased from Edson as Fig. 734 and Fig. 735.
9. Carefully adjust the cable throw so the engine is fully engaged prior to the handle hitting its stops. Properly locate the push-pull cable clamping device at the engine. Adjust the threaded clevis for full engagement into forward and reverse.

When purchased locally use —

(FIG. 735)
CLUTCH
MORSE 64C
TELEFLEX 6400
MARMAC C-2004-C

(FIG 734)
THROTTLE
MORSE 33C
TELEFLEX 3300
MARMAC C-4003-C



Engineering Data

1. Horizontal should be neutral; up to be reverse; down for forward and when sailing in gear.
2. Maximum clutch throw — $2\frac{1}{2}"/6.35cm$.
3. Attach the push-pull cable to the engine shift lever at the lowest hole — maximum of $3"/7.62cm$ from the pivot.
4. Older marine engines require 35-40 foot lbs. for the optimum clutch setting. This requires approximately 25 pounds input with the new $10"/33cm$ long shift handle.

5. If engine vibration causes unwanted throttle movement, dampen with a Figure 665 — $\frac{3}{16}"/1.47cm$ wire rope clamp on the cable jacket as close to the engine as possible. Tighten until the throttle is satisfactorily stiff — but do not overtighten.

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