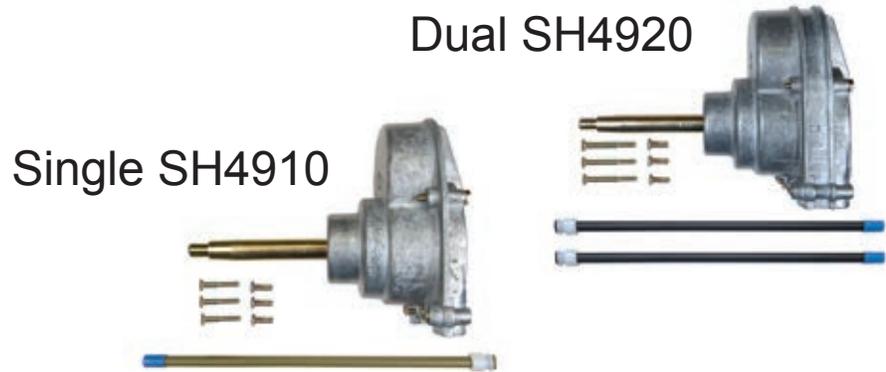




INSTALLATION INSTRUCTIONS AND OWNERS MANUAL

Part # IS-4910/4920, Rev 2, 06/2013

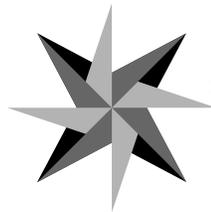
www.seastarsolutions.com



Mechanical Steering for
Outboard Powered Vessels

NFB™ ROTARY STEERING HELM SH4910/SH4920

big-t
jbs
nfb
rack
safe-t
xtreme



SEASTAR
SOLUTIONS®

*Before you do it your way,
please try it our way.*

MANUFACTURED BY
MARINE ACQUISITION INCORPORATED
DBA SEASTAR SOLUTIONS
U.S.A.

NO FEEDBACK HELM

SH4910 SINGLE

SH4920 DUAL

NOTICE

Installer: these instructions contain important safety information and must be forwarded to the boat owner.

These instructions show you how to install SSC62XX steering cable(s) into *No Feedback Helms*. These helms contain a clutch mechanism to prevent the engine torque from being felt at the steering wheel. This reduces driver fatigue by eliminating constant fighting the wheel. **It does not eliminate the engine torque.** This can only be reduced by proper trim and tilt setting by trial and error when running the boat. The instructions for mounting the helm to the bezel are given in the bezel kit instructions.

For a complete **NO FEEDBACK** steering system the following additional components are required.

- Bezel Kit, refer to SeaStar Solutions catalog.
- SSC62XX steering cable. (Where XX is length in feet). Two required for dual helm.
- Engine Connection Kit (refer to SeaStar Solutions catalog)
- Steering Wheel (refer to SeaStar Solutions catalog; Maximum wheel diameter 16", maximum wheel dish 5").

DANGER

If steering cable is stiff in operation, it is unsafe to use and must be replaced immediately.

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, injury, or death.

WARNING

DO NOT substitute parts from other manufacturers, they may cause a safety hazard for which SeaStar Solutions cannot accept responsibility.
Use only SeaStar Solutions steering cables with this helm.

WARNING

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 effect the performance of the boat and its safe operation which may cause property damage, injury, or death.

WARNING

DO NOT attach any electrical ground wires to the helm. This would result in an electrolytic reaction to the steering system that may result in system failure or greatly reduced service life.

WARNING

Helms must not be disassembled for any reason. Failure to reassemble correctly may lead to total failure of the system, which could result in property damage, injury, or death.

NOTICE

When replacing an existing steering system it is recommended that you stay with the style (rotary or rack) the boat manufacturer installed. Never change your steering from a dual cable to a single cable system, as this could cause an unsafe boating condition.

NOTICE

Helms and cable 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. Do not take the plastic sleeve off the end of the cable until you are ready to install it into the helm.

This notice does not include the engine output ram end of the cable.

Preparation for Installation

Before the steering cable can be installed, the helm, bezel, and steering wheel must be fully installed as shown in the bezel kit instructions. Three Bolts for mounting this helm are included with this helm.

NOTICE

The bezel kit may contain bolts to attach the helm to the mounting bracket. **DO NOT USE THOSE BOLTS.**

Cable Routing

The 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 the minimum number of bends, making the bends as large as possible. **DO NOT MAKE BENDS OF LESS THAN 8 INCHES RADIUS.** Sharp or frequent bends will result in hard steering and premature cable wear. When it is necessary to pass through a bulkhead, a 1½" diameter hole is required. Cable should be clamped or tied for support at regular intervals.

⚠ CAUTION

Cables must not be bundled together with electrical wiring.

Cables must not rest on sharp edges which can cause chafing.

Steering Cable Installation

Before the steering cables are installed the steering wheel should be positioned as shown in Figure 1, so that it is in the correct orientation when installation is completed.

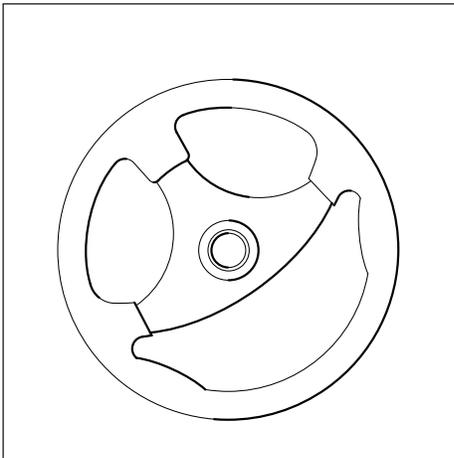


Figure 1.

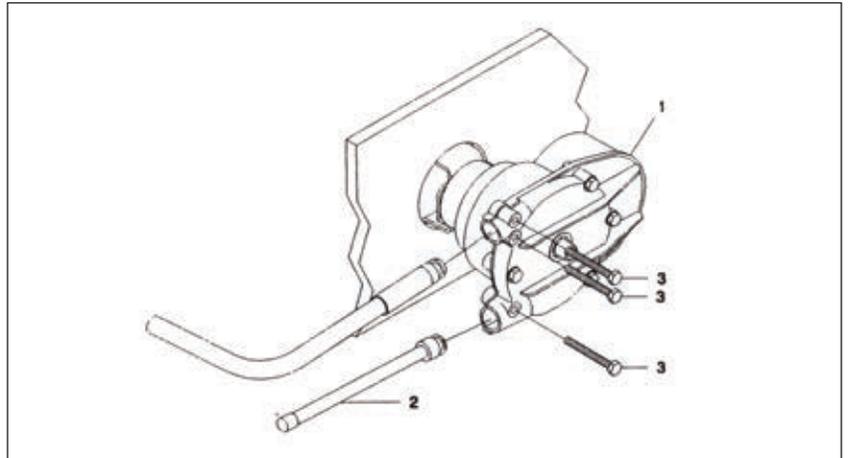


Figure 2.

Single Helm

STEP 1. Remove the protective sleeve from the Steering Cable. Make sure that dirt does not get onto the lubricated cable end.

STEP 2. Feed cable end into the **UPPER** Helm entry spigot until it contacts the internal gear, then turn the steering wheel to draw the cable fully into the helm, (see figure 2). Continue turning the steering wheel until the end fitting of the cable is fully inserted into the entry spigot.

STEP 3. Insert two bolts (item 3) into the helm and tighten fully, making sure that both bolts are in the retaining groove of the cable fitting. See Figure 2.

STEP 4. Feed the Spent Travel Tube (Item 2) over the exposed cable end and insert bolt (Item 3) into the helm, tighten fully. See Figure 2.

STEP 5. Rotate the steering wheel several times from stop to stop, and watch the movement of the Steering Cable output ram. On Starboard mounted helms turning the wheel clockwise should cause the ram to extend. On Port mounted helms turning the wheel clockwise should cause the ram to retract.

Connection to Engine

For engine-mounted steering systems, slide the output ram through the engine support tube. Thread the Cable Coupler Nut fully onto the support tube.

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

⚠ CAUTION

Ensure that the cable output end is not bent when installing it into the engine. If necessary, remove the engine from the boat.

⚠ CAUTION

The output end of the steering cable should be lubricated with a good Waterproof Marine Grease before being inserted into the support tube.

NOTICE

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.

Dual Helm

STEP 1. Push both output rams of the cables to the fully retracted position. Make sure that they stay fully retracted during installation into the helm. Remove the protective sleeves from the Steering Cables. Make sure that dirt does not get onto the lubricated cable ends. Hold both cables together at the helm end with the faces of the conduit fittings flush, as shown in Figure 3.

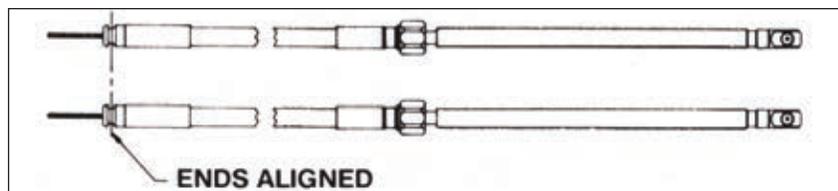


Figure 3.

STEP 2. Feed the cable ends into the **UPPER** entry spigots, keeping the conduit fittings aligned, until they contact the internal gears. Then turn the steering wheel to draw the cables fully into the helm. Continue turning steering wheel until both conduit end fittings are fully inserted into the entry spigots. See Figure 4.

STEP 3. Insert two bolts (item 4) into the helm and tighten fully, making sure that both bolts are in the retaining grooves of both cable fittings. See Figure 4.

STEP 4. Feed the Spent Travel Tubes (item 2) over the exposed cable ends and insert bolt (item 4) into the helm, tighten fully. See Figure 4.

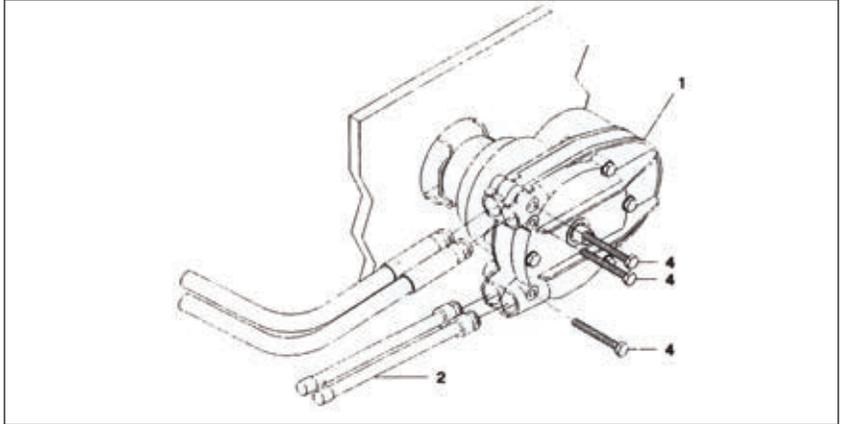


Figure 4.

STEP 5. Rotate the steering wheel several times from stop to stop, and watch the movement of the Steering Cable output rams. On Starboard mounted helms, turning the wheel clockwise should cause the rams to extend. On Port mounted helms, turning the wheel clockwise should cause the rams to retract.

Connection to Engine

The steering cables can now be connected to the engine, using a connection kit available from the engine maker or an approved equivalent. The adjustment of dual cable connection kits is critical for smooth easy steering. The instructions provided by the kit maker **MUST** be followed.

⚠ CAUTION

Ensure that the cable output ends are not bent when installing them into the engine. If necessary, remove the engine from the boat.

⚠ CAUTION

The output end of the steering cables should be lubricated with a good Waterproof Marine Grease before being inserted into the support tube.

To fine tune the steering, install the connection kit without adjusting the second cable tube. Turn the steering wheel so that you get a feel of the load to move the engine. Move the engine from side to side and check the amount of free play in the cables. Adjust the connection kit tube until as much of the free play is removed as possible **WITHOUT INCREASING THE LOAD AT THE STEERING WHEEL**. There may be a small amount of free play at the steering wheel, this is normal and cannot be removed by adjusting the connection kit. Tighten both adjusting nuts and test drive the boat. Readjust the connection kit if necessary.

Parts List

| ITEM | DESCRIPTION | SINGLE | DUAL |
|------|----------------------|--------|------|
| 1 | Helm | 1 | 1 |
| 2 | Spent Travel Tube | 1 | 2 |
| 3 | Hex Bolt 1/4 x 1-1/2 | 3 | - |
| 4 | Hex Bolt 1/4 x 2-1/4 | - | 3 |

Operation & Maintenance Notes

⚠ CAUTION

It is possible to over trim the engine and increase the steering torque to the point that the steering wheel cannot be turned, even though the torque is not felt at the wheel. This may give the impression that the steering is “locked”. This condition can occur more when jack plates are used to raise the engine on the transom, and can only be overcome by reducing the boat speed or engine trim out position. Until you are completely familiar with the boat and the effects of power trim, make all adjustments of trim with extreme caution.

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 property damage, injury, or death.

2. Keep all moving parts free from build-up of salt and other foreign material. This will affect their operation and create steering problems. Periodically remove the cable, clean support tube and telescopic end of cable thoroughly and lubricate with a **waterproof marine grease**.
3. Periodically inspect for corrosion. Any parts affected by corrosion must be replaced. When replacing hardware, self-locking hardware as originally supplied must be used.
4. Periodically inspect steering cable for cracks or other damage. If any is found the cable must be replaced.

⚠ DANGER

If steering cable is stiff in operation, it is unsafe to use and must be replaced immediately.

⚠ DANGER

DO NOT cover cracks with tape or other sealants, this will create a hazard in which the cable can fail suddenly without warning, resulting in property damage, injury, or death.

NOTICE

Boat builder and boat dealer, please supply these Installation Instructions and Owner's Manual with the delivery of boat. Boat owner keep these instructions with your boat for future reference. Boat owner consult with your boat builder, boat dealer, or SeaStar Solutions if you have any questions regarding these instructions.



SEASTAR
SOLUTIONS®

640 North Lewis Road
Limerick, PA 19468 USA
610-495-7011
www.seastarsolutions.com

ISO 8848



© 1998 MARINE ACQUISITION (US) INC.

PART NO. IS-4910/4920 06-2013 Rev. 2