

Replacing Engine Control Cables

Replacing Cables

1) BUY YOUR REPLACEMENT CABLE

Determine type and length of engine control cable using measurements or markings from the original cable. Knowing the outside diameter of the original cable jacket will help determine the cable type and thread size. The length tip to tip of the cable core will give you the proper length.

2) REMOVE STEERING WHEEL

This will give you more room to work.

3) REMOVE COMPASS

Before removing the compass bolts, run a piece of electrical tape vertically from the compass across the engine control housing, top plate, and onto the pedestal. Slit the tape at each joint. This will help you realign the compass with the other parts when you reassemble this upper part of the pedestal. Remove the four round head 1/4-20 x 3-1/2 machine screws that serve as compass bolts.

4) REMOVE THE BRASS CLEVIS PINS FROM THE CONTROL LEVERS IN THE ENGINE CONTROL HOUSING

The clevises are screwed to the end of the engine control cables. Note which holes in the control levers the clevis pins came from. This helps when reassembling this unit.

5) REMOVE ENGINE CONTROL HOUSING

6) REMOVE THE CABLE HOLDER NUT OR ROUND HEAD MACHINE SCREW located on the aft side of the pedestal tube approximately 7" below the wheel shaft. This will release the Cable Holder (A-969 or A-705) that holds the two engine control cables. These cables remain attached to the cable holder inside the pedestal tube.

7) BRING BOTH CONTROL CABLES TO THE SAME SIDE OF WHEEL SHAFT.

From the top of the pedestal, push down both of the engine control cables just far enough so you can bring the throttle control cable (right hand side) under the wheel shaft and over to the left aft side of the pedestal along with the clutch cable.

8) PULL BOTH CONTROL CABLES UP.

With both control cables now on the same side of the steering wheel shaft, pull the cables up until you can reach the cable holder.

a) Twist the cables so that the bolt in the cable holder is pointing toward the sprocket. This should allow the cable holder to pass the sprocket.

a) Due to the limited amount of space in the pedestal tube the cable holder sometimes gets jammed up with the steering chain and cables. One solution to this problem is to turn the steering wheel shaft all the way to port, thus putting most of the steering chain over on the left side with the two engine control cables and cable holder. Then, while pulling up on the engine control cables, turn the steering wheel shaft back to starboard. The upward movement of the chain can help bring the cable holder and control cables up to a level where they can be reached.

b) Working space can be gained in the upper section of the pedestal by moving the chain forward of the chain sprocket. To do this, first tighten the brake, then ease the tension of

the chain and steering cables by backing off the nuts on the take-up eyes located on your radial drive wheel or quadrant which is attached to the rudderpost. With slack in the, steering cables, lift the steering chain and move it forward of the hub sprocket located on the steering wheel shaft.

9) REMOVE THE OLD CONTROL CABLE

Now that you can reach the cable holder, remove the old engine control cable. When removing the old engine control cable, make sure you attach a "messenger" line to the end of the original cable. You will use the messenger line to run the new replacement cable through the same route as the original engine control cable.

10) RUN THE NEW ENGINE CONTROL CABLE

Using the messenger line, pull the new engine control cable into place.

11) REASSEMBLE BY REVERSING THE ABOVE PROCEDURES.

a) Attach the new control cable to the cable holder.

b) Push both control cables down into the pedestal far enough so you can bring the throttle control cable under the steering wheel shaft and over to the right hand side.

c) Pull up and push aft on the engine control cables.

d) Line up the cable holder with its screw hole on the aft side of the pedestal. A long rod or screwdriver will help. The A-969 Cable Holder has a threaded (1/4-20) stud that sticks out through the hole. Use "Loctite" on thread. The A-705 Cable Holder is held in place with a round head (1/4-20 thread) screw that comes from the outside of the pedestal tube and screws into the cable holder. Use "Loctite" on threads.

e) Attach control cables to fittings on engine end.

f) Put engine control housing in place.

g) Attach clevises to engine control levers.

h) Before mounting compass use the four 3-1/2" (Fig 817 Sz. 3.5) compass mounting bolts to hold the engine control housing in place. Test and adjust the engine controls at this time.

i) Remove the four compass mounting bolts. Mount the compass using the original tape alignment marks, and screw compass mounting bolts back in place using an anti-seize compound on the threads.

For assistance choosing the parts you need for your Catalina, call Catalina Direct at 800/959-7245