

What to
Consider
when
servicing
Steering



Servicing Mechanical Steering Systems:

When servicing a steering system, thoroughly diagnose the problem(s) first. Determine what components of the steering system need to be replaced. Replace components that show signs of excessive physical wear, including slop, chafing, corrosion, leakage, etc.

If there is excessive motion, binding or “rough spots” in the steering, determine the cause and replace the problem component.

Repair parts for mechanical steering helms, cables and engine connection kits are not available. Helms, cables and engine connection kits must be replaced as units for safety and convenience and, since the standardization of engine interfacing in 1976, its easier than ever to do so. Do not disassemble helms or cables as they cannot be properly serviced in the field. Disassembly or attempted repair will void the warranty and may lead to unsafe operation, which can cause personal injury or property damage.

When using Teleflex products to replace other manufacturers' steering, the whole system must be replaced.

For mechanical steering, Teleflex offers:

- Helms (mechanical gearboxes, in rotary and rack & pinion types).
- Cables (rotary and rack & pinion types).
- Bezel Kits (trim cover for helm/mounting hardware).
- Engine Connection Kits (connect steering cable to engine or rudder).
- Steering Wheels.
- Tilt Steering option.

Teleflex does not supply link arms, which connect the end of the steering cable to the tiller arm on an outboard motor with a tilt tube. Teleflex offers Engine Connection Kits, which are usually required for engines that do not have a tilt tube.

GENERAL RULE: Replace rotary with rotary, rack with rack, hydraulic with hydraulic whenever possible. Try to identify cable from marking on jacket and helm from lettering on cast/molded body.