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Torque Troubleshooting

1. Check the housing of the helm (which houses the spool that the lever attaches to) to make certain that the mounting bolts are not fastened too tightly putting pressure on the spool and restricting smooth movement.
2. Disconnect the cable from the motor and check to see if the steering system moves freely from the helm with no weight attached to the end. If the cable does not move freely, the problem could be with the cable itself. This could be due to a bent tube in the output ram of the cable. The most common error which causes this is to trailer the boat with the output ram in an extended position. The unstable position of the engine can bend the small tube inside of the output ram. If the cable does not move freely while disconnected from the engine, you can return the cable to us for an inspection. We will test the cable and will let you know if there is a possibility of repair. If the cable does move freely while disconnected from the engine, then the problem is with your particular setup.
3. In some cases the engine is installed completely down on the transom. A higher position can mean a difference in torque feedback. The cavitation plate should be level with the rear pad of the boat.
4. Make sure the trim tab is set 20 degrees off center to compensate for proper rotation torque. The trim tab is located just above the prop. This is a simple procedure but sensitive to adjustment. Try adjusting trim tab clockwise but only a single position at a time.
5. Check to see if the idler arm plate has more than one hole to connect the link arm. If it has a hole farther out on the idler arm plate, hook link arm and see if it improves torque feedback.
6. A common problem is that the prop is too big for the engine. This can create additional torque feedback to the operator. The ideal prop is a 3-blade prop with a 13 or 14 pitch.
7. Other factors that can affect cable stiffness:
 1. Over greased cable--Grease will work its way up into the cable and build up a vacuum that prevents movement. Grease also "gunks up" over time and this will freeze a cable.
 2. Friction screw on right side of engine column--the vibration and movement of the engine may cause this screw to either tighten too far or to loosen too far.
 3. Link arm nut too tight--This prevents smooth movement of the connections to the engine
 4. Over greased tilt tube--See # 1. Grease is the enemy!
 5. Tilt tube dirty or bent--If recently serviced and cable was removed from engine, it is possible the guide tube has been accidentally bent.
 6. Too many loops or bends in the cable--The optimum path for the cable to travel is straight out from the helm to the back of the boat, making a gradual turn at the corner of the boat (no less than an 8" radius), and connecting directly to the engine tube.
8. Boats vary in design which makes it impossible to simply state what the problem might be, but checking the above should result in easier steering.