Moyer Marine inc.

Shifting cable bracket

PARTS

1) Remove the old mounting bracket if one is installed, and free up the clevis so that it can be adjusted later.

2) Remove the two 5/16" retaining bolts from the appropriate side of the reversing gear access plate.

3) Install the mounting bracket using the longer bolts and brass flat washers supplied in mounting kit. We recommend using a bit of any general purpose sealer between the top of the access plate and the bottom of the mounting bracket to discourage any oil from working up from inside the reversing gear housing.

4) This bracket is designed to accommodate the recommended 6400 series cable with 4" of total travel. We therefore recommend installing the clamp in the two outer holes in the mounting bracket (as per photo). Attach the clamp and it's shim plate using the stainless steel bolts and nylon lock nuts. Use the included shims to level your cable as needed. If your cable has less than the standard travel you can move the cable clamp in to one of the other sets of holes. If necessary, you can relocate the clamp on the bottom of the bracket to line up with the lower hole on the shifting lever. If you mount the cable under the bracket, use the shims to level the cable as necessary.

NOTE: The next two steps assume that the forward latch is properly adjusted in your reversing gear; meaning that the forward clutch assembly does not slip at your highest power setting and yet it doesn't take a weight lifter to engage the forward latch. The best time to check your forward adjustment is by using the shifting lever on the engine while the clevis is disconnected.

5) Position the shifting lever on the engine in the forward latch. Then place the cockpit lever in the full forward position and adjust the clevis as necessary to provide approximately 7/8" of travel beyond the outer hole in the shifting lever.

6) Install the clevis pin and check for a solid reverse engagement with a comfortable neutral zone. If you have too little neutral zone (difficult to find a spot where the prop shaft is not turning one direction or the other) you can loosen up a bit on the ¾" adjusting nut on the left end of the brake band adjusting bolt. If you have too much neutral zone you might be at risk of running out of cable travel in the reverse direction in which case you will have to tighten up a bit on the adjustment of the reverse brake band adjusting bolt.