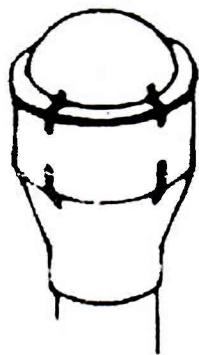




Pedestal Maintenance Guide

In order to keep your Edson Steering Pedestal in like-new condition, proper maintenance is imperative. Edson's Pedestal Maintenance and Rebuild Kits include the parts necessary to maintain or rebuild your pedestal to keep it in like-new condition.

Compass Removal



To properly maintain the moving parts in the top of the pedestal, it is necessary to remove the compass and its cylinder. For proper alignment when re-installing the compass, we recommend placing three or four lengths of tape on the pedestal and compass as shown below. Slit the tape when removing compass, align the strips of tape when re-installing the compass for visual realignment. Your compass **MUST** then be checked out for accuracy. *If you have any questions concerning the proper removal or installation of your compass, please contact the compass manufacturer.*

See inside for maintenance and lubrication instructions.

Lubrication Schedule

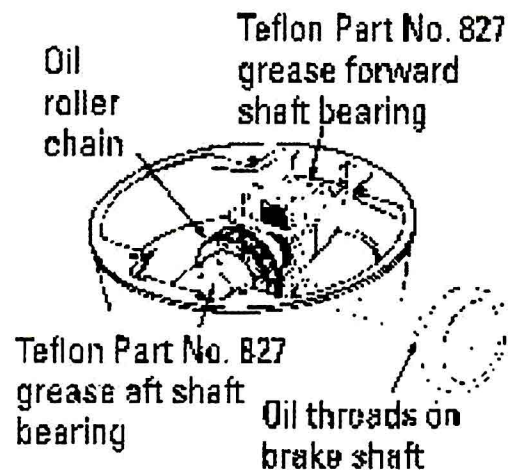
Component	Lubricant	Schedule**
Pedestal Shaft Bearings	Teflon Grease	Check & Grease Annually
Roller Chain	#30 Oil*	Check & Oil Annually
Wire Rope	#30 Oil*	Check & Oil Annually
Pull-Pull Conduit	Teflon Grease	Check & Grease Monthly
Sheave Bearings	#30 Oil*	Check and Oil Monthly

* Any light oil is suitable. We suggest #30 motor oil since it is aboard most boats.

**On extended voyages your steering system should be inspected daily and lubricated weekly. Carefully inspect at least one week before a vacation cruise to avoid last minute maintenance.

Shaft Needle Bearing Lubrication

Lubricate needle bearings be done by squeezing Edson #827 Teflon Lubricant into the holes located on top of the bearing housings inside the pedestal bowl. Spin the wheel while lubricating to make sure the entire bearing is coated with grease. Winch grease or water pump grease can be used as an alternative, but don't let the bearings run dry. Do not over grease as it will run onto the brake pads.



Roller Chain Lubrication

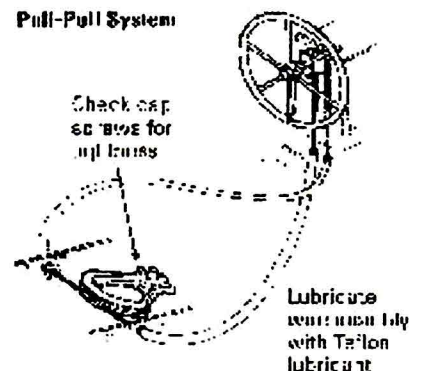
Oil the chain with #30 weight motor oil. Drop oil on the chain while turning the wheel side-to-side. Do NOT grease chain as it does not penetrate the links. *In Southern climates, a well-oiled chain is critical to proper steering system performance and longevity. Monthly oiling is recommended.*

Wire Rope and Sheave Bearing Lubrication

Inspect the condition of the wire, tension of the wire and lightly oil. Place about five layers of tissue on the palm of your hand, squirt oil on the tissues and lightly oil the wire. This will lubricate the strands but will also “flag” a broken or hooked strand by tearing the tissue. If you do have a broken wire, replace the wire immediately. See Edson # 775 Wire and Chain Replacement Kits. (**Caution:** Wire splinters can cause painful cuts.) Replace the wire after 5 years. If still good, keep the old wire on board as a spare. Drop several drops of #30 oil onto sheave pins and turn wheel to coat the whole pin. Check for wear on sheave pins and grooves. Replace pins if worn. Check wire alignment if sheave grooves are worn unevenly.

Pull-Pull Conduit Lubrication

Inspect the condition of the conduit and end fittings. The conduit should be greased with Teflon Grease monthly. Ideally In-Line Greasers should be installed in runs longer than 6'. Fill the grease cups with grease and into the end fittings. Turn the wheel side-to-side to move the grease along the length of the conduit.



Steering Wire Tension

A top quality roller chain to wire steering system can be kept in “as new” sensitivity by keeping the wire at a correct tension. To check for proper wire tension, lock the wheel in position by using the pedestal brake, or by tying off the wheel. Cable tension is best when you cannot move the quadrant or drive wheel by hand with the wheel locked in place. Tighten the nuts on the eye-bolts attached to the drive wheel or quadrant equally on each side. Over tightening will greatly reduce the sensitivity of the system.

General Steering Maintenance

If at any time your Steering System makes strange noises or reacts differently than it has previously, you must find the causes immediately and correct the problem.

Screws, nuts, bolts, as well as clevis and cotter pins that are part of the steering system, engine controls or pedestal accessories, must be checked regularly for tightness and wear. Failure to inspect all steering parts, engine controls and pedestal accessories may cause loss of control or failure of the engine or steering system. All boats must have an emergency tiller or its equivalent and all on board must be familiar with its location and operation. An emergency tiller drill is just as important as a man-overboard drill and must be regularly conducted.

On a new boat and at least once a year, inspect the system when under a strong load. On a calm day and under power, go away from the other boats and with the person who is assigned the maintenance watching from below, put the wheel hard over at full throttle. The person below decks should watch carefully for all parts of the system bending, distorting, creaking, or giving any indication of failing if placed under a heavy load for a period of time. If, for any reason, something did fail or needs adjusting, the day is early and you will have plenty of time.

When leaving your boat at her mooring or slip, make sure that your wheel is properly tied off. **DO NOT LEAVE THE STEERING SYSTEM TO FREE WHEEL.**

CAUTION: *When the equipment is in the tropics or in charter service, the maintenance schedule must be increased. Or, to put it in a few words: inspect it, clean it, oil it, cover it. The effects of sun, saltwater and inexperienced operators can be severe.*

CLEANING STAINLESS STEEL

Pedestal guards, steering wheels and shafts are all made from top quality stainless steel. The implication of its name "stainless steel" does not mean it is totally rustproof. All stainless steel will rust to a certain degree due to chemical reaction to air and saltwater. This is mainly cosmetic and will require an occasional polishing with an abrasive type cleaner such as "Brasso" or equivalent.

CLEANING PEDESTAL AND ACCESSORIES

Clean coated parts with soap and water; don't use chemicals such as MEK or acetone as they break down the finish on your Edson pedestal system, compasses and instruments. Most manufacturers of compasses and electronic instruments suggest that they all be removed during winter storage and kept in a warm dry area. Compasses are normally held in place by two or three slotted-head screws, placed near the top of the compass. A #672 Rubber Connector will assist in removing the compass. Instruments can be removed by the screws in the Edson faceplate. If the pedestal or other coated parts need repainting, request Engineering Bulletin 95-345 for complete re-coating instructions.

Pedestal Disassembly Instructions

1. Remove the steering wheel and brake assembly and replace the wheel nut (*request Engineering Bulletin 96-355 for brake removal instructions*).
2. Loosen the steering cables and chain by backing off the take-up eyes at the Quadrant or Radial Drive, lift the chain off the sprocket and tie to the forward part of the bowl.
3. Put a cloth just under the sprocket so no parts drop down the pedestal tube.
4. Carefully drive the pin out of the sprocket (drive *from* the round end *toward* the grooved end).
5. Align the notch in the aft A-137 Nylon Washer with the "V" stamped on the sprocket.
6. With a piece of wood against the wheel nut, gently tap the wheel shaft from the housing and remove; be careful not to drop the shaft components into the pedestal.
7. Remove the sprocket, two A-137 Nylon Washers and forward A-140-1.1 Needle Bearing.
8. Wipe out any dirt or old grease from the bearing races.
9. Reverse procedure to replace parts. Replace parts with new where required from wear

