



BERKELEY PUMP COMPANY
INSTALLATION
FORWARD AND REVERSE
CONTROL

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- 1 With the Woodruff key in place in the tiller shaft, install the tiller arm on the shaft using the square head set screw (Figure 1).

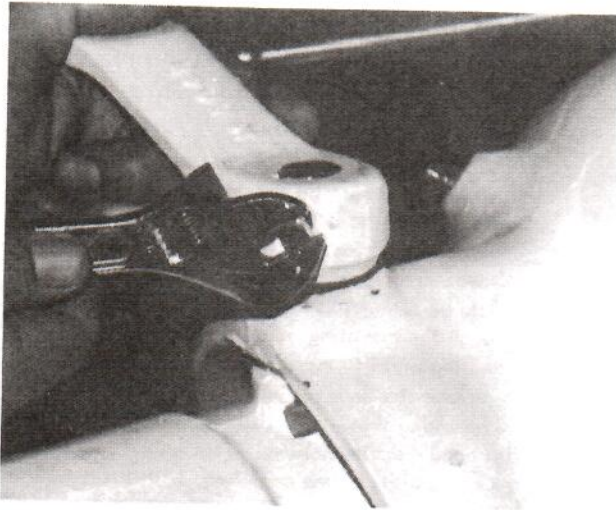


Figure 1

- 2 Run the reverse control cable through the counter-bored hole in the transom housing. Slip the packing ring and 7/8" hex packing nut over the cable. Place one split washer on either side of the packing ring (Figure 2) and slide the parts into the counterbore. Tighten the packing nut finger tight.

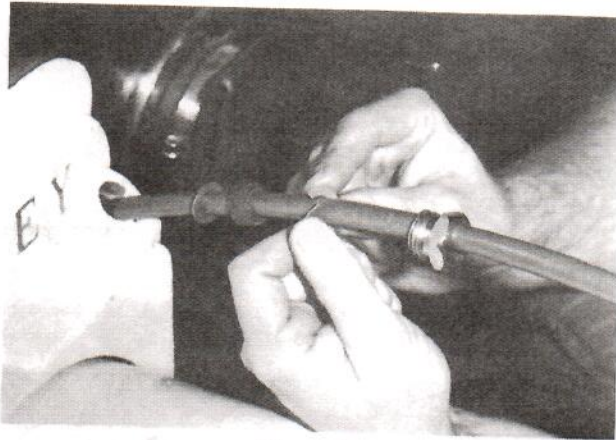


Figure 2

- 3 (For "43BC" - Bulkhead Clamp - Type Cable) With one nut and washer on the cable hub, feed the cable down through the tiller arm. Running the remaining washer and nut onto the cable hub, position the hub so that an even amount of thread is showing on each side of the tiller arm (Figure 3). Tighten the nuts finger tight.



Figure 3

- 4 (For 43C" - Clamp - Type Cable) When using the optional adapter for "C"-type cable, screw the adapter body into the tiller arm from the bottom until an even amount of thread is showing above and below the arm. Attach the locknut finger tight. Guide the cable through the adapter, allowing the cable hub to pass completely through. Squeeze the locking wire into the hub groove with pliers, and pull the cable up into the adapter body (Figure 4). Run the packer nut over the cable and tighten it finger tight in the adapter body.

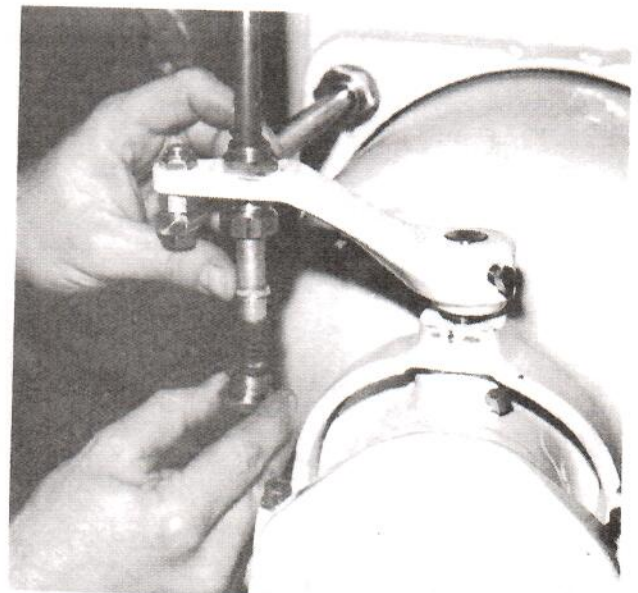


Figure 4



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- 5 Place the Nyliner bushings into the holes in the reverse bucket arm. Install them from the inside so that the flanges are facing inward (Figure 5).

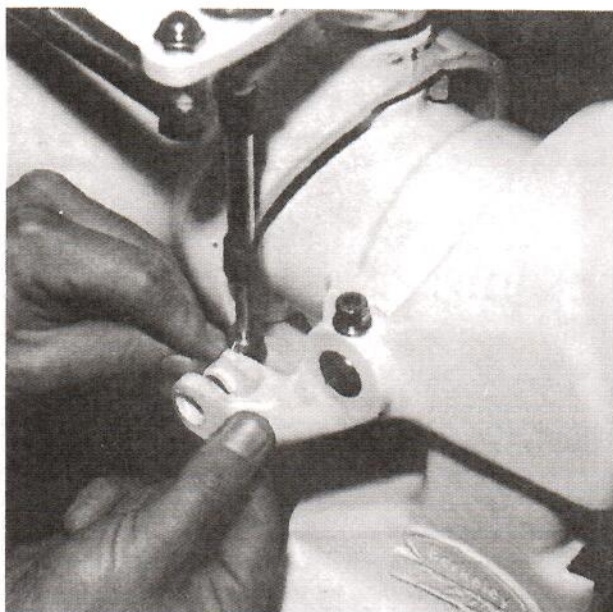


Figure 5

- 6 Slide the reverse control arm pin through the Nyliner bushings. Thread one reverse cable adjusting nut onto the cable rod about 3/4 of the threaded length and run the rod through the hole in the control arm pin. Attach the sleeve nut finger tight (Figure 6).

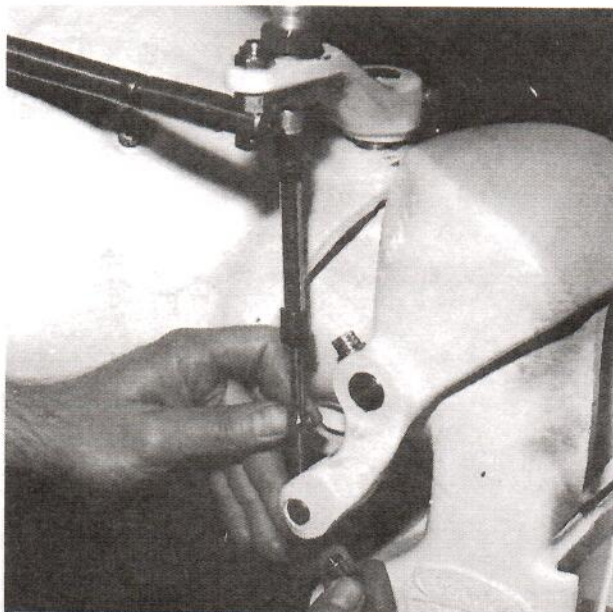


Figure 6

- 7 Install the Berkeley shift-throttle control on starboard or right side mount. It has a special detent to place the drive in a true neutral position when the warm up button is pulled. A standard Morse MO single lever control must be used for a port side mount and the boat will not be in true neutral position when the warm up button is pulled.

In most cases it is desirable to use the Berkeley shift-throttle control mounting plate in conjunction with the Berkeley shift-throttle control because the larger mounting hole, about 5/8" per side smaller than the plate, allows the control to be assembled to the cables and then placed through the mounting hole. To install the mounting plate to the control it will be necessary to remove the hanger plate from the gear head by removing the 2-1/4" fillester head and 2-1/4" flat head machine screws (Figure 7). Bolt the mounting plate to the gear head with the 10-32 oval head screws, washers and nuts furnished with the mounting plate. Reinstall the hanger plate to the gear head. Bring the control cables down the gunnel and out the hole cut for the mounting plate. Install the cables to the control (Figure 8) with terminal ends in the middle of the threads. Bolt the control to the boat after all the shift and throttle adjustments are made.

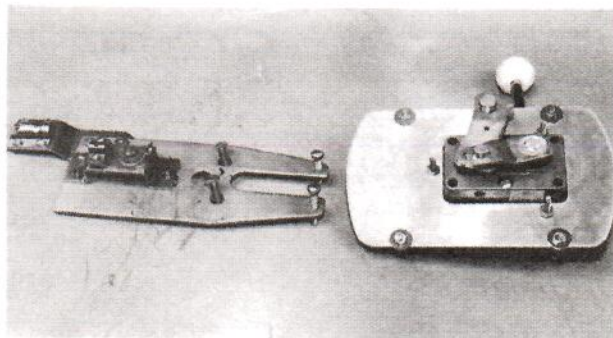


Figure 7

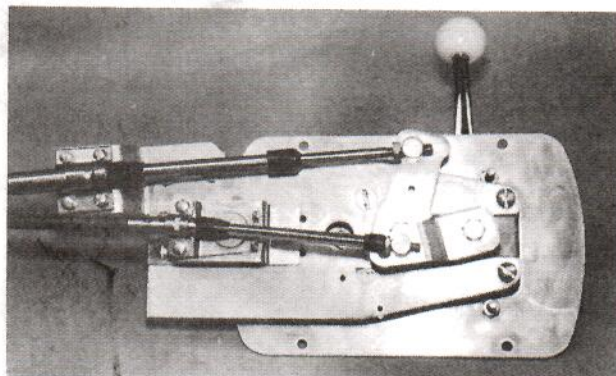


Figure 8