



E.Z. Steer Auxiliary Outboard Steering Systems

A self-adjusting connecting rod lets you pilot any auxiliary outboard motor up to 25 hp. from your boats main wheel. The rod connects between your main and auxiliary engine allowing steering of either engine, even if one is raised up or tilted out. A sailboat model connects the auxiliary to transom mounted rudders. Stainless steel connecting rods are constructed using Dupont Delrin ball joints with brass inserts. Mounting brackets are stainless steel dipped in black vinyl to prevent scratching your drives.

Individual Connecting Rod Assemblies

Short rod kits are generally needed when the auxiliary is transom mounted, and standard kits are used when the auxiliary is mounted on a lift bracket. When hooking up to a Seadrive or extended bracket outboards, the long, or extra long rods are required. When both units are down and pointed straight back, the connecting rod should be as close to being completely compressed as possible. If only two or three grooves are showing, the rod is the right length. If you have five or more grooves showing, the rod is the right length. If you have five or more grooves showing, you need a longer rod.

To order specify your main engine type and rod length required. To find the proper rod length measure from the center of your main engine to the center of your auxiliary with both engines down and straight ahead

No.	Type	Length
EZS 10001	Short	(19"-22")
EZS 10002	Standard	(23"-26")
EZS 10003	Long	(29"-50")
EZS 10005	Extra Long	(39" +)



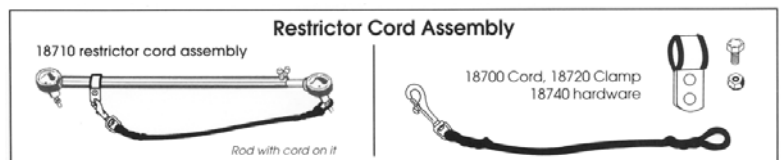
Outboard Bracket Assemblies:

EZS 50010	Small O.B. bracket assembly 4"
EZS 50020	Small O.B. bracket assembly 3"
EZS 52010	Yamaha S/S bracket assembly
EZS 54010	Mercury/Mariner 4-Stroke bracket assembly
EZS 56010	Johnson/Evinrude S/S bracket assembly
EZS 57010	Honda 4S S/S bracket assembly
EZS 59010	Honda 2003 8hp short shaft bracket assem.
EZS 60010	Large O.B. bracket assembly (main drive OB)
EZS 68010	Mercury 90 4S bracket assembly
EZS 69010	Mercury 90 4S bracket assembly square
EZS 74002	Sailboat (Hunter wheel)
EZS 82010	Yamaha 200 O.B. bracket assembly



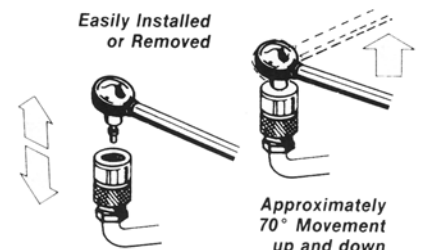
I/O Bracket Assemblies

EZS 30010	Alpha I
EZS 35010	Mer cruiser/Bravo
EZS 37010	Mer cruiser/Alpha 1-2G (2nd Gen.)
EZS 42010	Volvo II
EZS 44010	Volvo SX



EZ Steer Parts:

EZS 18020	Mounting Bands for O/B brackets (Pair)
EZS 10300	Outer Tube ball joint
EZS 10400	Inner Tube ball joint
EZS 11000	Detent Kit assembly
EZS 13200	Brass quick connector only
EZS 18710	Restrictor cord assembly(all models)





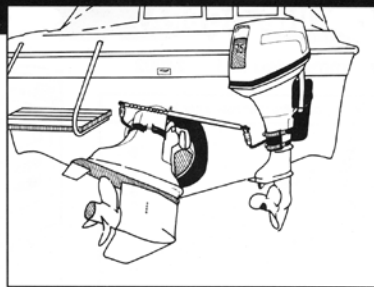
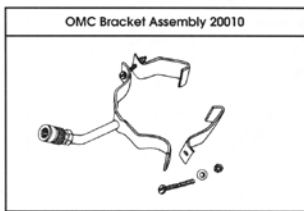
Each full kit consists of:

- Main bracket assembly
- Self-adjusting connecting rod
- Auxiliary outboard bracket assembly
- All necessary hardware

Kit #	Main Engine	Connecting Rod	Swim Platform
EZS 20002	OMC	Standard 23-36"	No
EZS 22002	OMC Cobra	Standard 23-36"	No
EZS 30002	MerCruiser (Alpha I)	Standard 23-36"	No
EZS 30003	MerCruiser (Alpha I)	Long 29-50"	Yes
EZS 37002	MerCruiser (Alpha I-2G)	Standard 23-36"	No
EZS 40002	Volvo (Pre 1989)	Standard 23-36"	No
EZS 41003	Volvo (Pre 1989)	Long 29-50"	Yes
EZS 42002	Volvo II	Standard 23-36"	No
EZS 43003	Volvo II	Long 29-50"	Yes
EZS 44002	Volvo SX	Standard 23-36"	No
EZS 45003	Volvo SX	Long 29-50"	Yes
EZS 60001	Outboard	Short 19-27"	No
EZS 60002	Outboard	Standard 23-36"	No
EZS 60003	Outboard	Long 29-50"	No
EZS 70001	Sailboat Rudder	Standard 19-29"	No

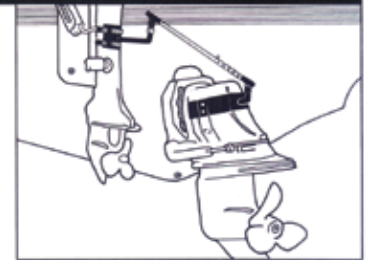
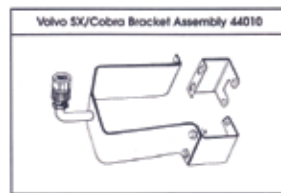
OMC (1984 and older)

Recommended Kit No. 20002



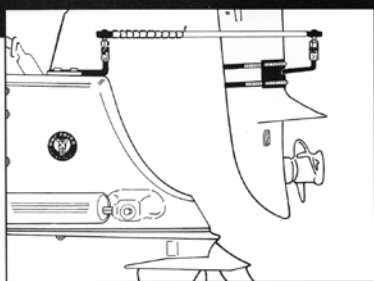
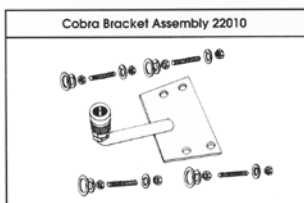
VOLVO SX/COBRA

Recommended Kit No. 44002



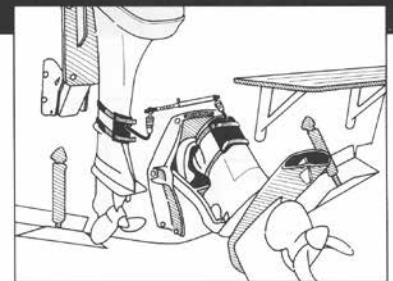
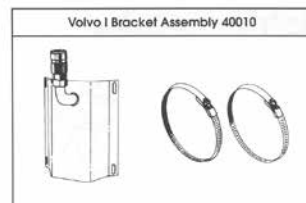
OMC (COBRA)

Recommended Kit No. 22002

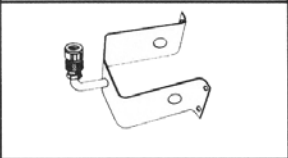


VOLVO I (PRE 1989)

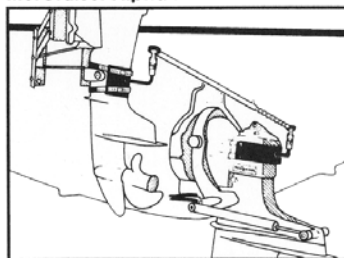
Recommended Kit No. 40002



Alpha I Bracket Assy.

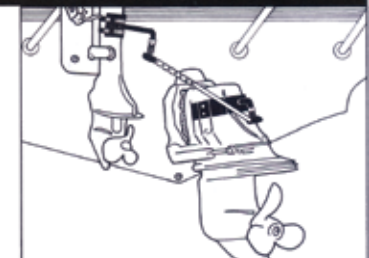
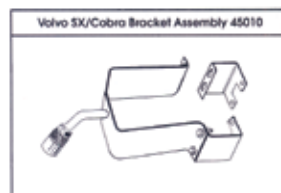


MerCruiser Alpha I



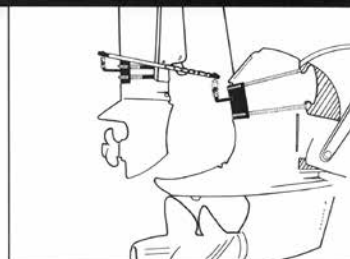
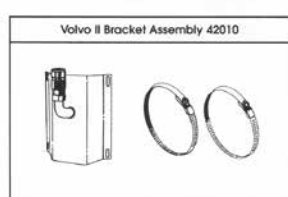
VOLVO SX/COBRA SWIM PLATFORM

Recommended Kit No. 45003



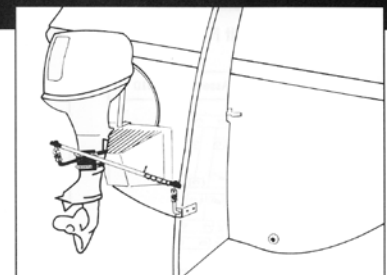
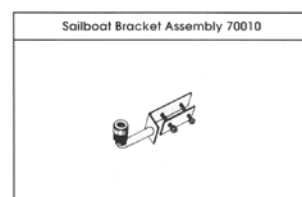
VOLVO II (1989-94 & Duo Prop Diesel)

Recommended Kit No. 42002



SAILBOAT

Recommended Kit No. 70001





EZ Tips

Rod separation

When both units are down and pointed straight back, the connected rod should be as close to being completely compressed as possible. If only two or three grooves are showing, the rod is the right length. If you have five or more grooves showing, you need a longer rod.

Rod separation with auxiliary unit raised

Make sure the bracket on the auxiliary outboard is not centered on the exhaust housing. It should be tipped slightly off center toward the main unit. Also, make sure the pivot tension on the auxiliary outboard is backed off so it is completely free to turn.

Large outboard binds when in the up position

Move both motor brackets down low and turn slightly towards each other. This will relieve the binding in most cases.

- 1.) In some cases the large engine cannot be lifted all the way up, only 3/4 of the way as it puts too much of an angle on the rod.
- 2.) Most large outboard motors are not designed to be steered in the tipped up position, they become top heavy.
- 3.) With the large outboard down, you have more positive steering control as it acts as a large rudder when under power with the auxiliary.
- 4.) Don't fish with the big motor in the up position, because the larger motor sticks out and you may catch your line on it when trying to net your fish!

Rod does not adjust properly, it is either too loose or too tight. (Either the auxiliary will not follow because the rod slips, or with the auxiliary motor tipped up the rod does not extend.)

Move the inner rod in or out of the outer rod. If the inner rod will not move, remove the white plastic cap on the outer rod and back off the Allen screw inside the detente tube. As soon as the inner rod is movable, extend or insert the inner rod until you feel the detente pin drop into one of the grooves in the inner rod. At this point, tighten the Allen screw until it is snug. Now back off the Allen screw one and one-half turns. This will adjust the rod so that approximately 20 pounds of pressure is needed to make it adjust.

If you want to check the accuracy of this adjustment, you can extend the rod, place the end of the rod on a bathroom scale, and try to compress the rod. Check the scale reading to see how much pressure was needed to compress the rod. If further adjustments are necessary, turn the Allen screw by one-eighth of a turn increments. It changes very quickly.

Outdrives:

Raise both motors without disconnecting rod even with a full (or 3/4) swim platform.

Swim platform models take a special bracket and longer rod. The quick connector must point down to give proper clearance under the platform. If the rod hits the swim platform, point the auxiliary bracket quick connect down. If this does not correct the problem then please call us.

Different outdrives require different brackets.

OMC: Pre-1984 OMC units will take the OMC bracket. For drive units produced after 1984, the cobra bracket will be required. In 1994 Volvo and OMC joined forces to make a drive unit. This unit requires the Volvo-SX/Cobra bracket.

MERCUISER: serial numbers between 2062141 and OD469858 inclusive, requires an Alpha I system. If the serial numbers are OD469859 and above, Mercruiser requires an Alpha II system. If, however, the outdrive says Bravo, it will need a Bravo bracket system.

VOLVO: Pre 1989 units will need a Volvo I bracket system. 1989 to 1994 units will require a Volvo II bracket system. Volvo SX and DX units will require the Volvo SX/Cobra bracket system. (Refer to OMC section)

SAILBOAT: This is the only bracket assembly that requires the drilling of any holes. (The rudder needs to be drilled to mount the bracket to it.) We recommend putting the bracket on with "C" clamps before drilling any holes. This is to make sure the bracket is in the right position before drilling the rudder. Once the bracket is in the desired position, the bracket can be used as a template for drilling the rudder. The sailboat system is also the only system where it is sometimes desirable to disconnect the rod. The rudder on most sailboats has a much greater turning radius than most auxiliary outboard motors, therefore, the motor in some cases will restrict the turning of the rudder when under sail. At that time, we recommend that the rod be popped off the rudder, the rod placed alongside the auxiliary motor, and held in place by a bungee cord.