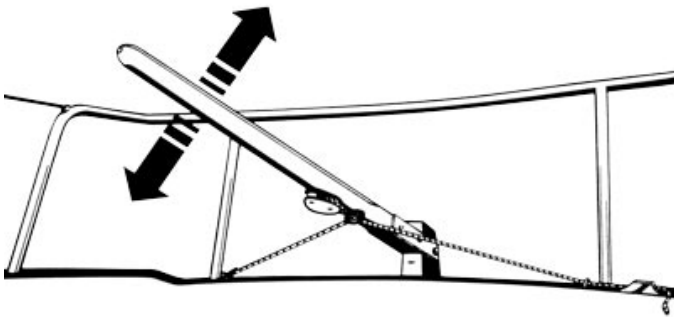


Installation instructions for Tiller-Lock.



- 1 frictionbrake
- 1 piece of 3 m special rope – also available as a spare part
- 1 Clamcleat made of aluminum
- 2 white plastic fairleads
- 1 black plastic fairlead
- 2 brass wood screws - 45 mm
- 2 brass wood screws - 30 mm
- 6 stainless steel screws

Tiller-Lock is a new patented stepless rudder locking device with a friction brake of infinite variability, suitable for tiller controlled boats – always ready for instant action. The locking of the tiller is secured by a short pull upwards.

Due to this, the control line is firmly locked around the frictionbrake and the rudder is fixated.

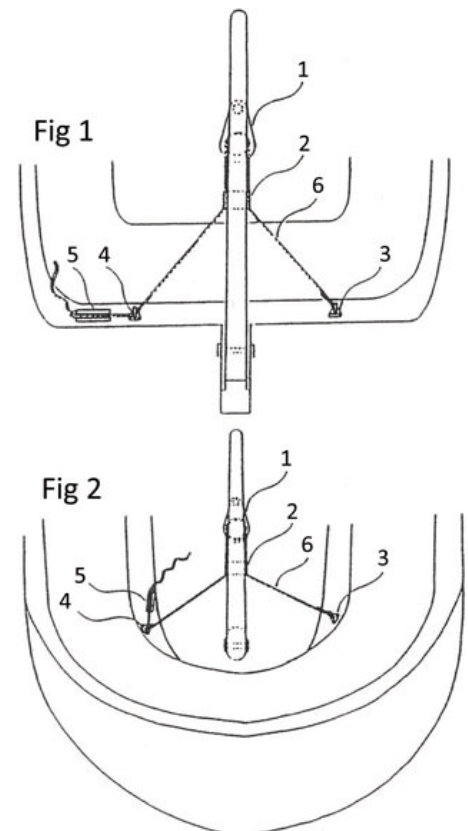
To regain control over the steering, simply lower the tiller. The control line will slacken, allowing you to steer as usual without any friction from the Tiller-Lock.

Note !! On boats with rudder in the cockpit, Fig 2, it is often possible, as an alternative, to activate the locking by lowering the tiller. In this case, place the fairleads (3 and 4) just above instead of under the plane of the frictionbrake (1) – see item 3 below.

Before you install the Tiller-Lock, tighten the bolts that connect the tiller to the rudder thus making it a bit sluggish to move the tiller vertically. When letting go off the tiller should retain its position without falling down.

Fig. 1: Rudder on the outside – Fig. 2: = Rudder in the cockpit

1. The frictionbrake is best installed on the underside of the tiller about 50-60 cm from the bolt. Use the wood screws – 45 mm – drill with a 3,5 mm drill
2. The black fairlead (2) is mounted about 10 cm from the frictionbrake. Use the wood screws - 45 mm – and drill with 2,5 mm drills.
3. The white fairleads (3,4) are mounted on the coaming or just under the plane of the frictionbrake (1) when the tiller is hold in normal steering position. The distance between the two fairleads should be about 85 cm – drill with a 2,5 mm drill
4. The Clamcleat (5) is mounted about 10 cm from one of the white fairleads – use the stainless steel screws.
5. The rope (6) is tied to the fairlead (3). Then it is thread though the black fairlead (2), winded 1,5 times around the frictionbrake (1), threaded through the black fairlead again, then through the white fairlead (4) and finally secure the rope in the Clamcleat.



Adjust the rope so the Tiller-Lock causes no friction when steering with the tiller in normal position but still without letting the rope be too slack.

When this is done the Tiller-Lock is trimmed.

Note: The strongest locking effect is achieved when the Tiller-Lock is locked as close to its horizontal position as possible.

Always remember, that the rope is custom made for the Tiller-Lock and it is the only one that performs to perfection. When it is worn out, you can get it as a spare part.