

PDQ YACHTS  
SHIFT CABLE END NOTICE

We have received a report from one of our customers concerning the failure of a small component that connects the shift cable to the transmission lever in Kobelt control equipped vessels. It is the only report of this failure we have received and do not expect it to be anything more than an isolated incident.

The part we are concerned with is a small ball swivel end fitting located on the end of the control cable at the transmission, and it may be observed down between the muffler and shaft line, at the back of the engine. The fitting is manufactured with a housing of bronze, designed to capture a stainless steel ball through which a mounting bolt is passed. We take precautions to ensure that the bolt remains secure, but the reported failure involved an apparent manufacturing problem with the crimping process used to capture the ball in its housing. As a consequence of this failure, the housing was able to slip off the ball and securing bolt.

We are asking our customers with the Kobelt installation to check their shift fittings and make a simple observation that will ensure that, in the unlikely event of a similar failure, no loss of transmission control will result. The housing mentioned above has a hard edged boss cast into one side, and a rounded edge boss on the other, (the result of the crimping process). The housing also carries a circular depression which will readily identify the crimped side. The ball is installed in the housing from the rounded side and any release will result in the housing moving away toward the other side. If the hard cornered side is toward the shift lever, the assembly has a "fail-safe" built in as the housing will remain captured by the ball and bolt..

Please study the attached diagram and examine your vessel's installation. We are now installing the end swivel with the crimped face of the housing facing away from the lever and suggest that the fitting may be turned on existing vessels, if necessary, as a simple precaution against this type of failure. The machine screw through the ball must be well secured and we recommend double nuts and Loctite be used to secure this component. Please ensure that this assembly is properly restored any time the shift components are disturbed.

We continue to advise the good marine practice of regular inspections for all the propulsion and control components to ensure the reliable operation of your vessel.