

KOBELT

2009 Control Head

*Owner's Operation, Installation &
Maintenance Manual*



NOTES:

RECORD DATA BEFORE INSTALLATION FOR FUTURE REFERENCE	
Model #:	
Serial #:	
Date of Purchase:	
Date of Installation:	

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1 INTRODUCTION

1.1 CONTACT

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This document is intended to clearly present comprehensive product data and provide technical information to assist the end user in design applications. Kobelt reserves the right, without notice, to change the design, or construction, of any products and to discontinue or limit distribution of any products. Kobelt also reserves the right to change, or update, without notice, any technical information contained within this document.

Kobelt recommends that customers visit our website to check for updates to this Manual. Once a product has been selected for use, it should be tested by the user to ensure proper function in all possible applications. For further instructions, please contact our distributors or visit our website.

1.2 SAFETY

1.2.1 Safety Alerts

Throughout this manual, the following symbols, and their accompanying explanation, are used to alert the user to special instructions concerning a service or operation that may be hazardous if performed incorrectly or carelessly. The associated risk levels are stated below.

 DANGER	This symbol indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
 WARNING	This symbol indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
 CAUTION	This symbol indicates a hazardous situation, which if not avoided, could result in minor or moderate injury.
 NOTICE	This symbol informs the reader of events not related to personal injury but which there is a risk of damage to property or equipment.
 SAFETY INSTRUCTIONS	This symbol informs the reader of safety-related instructions or procedures.


1.2.2 Notice to Installer


Disregarding the following safety measures can result in an accident causing severe injury to personnel and damage to material assets.

- Only use the product as directed in this manual.
- Never put the product into service if there is evidence of visible damage.
- Never put the product into service before fully completing installation and commissioning.
- Do not carry out any modifications to the product.

- Only use authentic Kobelt spare parts.
- Observe all local regulations, directives and laws during the installation of this product.
- All installation, commissioning, and maintenance work must only be conducted by qualified personnel. (For the purpose of this manual, qualified personnel are persons who are familiar with the assembly, installation, commissioning, and operation of the product and who have the qualifications necessary for their occupation.)
- Observe all specifications in this manual. If these guidelines are not followed and damage occurs, the warranty will be voided.

1.2.3 Product Hazards

 WARNING	Equipment Starts Automatically: Vessel propulsion may activate suddenly while servicing this product, causing bodily harm. Ensure that all power sources are locked out prior to performing work.
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 WARNING	Pinch Points: The 2009 control head contains pinch points, which can cause bodily harm. Ensure that hands and fingers remain clear of the pinch points when performing work.
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2 PRODUCT DESCRIPTION

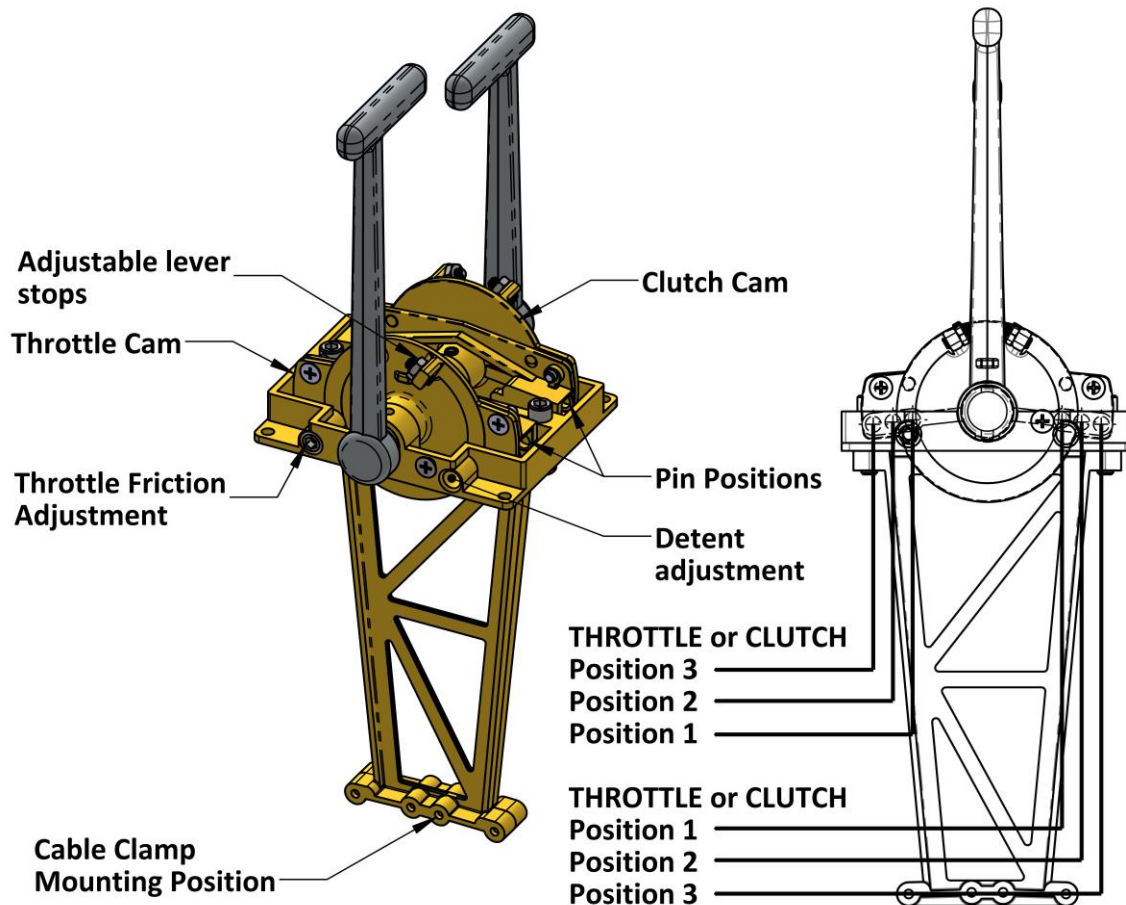
2.1 OVERVIEW

The Kobelt 2009 push-pull control head can be configured to provide either;

- a) twin-engine throttle control with friction hold,
- b) Twin-engine clutch control with neutral, ahead & astern detents, or,
- c) Single engine clutch and throttle control

For twin engine throttle control or single engine clutch control, the 2009 control head can also act as a relay station for multi-station set-ups.

The 2009 is available in a combination of black and chrome, all black, or all polished chrome to suit your appearance preference. Accessories, such as neutral safety switch kits or throttle extension kits can be ordered with the units or as after market parts.



2.2 TECHNICAL DATA

Handle Travel:

- Neutral: 0° Detented
- Clutch engage: +/- 30° Detented
- Full throttle: +/- 60° -

Stroke:¹

- | Pin position: | 1 | 2 | 3 |
|---------------|--------------------|--------------------|--------------------|
| Cable stroke: | 2.18 in
[55 mm] | 2.76 in
[70 mm] | 3.34 in
[85 mm] |

Force Output:²

- Extension: 125 lbf [556 N]
- Retraction: 230 lbf [1024 N]

Lever ratio: 2.7:1

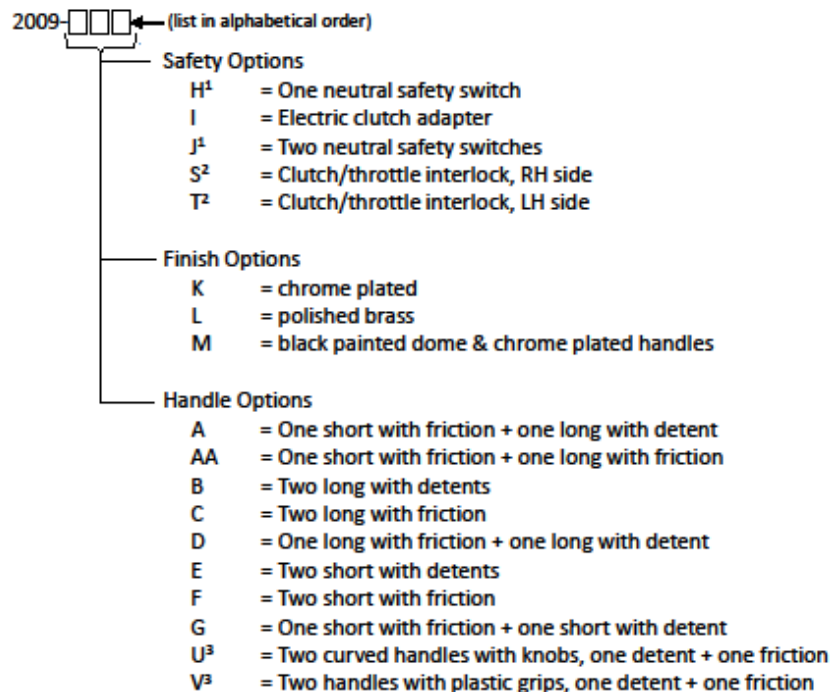
Ambient Temperature: -40°F...+140°F [-40 °C... + 60 °C]

Weight: 5.4 lbs [2.5 kg]

- 1) Stroke from TDC is half of value shown.
- 2) Force output limited by rating of the cable. Values shown are for 40 series cable.

2.3 MODEL CODE KEY

The 2009 control head can be configured in several different ways. Below is a key defining the letter code options:



- 1) Neutral safety switch must have a detented handle.
- 2) Prevents shifting at engine speeds above idle.
- 3) One red (throttle / friction) and one black (clutch / detented)

3 INSTALLATION

3.1 MECHANICAL

The control head must be mounted on a flat surface strong and stiff enough to withstand the cable forces listed in the technical section without excessive flexing. Choose a location that has sufficient room for the handles in both extreme positions.

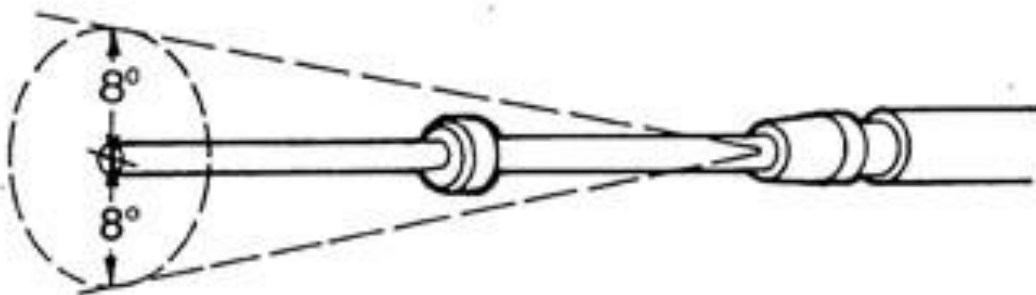
The control head is equipped with (4) four clearance holes for #10 (M5) screws or bolts inserted from underneath for direct mounting to the dash. Ensure the unit is securely fastened, preferable with an anaerobic thread locker such as Loctite 243. Before securing the screws, ensure the detent roller mechanism is in the forward position.

3.2 CONTROL CABLE

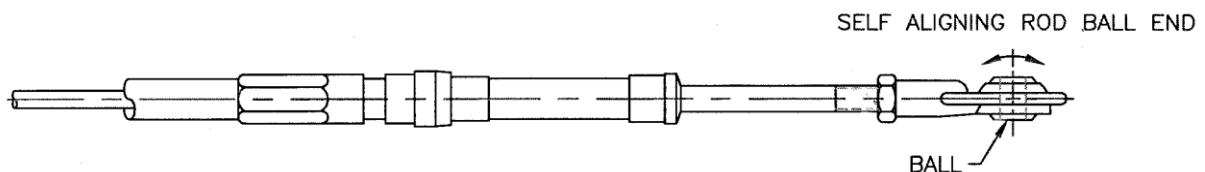
3.2.1 Hardware

The 2009 control head can be used with either 30 series or 40 series control cable. Kobelt Manufacturing does not recommend solid core cables. A solid core cable would consist of a single wire that is too stiff. Multi-stranded cores are more flexible and therefore generates less friction during operation.

The cable ends must also be able to articulate approximately 8 degrees in either direction.

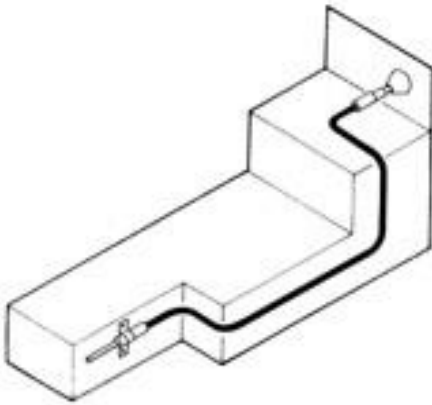


For terminating the cables Kobelt recommends a ball rod end. Rod ends are self-aligning and therefore minimize friction and binding.



When installing hardware to the cable end, do not twist the core. If required, use a pair of pliers to hold the cable core from turning while installing the terminating hardware. When gripping the cable end, apply the pliers immediately under the threads and take care not to score the cable rod. A scored cable rod will damage the cable seal allowing moisture and dirt to enter the casing.

3.2.2 Cable Routing



Measure the cable along the path it will take from where the cable hubs will be anchored at each end. Follow the actual cable path as closely as possible, allowing for the largest practical bend radii.

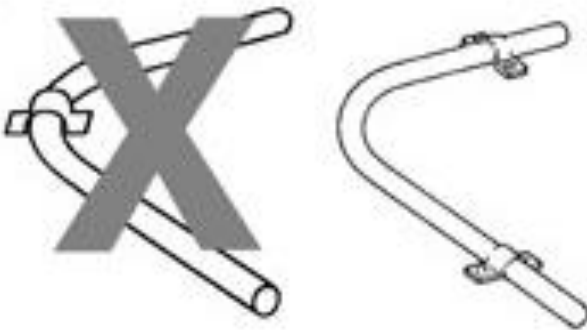
Do not force the cable into tighter bends than what is listed in the table at below:

<i>Optimum Life Bend Radii</i>	
<i>Cable Size</i>	<i>Operating Life Minimum</i>
30 series	3 inches ¹ [76 mm]
40 series	4 inches [127 mm]

1) Solid core cables will require 6 in [152 mm] minimum bend radius.

It is important to securely anchor the cable hubs. Any free-play in the cable clamp or mounting bracket will be perceived as lost motion or “sponginess” and will reduce the detent feel.

When securing the cable with clamps, it is recommended practice to position two clamps at the ends of the bend rather than one in the middle.



When installing a push-pull cable, do not kink the cable since this will permanently damage the core and casing, rendering the cable stiff and inoperable. Even minor kinks will result in premature failure.

It should also be noted to avoid routing the cable near sources of heat, such as exhaust pipes or cold, such as refrigerated fish holds.

3.2.3 Control Head Connection

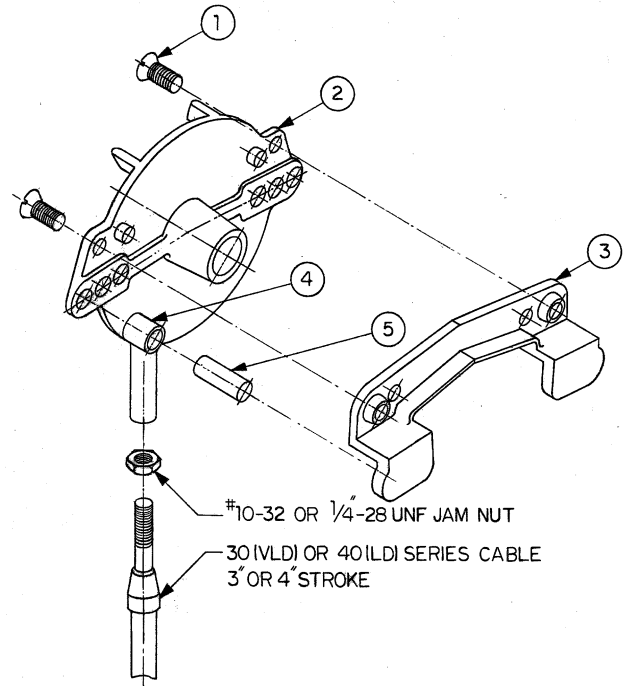
The 2009 control head has a cam mechanism for actuating the clutch and the throttle that permits the cable to be installed in either push or pull.

In some marine applications with twin engines, both engines are turning in the same direction and therefore one gear box is running in the reverse to drive the propeller ahead. In this particular installation the shift cable must be connected on the opposite side of the support bracket and cam to provide the proper push and pull mode for either gear.

The clutch valve mechanism on most marine transmission requires approximately 2¾” (70 mm) to 3” (76 mm) of travel. Consequently, the cable must be attached on the clutch cam in the outermost hole of the support bracket (pin position 3). Reference the diagram in [section 2.1](#)

To correctly install the clutch control cables, follow the steps below:

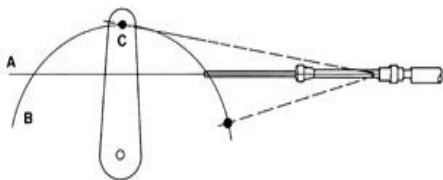
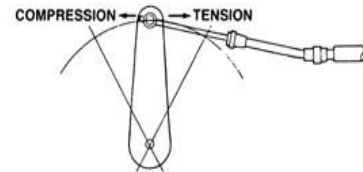
1. Secure the cables to the support bracket with the appropriate cable clamps.
2. Move the control handles to the extreme forward position.
3. Ensure that the cable end extends slightly past the clutch cam attachment point.
4. Move the control handles to the extreme aft position.
5. Ensure that the cable end, when in push mode, extends beyond the cable attachment point.
6. If the cable end points from one extreme to the other are unequal, then the cable end fitting must be threaded out or in to correct.
7. Repeat steps 2 to 6
8. After the proper position is found, the cable end is attached to the clutch actuating pivot plate and the jam nut tightened.
9. The final step is to test that the clutch control valve goes from neutral to both forward and then reverse gear engaged positions without bottoming. A slight amount of end play is essential.



The throttle cable is installed in the same manner. In order to obtain full handle travel in the speed range, it is important to select the appropriate connection point for the adaptor kit on the throttle pivot plate.

3.2.4 Actuator End Connection

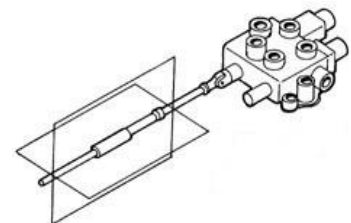
When connecting the actuating end of the cable to the throttle or clutch lever, install the cable so that the greatest loads are in tension (pulling) rather than compression (pushing), if possible.



Where the cable is connected to a lever, the cable must be mounted so that it lies on a plane (A) midway on the arc (B) described by the movement of the connection point on the lever (C).

When connecting the actuating end of the cable to a spool valve such as the Kobelt 4605 servo cylinder, maximum cable life and efficiency is achieved when the cable is aligned with the lever in two planes.

Reference the figure at right:



3.3 ELECTRICAL

The 2009 control head is available with an optional neutral safety switch. The switch attaches to mounting holes on the control head frame.

The switch is prewired with a 1 foot [305 mm] long 18 AWG wire for external connection. Connect it to an electrical junction box and the propulsion system interface.

The product's 3C/18 electrical cable contains the following wires and related functions:

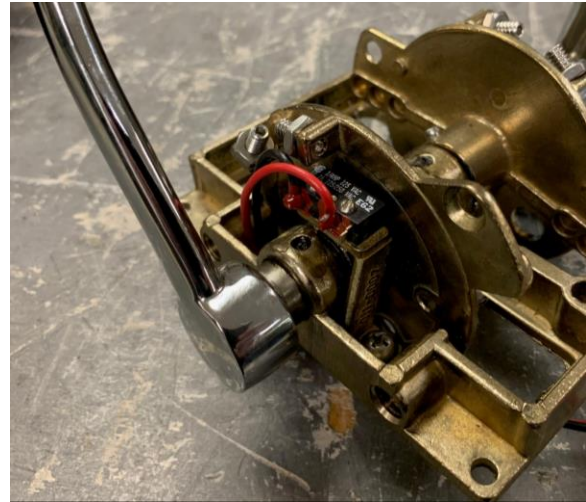


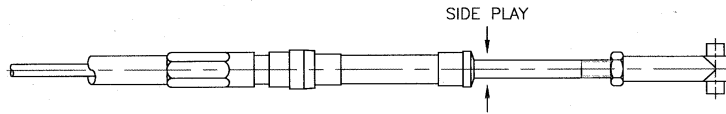
Table 1: 2009 Wire Connections

2009				
Wire #	Wire Name	Colour	Gauge	Function
1	N.O.	RED	18AWG	Connects to COM when Switch is activated to signal neutral position.
2	COM	Black	18AWG	COM connection.

4 COMMISSIONING

4.1 INSPECTION

Before putting the control head into operation, check the cable connections at each end to ensure that there is side clearance between the sleeve and the core rod and no misalignment at either the clamp or the control head which will make the cable stiff.



It is possible that a cable end may become bent either in transit or during installation. If this has occurred the cable must be replaced as it will bind between the core rod and the sleeve.



4.2 FUNCTIONAL TEST

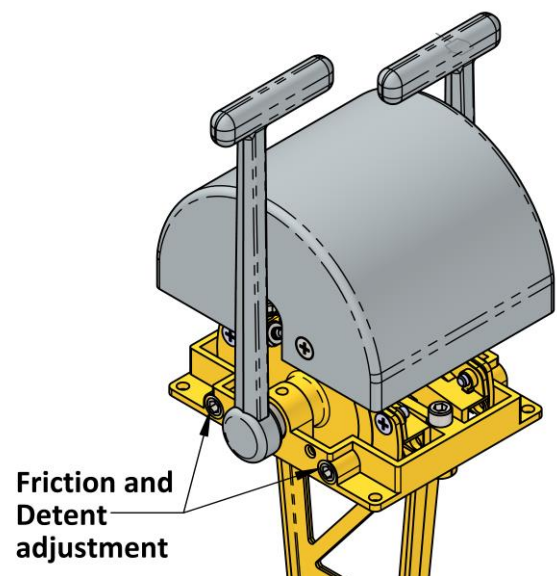


Do not put the vessel into service until the control head has been tested. The Functional Test should be carried out while the vessel is still at dock.

After installation, test that the clutch control valve goes from neutral to both forward and then reverse gear engaged positions without bottoming. A slight amount of end play is essential.

Also ensure that full speed range is obtained with full handle travel.

Ensure that the throttle friction adjustment is adequate to hold the throttle position. Adjust if necessary.



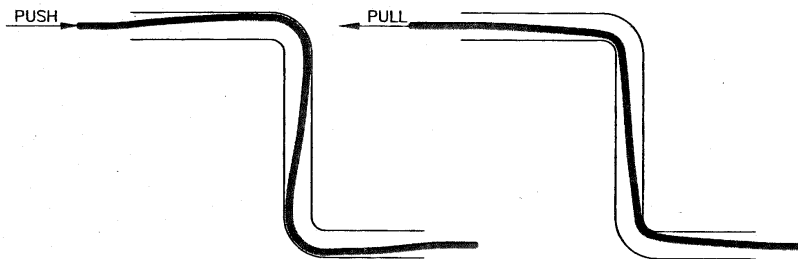
5 MAINTENANCE

5.1 PREVENTATIVE MAINTENANCE

- Quarterly (4 times per year)
 - Ensure that the throttle friction adjustment is adequate.
- Every 2 years
 - Inspect cable for wear
 - Lubricate pins & handle shafts
 - Inspect throttle & clutch cams for wear

5.2 INSPECTION

When a cable core is pushed, it will take the longest route and, conversely, when pulled, it will take the shortest route. This appears as 'lost motion' at the actuation end. The cable stroke must be measured periodically to confirm adequate stroke.



5.3 RECOMMENDED SPARE PARTS AND KITS

The spare parts kept on hand will depend on the severity of the service. The User should monitor the condition of their control head to predict necessary spare parts and ensure they are on hand when needed.

When purchasing spare parts refer to Appendix B: Parts List at the back of this manual for Kobelt component Part Numbers.

NOTICE

It is recommended that any required service work on a Kobelt unit be performed by a factory authorized service representative. Please contact the nearest Kobelt authorized distributor for assistance.

5.3.1 Accessories

2009-0901	Connector kit, 30 series cable
2009-0902	Connector kit, 40 series cable
2009-0903	Switch kit, neutral safety
2009-0910	Adaptor kit, electric clutch

Note: Cable kits must be ordered separately

5.4 TROUBLESHOOTING

If you encounter problems with the operation of your product, please refer to the trouble-shooting suggestions before contacting Kobelt for assistance. If the steps below do not resolve your issue, please reach out either Kobelt directly or our Dealers in your area.

Table 2: Common Solutions

Problem (Issue encountered)	Cause (What it means)	Corrective Action (What to do)
Full throttle not achieved	Lost motion in the cable – cable worn Lost motion in the cable – cable not clamped	1. Replace cable. 2. Clamp cable per manufacturer's recommended practice.
Controls stiff to operate	1. Wrong cable installed. 2. Cable has been kinked. 3. Cable operating below minimum allowable temperature.	1. Replace cable with flexible core type cable. 2. Replace cable. 3. Ensure cable does not run through a fish hold.

6 WARRANTY

Kobel Manufacturing Co. Ltd. ("Kobel") warrants the Products and Parts manufactured by Kobel to be free from defects in workmanship or material and that said products are designed mechanically and functionally to perform to specifications.

This warranty is effective providing:

- The equipment is used within the intended operating conditions and in accordance with Kobel recommendations
- The equipment is installed according to equipment diagrams, specifications and recommendations which Kobel has provided

This warranty becomes invalid if the factory supplied serial number has been removed or altered on the product. This warranty does not cover cosmetic damage or damage caused by an act of God, accident, misuse, abuse, negligence or modification of any part of the product. This warranty does not cover damage due to improper operation or maintenance, connection to inappropriate equipment or attempted repair by anyone other than an authorized Kobel representative.

Upon identification of a potential issue or defect with a Kobel Product or Part, the Warranty Applicant ("Applicant") must immediately contact Kobel and describe the issue in writing, by letter, fax, email or other electronic conveyance. Kobel will then assess the cause of the defect and determine warranty applicability and appropriate remediation.

If any part is found to be defective, Kobel will replace said part FOB the Kobel factory provided that any such defective part is returned by the Buyer with freight and applicable forwarding charges prepaid by the Buyer. Kobel's sole obligation to the Applicant will be to repair or replace the defective part with same or similar product, to a maximum value of the list price of the product or part. The Kobel warranty does not cover labour charges, travel or any other associated expenses.

All Products and Parts manufactured by Kobel, are subject to a warranty against manufacturer's defects in materials or workmanship for a period of two (2) years from the date of purchase.

Kobel will be responsible for all Products or Parts sold by Kobel but manufactured by 3rd party manufacturing companies. However, these products and parts are subject to applicable 3rd party warranties and may not be the same as the Kobel warranty.

7 APPENDIX A: INSTALLATION DIMENSIONS

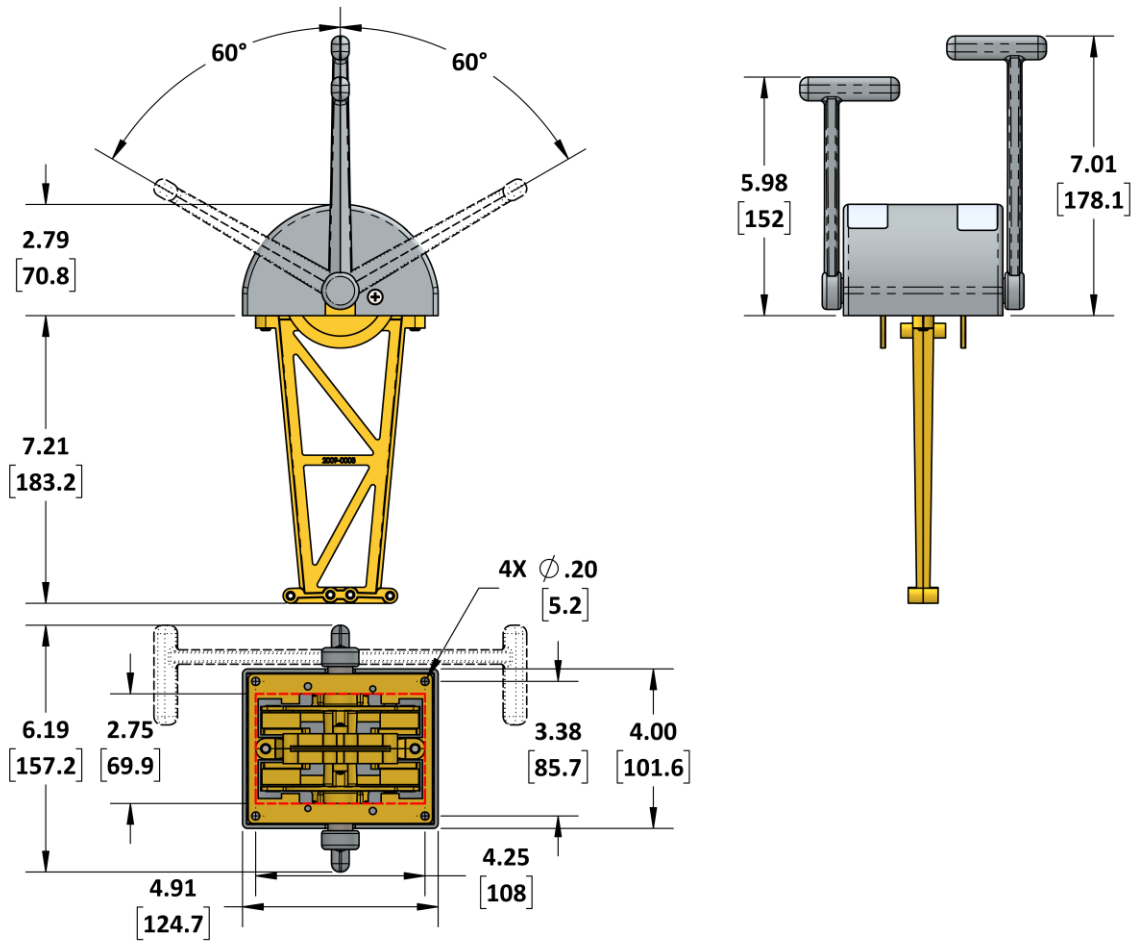
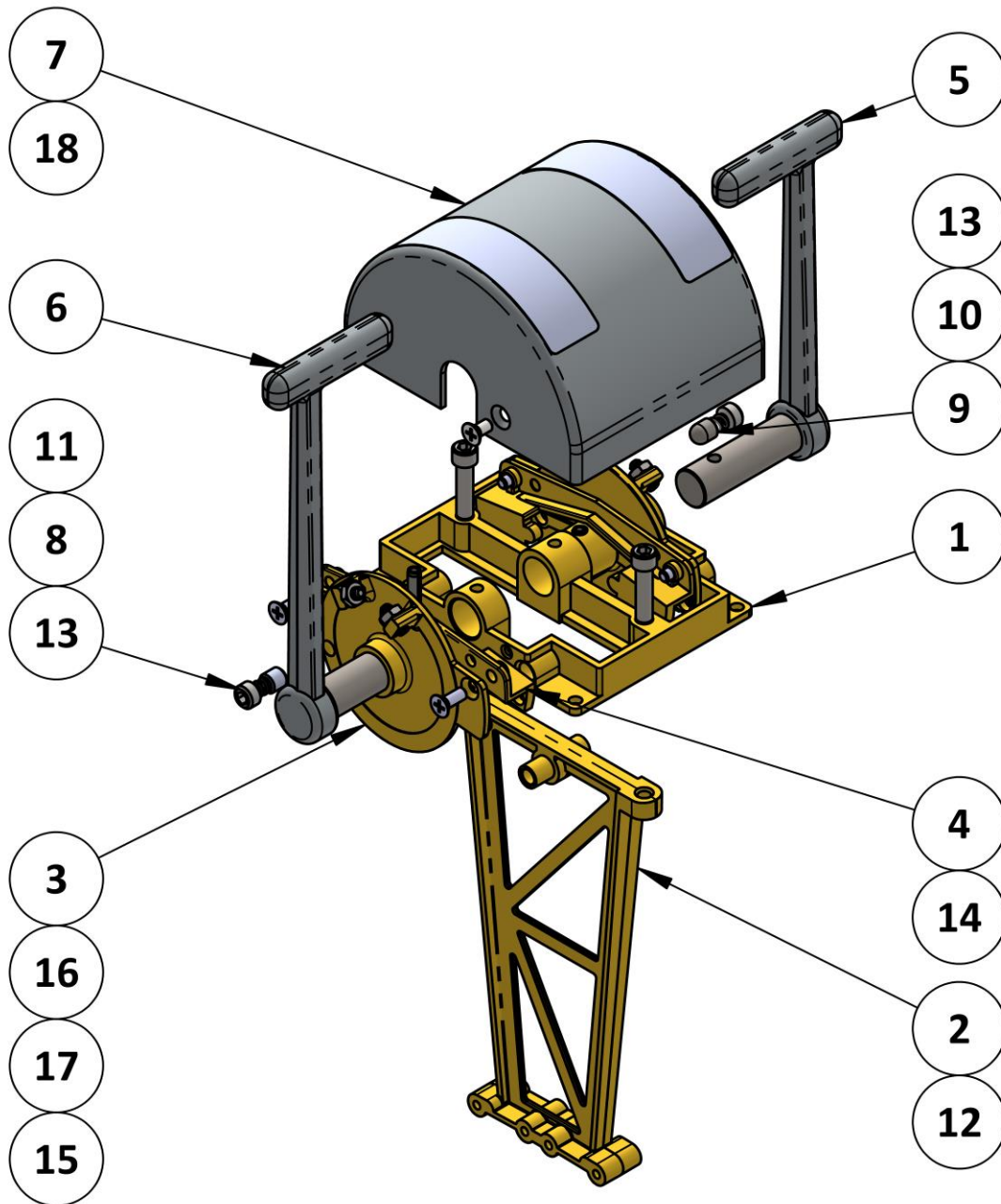


Figure 18: 2009 Installation Dimensions

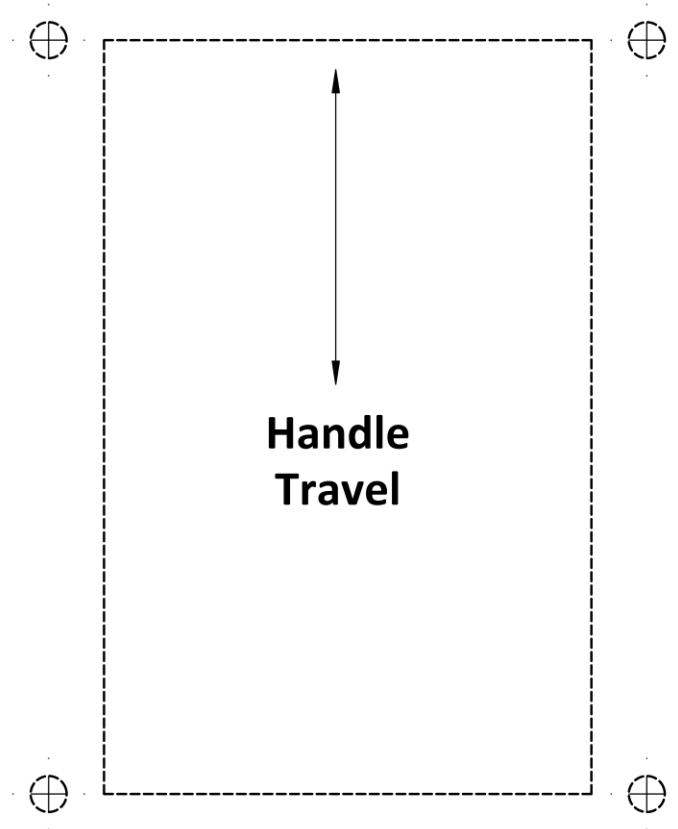
8 APPENDIX B: PARTS LIST



ITEM	QTY.	PART NUMBER	DESCRIPTION
1	1	2009-1002	FRAME
2	1	2009-0003	SUPPORT
3	2	2009-0004-B	PIVOT PLATE, FRICTION + 1 DETENT
4	2	2009-0005	PIN RETAINER
5	1	2009-0016-K ¹	SHORT HANDLE, CHROME FINISH
6	1	2009-0015-K ¹	HANDLE, LONG, CHROME FINISH
7	1	2009-1001-K ¹	DOME, CHROME FINISHED
8	1	1201-0002	SPRING, COMPRESSION
9	1	2009-0011	DETENT PLUNGER
10	1	1201-0003	SPRING, 0.25 DIA X 5
11	1	2542-0008	FRICTION PLUG
12	2	1002-1016	SCREW, CAP, SKT HD, 1/4-20 X 1, SS
13	2	1016-1204	SCREW, SKT SET, 3/8 UNC X 1/4, 18-8
14	4	1009-0808	SCREW, FL HD PHILLIPS, 10-24 X 1/2, 18-8
15	2	1024-0814	PIN; ROLL, 3/16 DIA X 1 LG, 18-8
16	4	1016-0808	SCREW, SET, SKT, 10-24 x 1/4, 18-8
17	4	1022-0108	NUT, HEX, #10-24, GR 18-8
18	2	1009-0806	SCREW, FLAT HD, PHL, 10-24 X 3/8, 18-8
19	1	LABEL-GEAR	LABEL GEAR BLACK (STICKER), FWD-N-REV
20	1	LABEL-SPEED	LABEL SPEED RED (PLASTIC), FULL - IDLE

9 APPENDIX C: INSTALLATION CUT-OUT TEMPLATE

Figure 22: Installation Cut-out Template

**NOTICE**

Scale may not be exactly 1:1 due to PDF and printer scaling. Verify primary dimension with a ruler after printing and before using to cut.

Reference [Appendix A: Installation Dimensions](#) , for the cut-out dimensions.

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