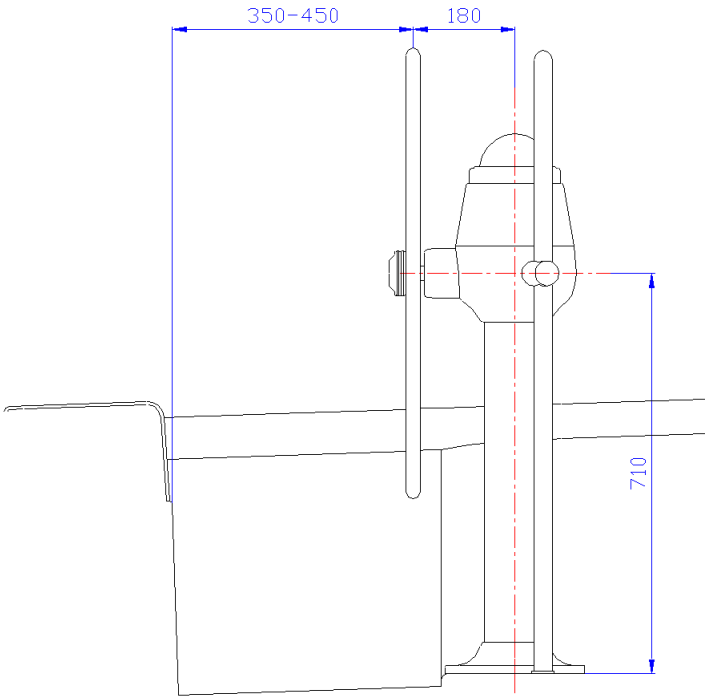
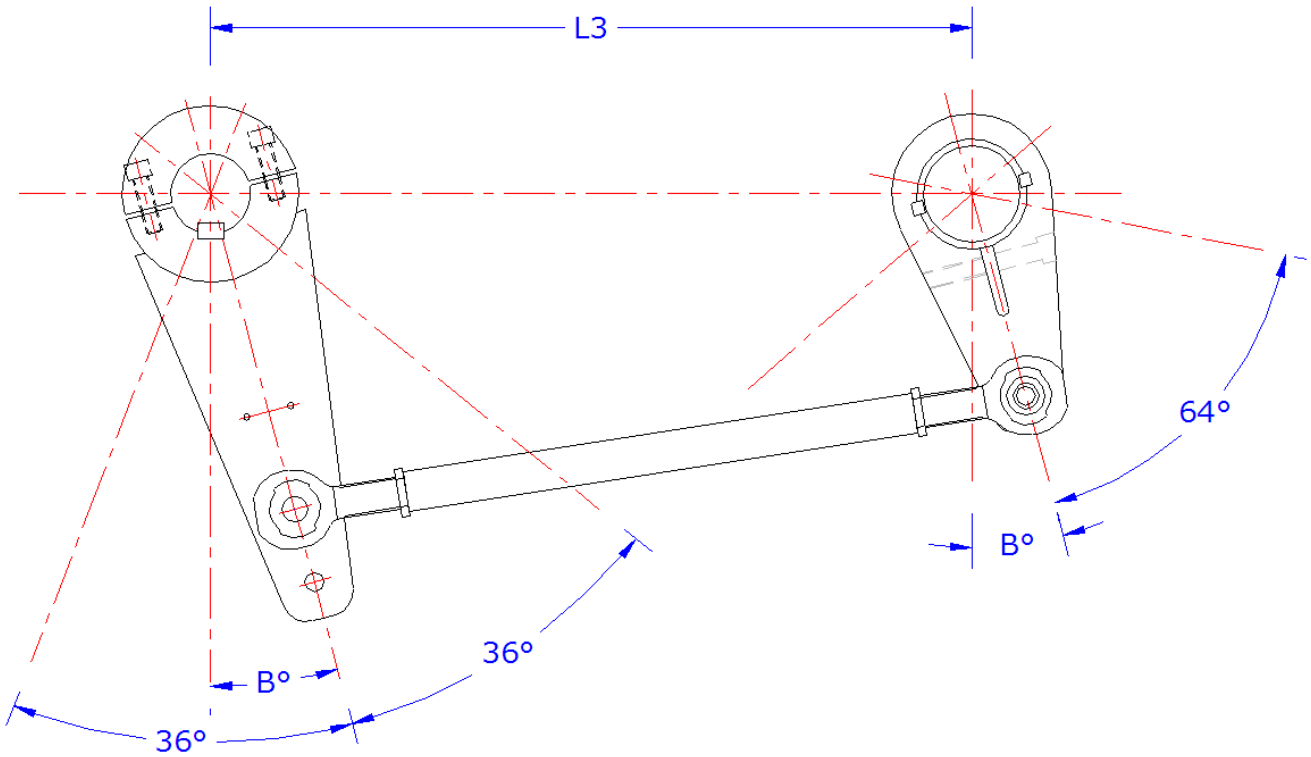
Guidelines for a successful tiller to steering conversion

These are the items to ask the customer:

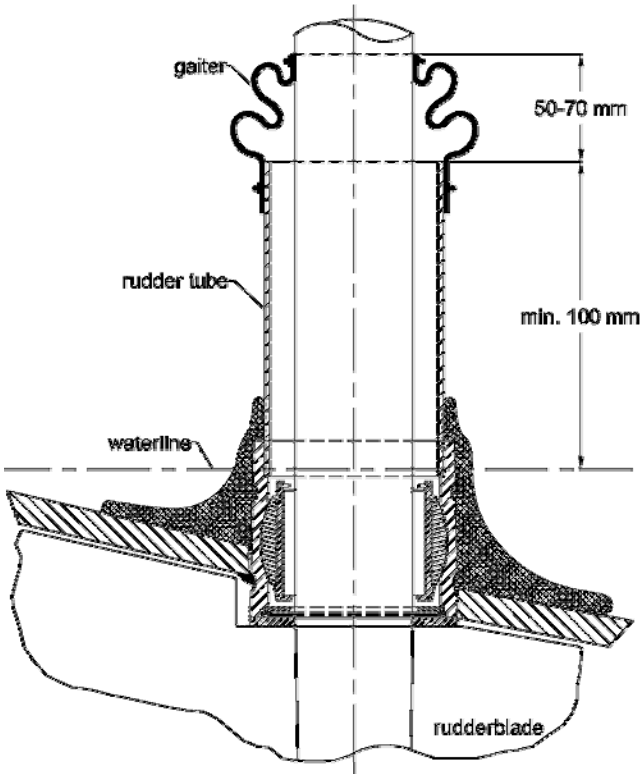
1. Is the area underneath the cockpit floor free to use (10-12 cm - 4-5”deep).
2. Is there room sideways for levers (around 25 cm - 10 inches) port or starboard (please tell which side)
3. Dimension the steering wheel in the cockpit. Go 350-450 mm forward from the aft bench, take a piece of wood with a nail on 710 mm - 28” height and see what the maximum radius is. Keep 5 cm - 2” clearance and this is the wheel diameter.



4. Go 180 mm forward and measure the distance L3 to the rudder stock. This will be the draglink length (nearly the same as L3)



5. Ask if the rudderstock is visible and reachable below the cockpit. If so, ask the diameter of the stock and if present the width and depth and position of the keyway.
6. If the rudder shaft is not visible, the tube will have to be cut 5 to 7 cm underneath the future tiller arm position. Please ask for the tube diameter to be able to produce the gaiter.



7. Find out which pedestal the customer likes the best for his boat and is the most functional for the instruments and functions he may want to fit.

Use this guide to successfully convert a tiller steered boat to wheel steered.
Don't worry on the steering forces, they will be very low when on wheel steered as the virtual tiller length with a 1 meter (40") wheel is gear reduction x lever reduction x radius of wheel = 5 x 1.5 x 0.5 = 3.75 meters midships and 5 x 3 x 0.5 = 7,5 meters full rudder.

Extended information on Jefa Rudder & Steering systems can be found on our website www.jefa.com

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