Edson INTERNATIONAL

FAQ

Repainting Instructions for Edson Pedestals and Aluminum Parts

Edson Pedestals and many aluminum parts have been coated with a baked-on Urethane coating ("Powder Coated") which is applied at temperatures in excess of 400 degrees. Edson has chosen this coating because of its durability and resistance to chipping. All Edson parts which are made of aluminum are of the highest quality 356 T-6 or 6061 T-6 Marine Grade Aluminum; However, even with the highest quality metals and coatings, the harsh marine environment necessitates that proper care must be given to those parts.

In order to maintain the coating on your Edson Pedestal, you must rinse it regularly with fresh water and a mild detergent. Regular waxing will also help to maintain the finish. **Do not use Acetone or other strong solvents as they will damage the finish.**

There are occasions when the coating will peel off a pedestal, even one that is relatively new. Edson has found that this is usually caused by one or more of the following conditions:

1. If your pedestal coating is peeling just under the compass, it could be the result of mounting a brass or chrome plated brass compass housing on top of the Aluminum Pedestal Bowl. Edson supplied Nylon Washers which should be installed between the compass pass and the pedestal. Peeling coating in this area can also be caused by incorrectly wiring the compass or with the installation of a Reo-Stat for your compass. Check the polarity of your compass wiring and also check the installation of the compass wire to make sure it is still intact and has no exposed strands from chafing.
2. When coating peels around Engine Control Handles, it is an indication that stray currents are running from your engine, up your engine control cables to your compass. The first indications that this is happening is that your coating will start to blister. If this condition appears, your electrical grounding systems should be thoroughly checked to ensure your electrical system complies with ABYC Standards.

Important: Before undertaking a major repainting project with an older pedestal, consider replacing the Pedestal Housing only (using your existing shaft, sprocket, bearings, etc.). In many cases this is more cost effective and you will have a brand new factory Powder Coated pedestal on your boat.
Edson 3341335 Pedestal Housing - Order Part No. 960-A-1201-5"
Edson 400 Pedestal Housing - Order Part No. 960-A-1201-6"

For blemishes, Edson offers Touch-Up Paint. Available in .6oz bottles,

great for repairing very small nicks and scratches.
Edson Touch-Up Paint w/ Application Brush - Order Part No. 333-1

Interlux Application System For Repair or Recoating of Edson Powder Coated Aluminum Parts and Pedestals

Touch-Up Repairs

- Scrape or sand all damaged areas to remove loose coating.
- Sand bare aluminum to bright metal with medium grit emery paper making sure to feather in surrounding intact coating so as not to leave sharp edges.
- Wipe down area to be re-coated with Interlux #216 Solvent to remove all sanding residue.
- Immediately after sanding and wiping down damaged areas, apply 2 or more coats of Interlux Aluminum Primer #186 following label instructions for dry times.
- Apply 2 coats of Interlux #220 Semi-Gloss White, sanding between coats with 220 grit sand paper. Follow all label instructions.

Improved Repair System or Total Re-Coat

- Wipe down entire surface to be re-coated with Interlux #202 Solvent Wash to remove waxes and other contamination. Using a clean paper towel remove the solvent residue before it dries.
- Scrape or sand all damaged areas to remove loose coating.
- Sand bare aluminum to bright metal with medium grit emery paper making sure to feather in surrounding intact coating so as not to leave sharp edges.
- Sand all intact areas to be re-coated with 220 grit sand paper.
- Wipe down area to be re-coated with Interlux #202 Solvent Wash to remove all sanding residue.
- Immediately apply 1 thin coat of Interlux #353/354 Vinyl-Lux Prime Wash thinned 25% with Interlux #355 Vinyl-Lux Solvent to all bare aluminum.
- After 1 hour and before 12 hours, apply 1 heavy coat of Interlux #404/414 Epoxy Barrier-Kote Epoxy Primer thinned 20% with #2333N Solvent, to bare areas.
- Sand Epoxy with 220 grit sand paper and wipe down with #2333N solvent to remove all sanding residue.
- Apply 1 full coat of Interlux Interthane Plus #2359/2314 (or Interthane color of choice) thinned 25% to 40% with #2333N Solvent per label instructions.
- Sand Interthane Plus with 320 grit wet or dry paper and wipe down with #2333N solvent to remove all sanding residue.
- Apply second full coat of Interlux Interthane Plus #2359/2314 thinned 25% to 40% with #2333N solvent per label instructions.

NOTE:

- The above system is designed to be applied over the original coating and not over single-component paint products.
- Interthane Plus will provide the longest lasting system, however very satisfactory results can be achieved with Interlux "Brightside" single component polyurethane.
- Flattening agent is available for both Interthane Plus and Brightside to lower gloss.
- Bedding down all attaching parts with interlux #214 Bedding Compound will greatly improve the life of the coating system.

Click here for [Edson Pedestal Replacement Parts]

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Edson International, Marine Division
146 Duchaine Blvd., New Bedford, MA 02745
Tel: 508 995 9711 Fax: 508 995 5021 Email: info@edsonintl.com

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How To Change Engine Control Cables On Your Edson Pedestal

1. **BUY YOUR REPLACEMENT CABLE:**
   Determine type and length of engine control cable using measurements or markings from the original cable. Knowing the outside diameter of the original cable jacket will help determine the cable type and thread size. The length tip to tip of the cable core will give you the proper length.
2. **REMOVE STEERING WHEEL**
   This will give you more room to work.
3. **REMOVE COMPASS**
   Before removing the compass bolts, run a piece of electrical tape vertically from the compass across the engine control housing, top plate, and onto the pedestal. Slit the tape at each joint. This will help you realign the compass with the other parts when you reassemble this upper part of the pedestal. Remove the four round head 1/4-20 x 3-1/2 machine screws that serve as compass bolts.
4. **REMOVE THE BRASS CLEVIS PINS FROM THE CONTROL LEVERS IN THE ENGINE CONTROL HOUSING**
   The clevises are screwed to the end of the engine control cables. Note which holes in the control levers the clevis pins came from. This helps when reassembling this unit.
5. **REMOVE ENGINE CONTROL HOUSING**
6. **REMOVE THE CABLE HOLDER NUT OR ROUND HEAD MACHINE SCREW**
   located on the aft side of the pedestal tube approximately 7" below the wheel shaft. This will release the Cable Holder (A-969 or A-705) that holds the two engine control cables. These cables remain attached to the cable holder inside the pedestal tube.
7. **BRING BOTH CONTROL CABLES TO THE SAME SIDE OF WHEEL SHAFT.**
   From the top of the pedestal, push down both of the engine control cables just far enough so you can bring the throttle control cable (right hand side) under the wheel shaft and over to the left aft side of the pedestal along with the clutch cable.
8. **PULL BOTH CONTROL CABLES UP.**
   With both control cables now on the same side of the steering wheel shaft, pull the cables up until you can reach the cable holder.
   1. Due to the limited amount of space in the pedestal tube the cable holder sometimes gets jammed up with the steering chain and cables. One solution to this problem is to turn the steering wheel shaft all the way to port, thus putting most of the steering chain over on the left side with the two engine control cables and cable holder. Then, while pulling up on the engine control cables, turn the steering wheel shaft back to starboard. The upward movement of the chain can help bring the cable holder

and control cables up to a level where they can be reached.

2. Working space can be gained in the upper section of the pedestal by moving the chain forward of the chain sprocket. To do this, first tighten the brake, then ease the tension of the chain and steering cables by backing off the nuts on the takeup eyes located on your radial drive wheel or quadrant which is attached to the rudderpost. With slack in the steering cables, lift the steering chain and move it forward of the hub sprocket located on the steering wheel shaft.

9. **REMOVE THE BROKEN ENGINE CONTROL CABLE**
Now that you can reach the cable holder, remove the broken engine control cable. When removing the bad engine control cable, make sure you attach a "messenger" line, or the new replacement cable, to the end of the original cable. You will use the "messenger" line to run the new replacement cable through the same route as the original engine control cable.

10. **RUN THE NEW ENGINE CONTROL CABLE**
Using the "messenger" line, pull the new engine control cable into place.

11. **REASSEMBLE BY REVERSING THE ABOVE PROCEDURES.**
    1. Attach the new control cable to the cable holder.
    2. Push both control cables down into the pedestal far enough so you can bring the throttle control cable under the steering wheel shaft and over to the right hand side.
    3. Pull up and push aft on the engine control cables.
    4. Line up the cable holder with its screw hole on the aft side of the pedestal. A long rod or screw drive will help. The A-969 Cable Holder has a threaded (1/4-20) stud that sticks out through the hole. Use "Loctite" on thread. The A-705 Cable Holder is held in place with a round head (1/4-20 thread) screw that comes from the outside of the pedestal tube and screws into the cable holder. Use "Loctite" on threads.
    5. Attach control cables to fittings on engine end.
    6. Put engine control housing in place.
    7. Attach clevises to engine control levers.
    8. Before mounting compass use the four 3-1/2" (Fig 817 Sz. 3.5) compass mounting bolts to hold the engine control housing in place. Test and adjust the engine controls at this time.
    9. Remove the four compass mounting bolts. Mount the compass using, the original tape alignment marks, and screw compass mounting bolts back in place using an anti-seize compound on the threads.

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Tel: 508 995 9711 Fax: 508 995 5021 Email: info@edsonintl.com