



T-5

MODEL 55-0502 FRESHWATER

MODEL 55-0503 SALTWATER



INSTALLATION AND OPERATING INSTRUCTIONS

CUSTOMER MUST RECEIVE THIS MANUAL AT TIME OF SALE OR AFTER INSTALLATION

INTRODUCTION

Congratulations, you have just purchased one of the most unique products available today in the marine industry, a device that is able to steer your kicker motor with just the touch of a button. With proper installation and care, your **T-5** will provide you with years of trouble free use and performance.

NOTE: The T-5 CANNOT be used if you have a main engine to trolling motor steering tie bar. The main engine tie bar must be disconnected.

Please take a few moments to review the information contained in this booklet to familiarize yourself with the installation procedures of your new **T-5**. Installation is easy particularly when you know each step ahead of time.

The T-5 is the newest addition to the Panther Electro-steer Line. The T-5 is a smaller, more compact cable driven version of the T-4(T-4 stands for **Through The Tilt Tube**). The T-5 will mount vertically with your trolling motor's tilt tube as opposed to the horizontal T-4 version. We hope the smaller size T-5 and its vertical installation will increase the number of installation possibilities restricted by the distances between the Main Motor and Trolling Motor or the Transom & Trolling Motor.

The T-5 installs much like our T4, with a few key differences noted here. Please read the entire install guide before starting. Installation is easy particularly when you know each step ahead of time.

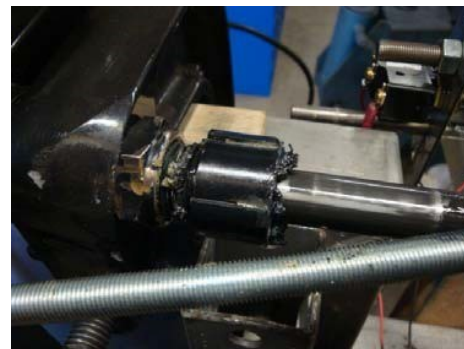
- 1) **IMPORTANT: The threaded cable end must be extended a minimum of 3 inches out of the T-5 Unit before installation. In addition the threaded cable end must be in the tilt tube before tightening. Failure to do so may result in damage to**



- 2) Use the tightening nut supplied (if there is enough room for the nut) to tighten the T-5 onto the tilt tube. If you do not have enough room, use the set-screw to tighten the T-5 to the tilt tube. If you use the tightening nut - tighten it up against the T-5 to hold the T-5 in place.



3) Tighten the cable end of the T-5 to the solid rod if desired. You may find the unit operates smoother by hand tightening the cable end to the solid rod and then backing them off 1/2 turn [to prevent any binding of the parts, don't over-tighten]



4) The Seal Kit supplied is very important in helping keep moisture out of the Tilt Tube. We recommend that you grease the rod often. You do not want the rod to bind in any way. Greasing the rod frequently will improve performance and life of the T-5 unit. Also, do not over-tighten the Seal Nut as this can cause the rod to bind as well.



5) Mount the unit (white case for saltwater use & black case for freshwater use) in a vertical position where it will not obstruct the full movement of your trolling motor.



***** IMPORTANT: The threaded cable end must be extended a minimum of 3 inches out of the T-5 Unit before installation. In addition the threaded cable end must be in the tilt tube before tightening. Failure to do so may result in damage to unit.**



GETTING STARTED

Here is a list of the tools and supplies that you may need:

Tools and Equipment:

Electric drill with 1/8" drill bit, Phillips head screw driver, tube of dielectric grease for the electrical connections, 1-1/4" wrench or equivalent tool, hacksaw

NOTICE

DO NOT CUT THE ROD UNTIL ALL THE DIRECTIONS HAVE BEEN READ AND YOU ARE SURE OF THE ROD LENGTH

YOU WILL NEED AT LEAST 9" ON ONE SIDE OF YOUR KICKER MOTOR AND 14" ON THE OTHER WITH A T-4, AND AT LEAST 5" ON ONE SIDE OF YOUR KICKER MOTOR AND 14" ON THE OTHER WITH A T-5

*****Wireless Remote (55-0105) is also available as an option*****

WARNING!

Never operate the wireless remote from outside the boat!



MOUNTING THE T-4/T-5 TO THE TILT TUBE

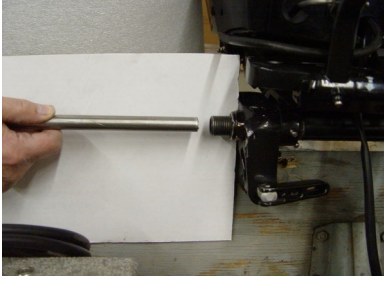
NOTICE: THE T-4/T-5 IS DESIGNED TO BE MOUNTED ON EITHER SIDE OF YOUR MOTOR. HOWEVER IN SOME INSTALLATIONS, THERE MAY NOT BE ENOUGH ROOM BETWEEN YOUR MAIN ENGINE AND KICKER MOTOR. IF THIS HAPPENS AN ADDITIONAL SETBACK PLATE MAY BE NECESSARY. T-4/T-5 CAN BE MOUNTED ON EITHER SIDE. OF THE MOTOR

Follow these instructions for easy mounting of the T-4/T-5.

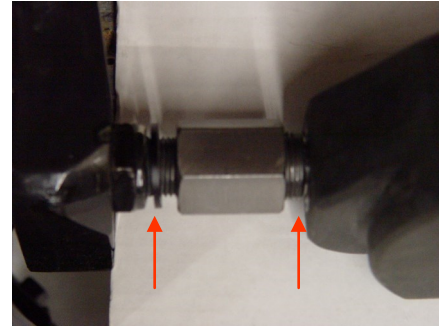
1. Insert the **drive rod** end without the hole, into the tilt tube. Make sure you put it into the end opposite the side you plan on mounting the T-4/T-5 body (Picture 1)
2. The thread length on the tilt tube and the T-4/T-5 must be the same. To do this, simply count the threads on each. To increase the threads on the T-4/T-5, turn the nut counterclockwise. To decrease the threads on the T-4/T-5, turn the nut clockwise. (In some cases, you will always have more threads on the tilt tube. In that case, place a supplied nylon spacer/spacers on the tilt tube to make up the difference and then adjust the nut on the T-4/T-5 accordingly.) (Picture 2).
3. When Step 2 is done, place the T-4/T-5 onto the tilt tube opposite the drive rod and push the T-4/T-5 body toward the motor while turning the nut (clockwise). The T-4/T-5 body will automatically tighten as the nut is tightened to the tilt tube. The nut must be tight against both the T-4/T-5 body and the motor when complete (Picture 3).

NOTE: 1. If you are having difficulty tightening the nut, it may be from excess paint on the tilt tube threads. Clean the threads with a wire brush and retry. **2.** The tilt tube may turn when you are trying to tighten the T-4/T-5 nut. Prevent the tube from turning using an appropriate tool [1 -1/4" wrench]. **BE CAREFUL** not to damage the threads.

4. Thread the drive rod (Step 1) clockwise on to the T-4/T-5 gear bar until secure. At that point, **loosen** the rod at least **one full turn** so the rod can rotate.



Picture 1



Picture



Picture 3

MOUNTING THE BALL STUD TO THE MOTOR

NOTE: The ball studs and quick disconnects come assembled. Remove the ball studs from the quick disconnects by pulling back the spring loaded sleeve. You will have one extra washer and nut that you will not use.

Attach one ball stud to the front of your kicker motor and toward the same side as that of the T-4/T-5 drive rod.. Some motor manufacturers have a special bracket that can be purchased from them, (i.e. Mercury) that will eliminate the need to drill a hole. (Picture 1)

Other manufacturers may already have a pre-drilled hole that will accept our ball stud. (See picture 2)



Picture 1



Picture 2

If you own a motor that does not fit into either one of these categories then you will have to drill a hole in your motor to mount the ball stud. Look directly in front of the motor cover to determine where is the best place for you to drill a hole . The ball stud can be installed with the ball up or down. The only concern is that you need to have enough room to attach the quick disconnect over the ball stud. (See picture 3) (55-5705 optional bracket is used in pictures 3)



Picture 3

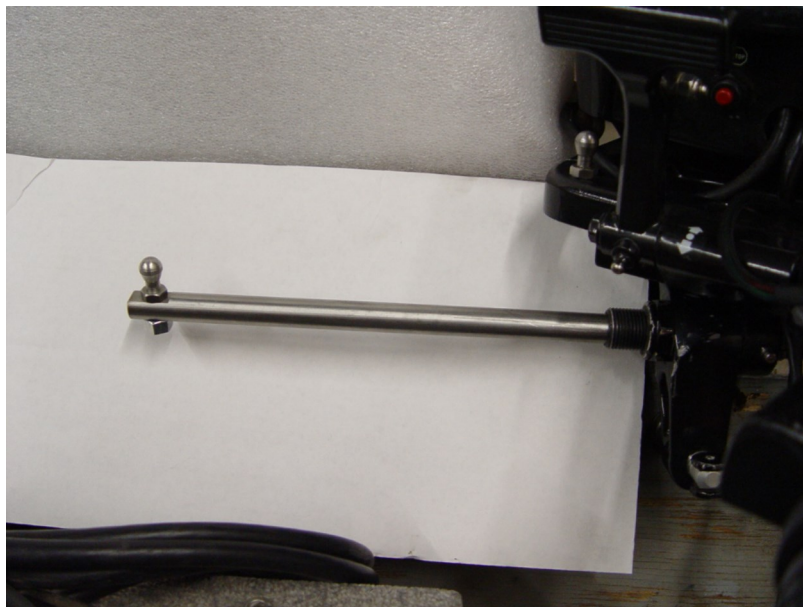
If you do not have adequate room to attach the quick disconnect to the ball stud, you will have to use our flat mounting brackets (included), in order to give you adequate room. You will need to drill two holes and attached the brackets as shown . (See picture 5)



NOTE: If using the flat mounting brackets, it is best to keep them as short as possible. The kicker ball stud should be as close to the kicker frame as possible.

INSTALLING THE CONNECTING ROD

1. Place a ball stud through the hole in the drive rod and tighten it securely.
2. Cycle the T-4/T-5 so the drive rod is fully extended (see Picture)
3. Turn your motor all the way toward the drive rod.
4. Place a jam nut and a quick disconnect on the bent threaded part of the **connecting rod** .
5. Connect the rod to the ball stud on your motor.
6. Measure from the end of the quick disconnect on your motor to the outer edge of the ball stud on the drive rod. Make note of this measurement and add 1”.
7. Cut the rod and attach the other quick disconnect.
8. Place the quick disconnect over the ball stud on the drive rod. (if the connecting rod assembly is too long, loosen the drive rod so the quick disconnect will fit over the ball stud.).
9. Press one of the buttons on the remote (**55-0105 wireless option also available. Details on page 8**) . Check for any binding or rubbing of the connecting rod. If the connecting rod binds anywhere, bend the rod to alleviate any binding. (**NOTE: The drive rod will rotate when moving.**)



OPERATING TIPS

It is not necessary to disconnect the steering rod from the kicker ball stud or **T-4/T-5** when tilting your kicker engine. The quick disconnect will automatically move into the correct position.

However, it is highly recommended that when using your main engine you disconnect the steering arm from the kicker ball stud. The kicker engine has a tendency to shift from side to side when running your main engine or when trailering. This movement may be enough to put additional stress on the steering arm or ball stud. The simple and easy way to prevent your steering arm from being damaged when running or trailering is to purchase an additional ball stud and mount it on your transom deck. Attach the loose end that you have disconnected from the kicker to the ball stud mounted on the transom. The other solution is to disconnect both ends from the ball studs and store the rod in a convenient location. If this solution is used, the drive rod **MUST** be securely threaded on to the **T-4/T-5**.

WARNING: NEVER STAND ON OR PUT DOWNWARD PRESSURE ON THE T-4/T-5 BODY. IT CANNOT BE USED AS A STEP OR RESTING PLACE FOR YOUR FOOT WHILE FISHING.

MAINTENANCE

The following is a list of items to do periodically to insure the longevity of your **T-4/T-5**

1. Frequently check the mounting nut holding the **T-4/T-5** to your motor. Tighten as necessary.
2. Frequently check the ball studs. Make sure they are tight.
3. Depending on use, grease the **T-4/T-5** at least once a year. 1 to 2 pumps of grease is sufficient.
4. Clean the drive rod at least once a season and **lightly** re-grease using the grease zerks on the motor.
5. Make sure electrical connections are tight.