INSTALLATION STEPS

*PLEASE READ THESE INSTRUCTIONS COMPLETELY **BEFORE** BEGINNING INSTALLATION*

TOOLS REQUIRED

- *TAPE MEASURE*
- *PERMANENT MARKER*
- *PHILLIPS HEAD SCREWDRIVER*
- *ADJUSTABLE WRENCH*
- *3/16" ALLEN WRENCH*
- *9/16" WRENCH*
- *5/8" WRENCH*
- *1/2" WRENCH*

IF YOU ARE INSTALLING THE POWRTRAN STEER TUBE KIT (PART# STK-100) PLEASE REFER TO STEPS 1-2. IF YOU ARE INSTALLING THE PYTHON USING YOUR MOTOR'S EXISTING STEER TUBE, SKIP STEPS 1-2 AND MOVE ON TO STEP 3

STEP 1

(FOR STK-100 APPLICATIONS ONLY)

Place the hook arms of your bracket around your motor's clamps and position the blocks flat against the clamps.

STEP 2

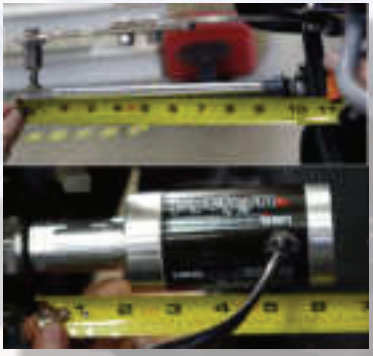
(FOR STK-100 APPLICATIONS ONLY)

Use a 1/2" Wrench to tighten the nylock nuts.

STEP 3

Clean the Steer Tube of debris–a few shots from an air compressor should do the trick.

STEP 4



Check for proper clearance. The Python Motor can be mounted on either side of your kicker. You will need at least 6 1/2" of clearance on the side you mount the motor on. You will need at least 9" of clearance on the side you mount the linkage. ***NOTE: If you need to mount the motor on the starboard side of your kicker, you will need to make a few small adjustments to your linkage which will be explained in Steps 22-24.***

STEP 5

Once you have determined which side the linkage will be mounted on, you can insert the actuator through the steer tube. The threaded eyelet of the actuator will need to be inserted into the steer tube first and will need to end up on whichever side of the motor the linkage will be mounted on. ***NOTE: You will need to remove the grey wiper nut from the actuator before inserting it. Once the actuator is in place, tighten the wiper nut onto the end of the steer tube nearest the actuator eyelet.***

STEP 6

Place the included wavy washer from the motor packaging onto the actuator coupler. ***NOTE: The wavy washer will allow you to position the motor wires properly in STEP 10 so it is very important you do not skip this step!***

STEP 7

Line up the slot in the motor shaft with the shaft inside the coupler on the actuator.

STEP 8

Slide the motor onto the coupler making sure that the shafts engage one another.

STEP 9

Apply light pressure to the actuator to keep the shafts engaged as you twist the motor onto the steer tube. Tighten the motor until you feel the bearing on the actuator bottom out.

STEP 10

The wavy washer will now allow up to 1/4" extra turn so you can position the wires coming straight forward into the boat. Use your adjustable wrench to tighten the motor in place.

STEP 11

Mount your relay control box near the battery. Make sure the Red and Black wires from the relay control will reach their respective battery posts. ***NOTE: The relay control box is water resistant but it should be mounted where it can stay as dry as possible.***

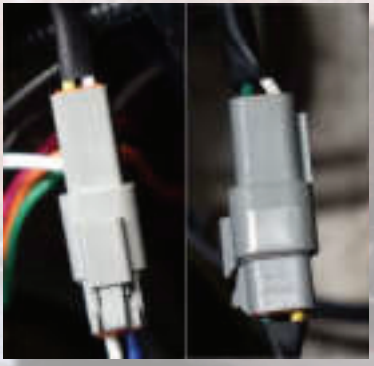
STEP 12

Mount your two-button switch wherever you would like it in the boat and route the cable back to the relay control box.

STEP 13

Route your motor cable back to the relay control box.

STEP 14



Connect the two-button switch to the relay control box making sure to line up the locking connections on the gray connectors. Then connect the motor to the relay control box, again lining up the locking connections.

STEP 15

Connect the Red (+) wire from the relay control box to the Red (+) post on your battery, then connect the Black (-) wire from the relay control box to the Black (-) battery post.

STEP 16

Using the two-button switch or wireless remote, retract the actuator as far in as it will go. Using your permanent marker, make a mark on the actuator where it meets the wiper nut.

STEP 17

Now, using your control, extend the actuator out as far as it will go. Using a tape measure, measure the distance between the wiper nut and the mark you made in Step 16.

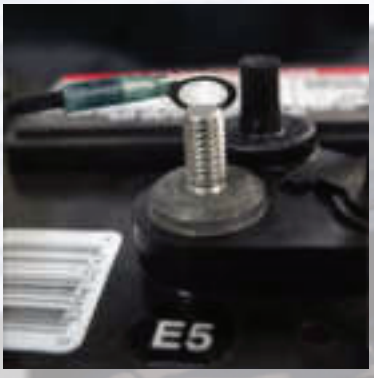
STEP 18

Using your permanent marker, mark the spot on the actuator that is exactly halfway between the wiper nut and the mark you made in step 16.

STEP 19

Retract the actuator until the mark you made in Step 18 is flush with the wiper nut.

STEP 20



Disconnect the Black (-) relay control wire from the battery.

STEP 21

Position your motor in a straight line facing forward. You are now ready to install the linkage.

INSTALLING YOUR LINKAGE

There are a few different options with the linkage so please pay close attention to the notes below before you proceed.

If you are mounting the linkage on the Port side, follow Steps 22-24 to make the necessary adjustments to your linkage arm.

If your kicker motor was previously equipped with a tie bar to the main motor, it may be possible to use the existing bracket in place of our bracket to mount the linkage.

If you are installing our Quick Disconnect option, it may be possible to skip Step 25 and mount the ball directly to the motor. To do this, you will need to find a hole near the center of the motor that the bolt will fit through and allow sufficient thread to tighten in place. Whether you are using the motor itself or our bracket, Step 26 will show you how to mount the ball for Quick Disconnect applications.

WHETHER YOU ARE USING QUICK DISCONNECT, OUR BRACKET, OR AN EXISTING BRACKET, MAKE SURE TO KEEP THE LINKAGE MOUNTING POINT AS CLOSE TO THE CENTER OF THE MOTOR AS POSSIBLE.

STEP 22

(FOR PORT-SIDE LINKAGE APPLICATIONS ONLY)

Remove the nylock nuts, washers and carriage bolts from the bottom of the linkage.

STEP 23

(FOR PORT-SIDE LINKAGE APPLICATIONS ONLY)

Pop the bronze bushing out of the end of the linkage arm, flip the arm over and re-insert the bronze bushing.

STEP 24

(FOR PORT-SIDE LINKAGE APPLICATIONS ONLY)

Place the linkage arm with the rubber grommet on top of the arm with the bronze bushing, replace the carriage bolts, washers, and nylock nuts.

STEP 25

Mount the standard bracket to your motor. ***NOTE: our bracket is designed to fit as many motor models as possible. You may need to adjust how you mount it to make it fit your motor. Just remember to keep the linkage mounting point as close to the center of the motor as possible.***

STEP 26

(FOR QUICK DISCONNECT APPLICATIONS ONLY)

Mount the ball upside down and use a 1/2" Wrench to tighten the nylock nut in place.

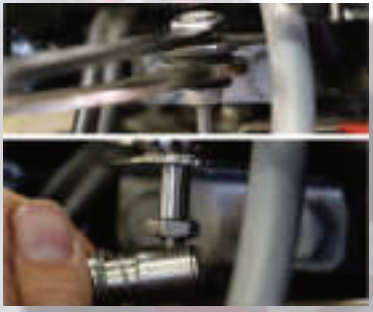
STEP 27

Remove the nylock nut from the bottom of the standoff bolt assembly and twist the standoff bolt into the threaded eyelet on the actuator. Then reinstall the nylock nut.

STEP 28

Remove the top bolt from the standoff bolt. Place the plastic washer in between the bronze bushing on the linkage arm and the standoff bolt. Then replace the top bolt so that it goes through the bronze bushing and plastic washer before tightening into the standoff bolt. Use a 3/16" Allen Wrench to tighten.

STEP 29



Now, attach the linkage arm to the motor. If you are using our Quick Disconnect option, simply compress the spring housing and attach it to the ball. If you are using our standard linkage, place the metal washer on the spacer bolt, then place the spacer bolt through the rubber grommet. Place the plastic washer between the grommet and the bracket. The install the nylock nut onto the spacer bolt and use a 1/2" Wrench to tighten.

STEP 30

Ensure your linkage is parallel with the steer tube. NOTE: This is incredibly important to the performance and life of your system. If the linkage is not parallel with the steer tube, you will cause undue stress to your motor and actuator. The standoff bolt is designed with adjustment room to move it up and down and the linkage can be mounted above the bracket or below it. You may need to spend some time adjusting everything but it will be well worth it!

STEP 31

Reconnect the Black (-) relay control wire to the battery. Then, using your control, turn the motor full left and full right. If you do not have even travel, adjust your linkage by loosening the carriage bolts and playing with the length of the arm until you achieve full, even travel in both directions.

STEP 32

Securely tighten all adjustment points, nuts, and bolts.