



# MODEL 55-0040

## OUTBOARD MOTOR TRIM AND TILT INSTALLATION AND OPERATING INSTRUCTIONS



**Designed for clamp-on motors up to 35 HP or 150 lbs**

REV. 2/17 99-55287

# INTRODUCTION

Please take a few moments to review the information contained in this booklet to familiarize yourself with the installation procedures suggested to successfully mount your new trim and tilt. Installation is easy, particularly when you know each step ahead of time.

BEFORE USING YOUR MOTOR LIFT READ THE OPERATING TIPS AT THE END OF THE BOOK-LET FOR PRECAUTIONS WHEN USING YOUR MOTOR LIFT ON THE WATER AND WHEN TRAILERING YOUR BOAT.

**Here is a list of the tools and hardware that you will need:**

## Tools and Equipment:

1. Electric drill with 1/8, 3/16, 3/8 and 1/2 inch drill bits
2. Two 3/4 inch wrenches
3. A Phillips head screw driver
4. For heavier motors, a hoist to lift the motor while installing the bracket

## Hardware and Supplies: (not included)

4 – 1/2 inch diameter stainless steel Hex Cap Screws of the appropriate length\*\*\*

4- 1/2 inch stainless steel Nylon insert nuts

8 – 1/2 inch stainless steel flat washers

1 – Tube of clear RTV silicon for sealing the transom mounting holes  
(recommended)

1 – Tube of dielectric grease for the electrical connections (recommended)

2 – Security bolts that match the clamp bracket on your motor (recommended)

\*\*\* For proper bolt length selection see the information on the following page.

# BEFORE STARTING

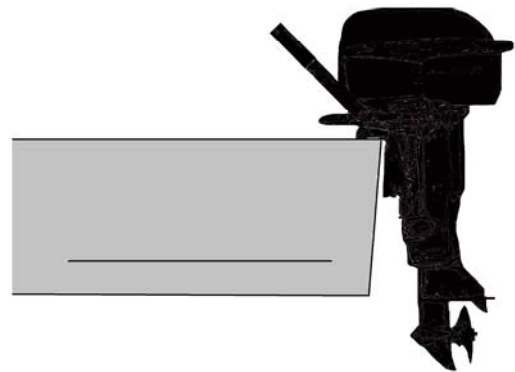
## Selecting the Mounting position

The Panther Model 40 is designed so that the motor must be mounted near or at the top of the transom. The unit should be mounted so that the prop will have sufficient depth when the motor is lowered into the water.

Once you have selected the best mounting position, be sure to check inside the transom to make sure that there is adequate clearance for the bolts and nuts and that the transom is sufficiently reinforced for mounting the bracket.

Remember that the Model 40 is designed for clamp-on motors up to 35 HP or 150 lbs. Under no circumstances should you exceed these parameters.

This diagram shows the approximate height your motor should be at when fully trimmed down. The cavitation/ventilation plate should be approximately even with the bottom of the transom



## How to measure for transom mounting bolts

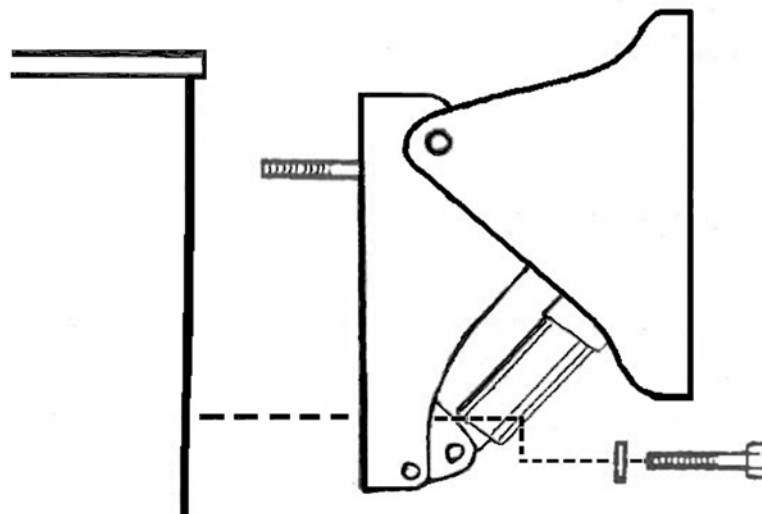
Because each transom is different, you will need to determine the right length of mounting bolts. For installations where mounting holes will be drilled, you can take this measurement after the holes have been drilled. Simply measure the thickness of the transom and add 2 inches.

## Make sure motor hoses and cables are long enough for set back

This motor lift bracket places your outboard 7 inches farther away from the controls, battery and gas tank. Check to make sure that each of these cables and hoses has the required amount of slack. An easy way to check this is to unclamp the outboard from the boat and secure it to an engine hoist. Simply move the motor hoist back 7 inches with all of the hoses and cables still connected. If it can be moved so that there is adequate slack in the cables, the motor lift will work.

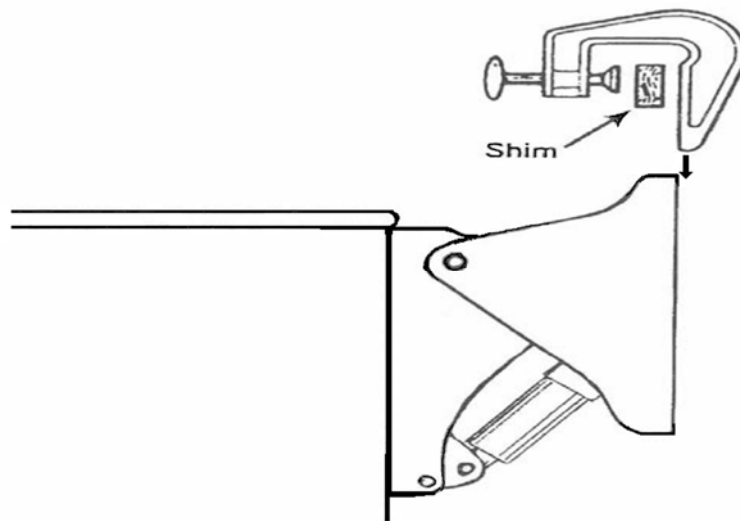
## MOUNTING THE MOTOR LIFT BRACKET

1. Hold the bracket in the selected location on the transom. Check to make sure that the hole placement will not interfere with any moldings, rivets, etc. You may find that using a stencil will make this easier. You can make your own stencil by tracing the shape of the transom plate on cardboard.
2. Make sure the bracket is level. Once the desired position has been determined, mark two upper and the two lowest holes. The two lowest holes MUST be used.
3. Using a 3/16 bit, drill a pilot hole in each location to make sure the holes are properly aligned and that there will be no interference with the mounting bolts. Finish drilling the holes with a 1/2 inch drill bit.
4. Before mounting the unit, apply a bead of RTV silicone sealant around the edge of each hole to insure a watertight seal.
5. To mount the unit to the transom use four 1/2 inch diameter stainless steel bolts with washers and nylon locking nuts. Start by placing a bolt with a washer into each of the upper mounting holes. Stick a piece of tape over the head of each bolt to hold them in place, then lift the unit up to the transom, align the bolts and slide the unit into place. Install the washers and the nuts inside the boat. Do not tighten the nuts completely until the lower bolts have been installed.
6. Complete the installation by inserting the two lower mounting bolts, together with washer and the nylon locking nuts. Tighten each bolt evenly, taking care not to over torque the nut to the point where the transom or the bracket could be damaged.



# MOUNTING THE MOTOR

1. Your motor lift bracket is supplied with a plastic 2 X 3 shim to help mount the motor to the bracket.
2. Place the shim on the inside of the motor plate, under the lip, and hold it in place while placing the motor over the top edge of the bracket. Snug the motor clamps against the shim.
3. Attach the electrical components, and slowly run the motor up to a full tilt position to make sure that there is sufficient clearance for the clamp bracket and the clamp handles. Reposition the motor as necessary.
4. Tighten the motor clamps securely. Use cable ties or other means to secure the clamp handles to prevent accidental loosening during operation.
5. Some motors allow for security bolts to be installed. If you have a motor that does, and the holes fall within the motor plate, drill mounting holes into the motor plate that match the size and location of the security bolt holes on the outboard motor. Install bolts, washers from the inside of the motor plate. Firmly tighten the nuts.

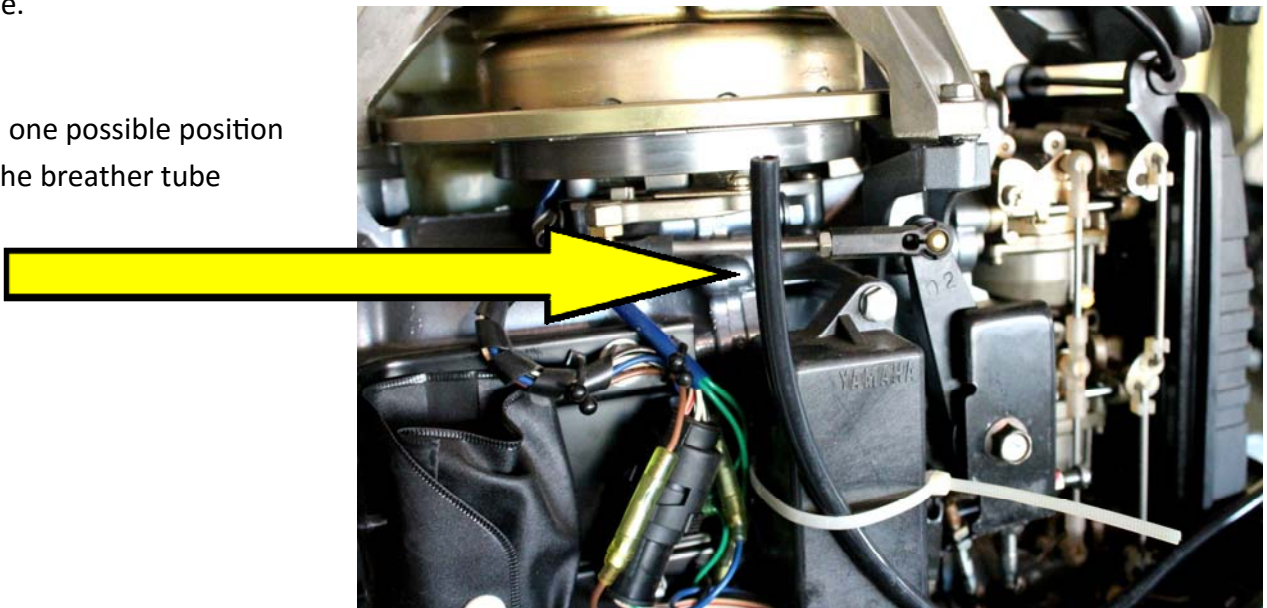


# THE BREATHER TUBE

The actuator is the mechanism that raises and lowers the motor. Because of its precision design, it is equipped with a “breather tube” to allow the actuator to have full up and down function. The breather tube allows the actuator to move freely without creating a vacuum. The breather tube **MUST** be mounted in a way to prevent water intake. The best location for this is under the hood of the motor.

1. Thread the breather tube through an existing opening in the base of the motor, or if necessary drill a 3/8 inch hole for access.
2. Making sure there is plenty of slack in the tube to allow for full movement of the motor, attach the breather tube inside the motor compartment in a location that will not be affected by moving engine parts. Use cable ties to ensure that the end of the tube stays high up in the compartment to prevent accidental water intake. The tube **MUST** be installed so that no water can get inside the breather tube.

This shows one possible position to mount the breather tube

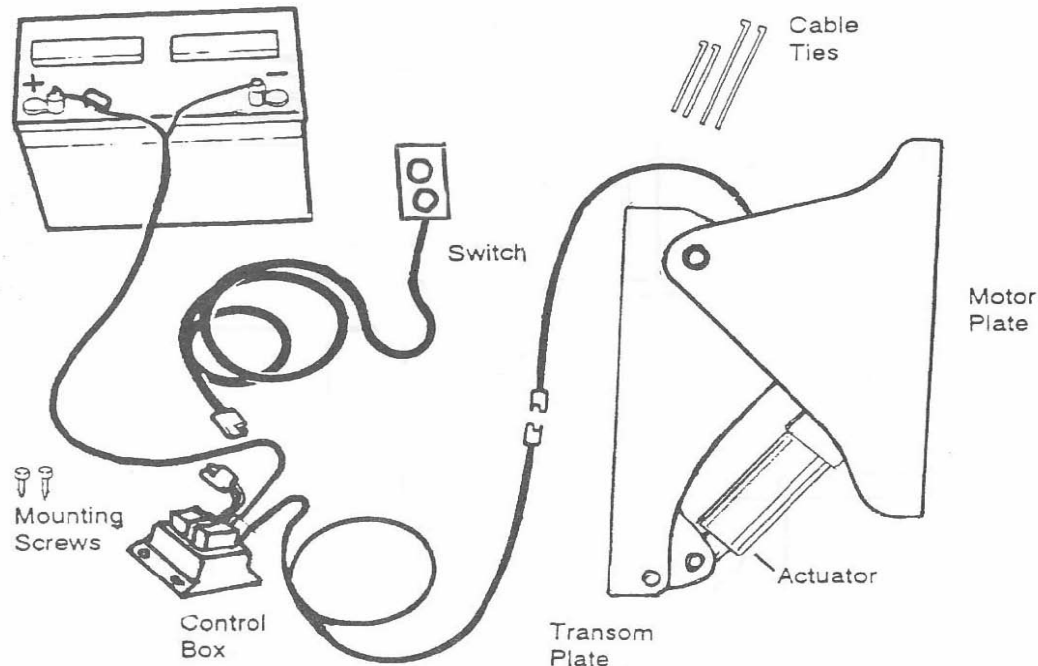


If your motor does not have a hood, cover, or cowling [this is often the case on large electric outboard motors], you must still be certain that the breather tube is fixed in a position where water cannot get into it. You should look for a closed compartment in the rear of the boat somewhere, and you may need to drill a hole to get the tube inside. Extending the breather tube with an additional section of similar size tubing may be necessary to reach a good location.

At no time should you operate your trim/tilt with the breather tube in a position where it could fall in the water or is exposed to the open air.

# ELECTRICAL CONNECTIONS

This unit is designed to operate off of a standard 12 volt battery and is generally connected to the boats main starting battery. Follow the illustration and instructions below:



1. Mount the electrical control module inside the boat using the two ½ inch screws provided
2. The push button switch can be mounted in any convenient location near the drivers' seat. For tiller operated motors, the switch can be strapped to the tiller arm with cable ties.
3. Run the three pronged switch lead to the control relay module and the two pronged lead from the control module to the bracket.
4. Apply a small amount of dielectric grease to each of the connectors and plug them together. (It is also recommended that these connections be wrapped with a waterproof tape or shrink tube.
5. After all connections are made, connect the ring terminal leads to the battery. Connect the red lead to the positive (+) terminal and the black lead to the negative (-) terminal.
6. Test the unit by running it up and down to make sure that there is adequate slack in the leads. Then using the cable ties supplied, secure all of the wiring to make sure it does not get pinched during operation.

# OPERATING TIPS

With proper care and usage, your Motor Lift unit will provide you with years of trouble-free use.

## 1. Trailering

The actuator used in your motor lift is a precision engineered electro-mechanical device that can deliver up to 5,000 lbs of force for high speed trimming. Through a unique linear ball screw gear mechanism, the actuator is designed to "park" where you put it and it should never settle.

However, as with original equipment trim and tilts, the unit is not designed to support your motor when trailering. Trailering can exert significant forces on your outboard that can cause damage to the motor lift mechanism and to the outboard itself. Therefore when trailering, always trailer with the motor in the fully lowered position or use a transom support bracket. (Panther offers the 55--1900 or the 55-2100 shown here)



## 2. While fishing...

Be sure to keep your motor in "tilt" mode so it can pop up if you hit an obstruction

## 3. Other great items from MarineTech...

If you use your auxiliary motor for trolling, consider adding a Panther Electrosteer and/or a TrollMaster for "hands off" direction and speed control.

# NOTICE

**DAMAGE CAUSED BY IMPROPER TRAILERING PROCEDURES OR WATER INTRUSION THROUGH THE BREATHER TUBE IS NOT COVERED BY THE PRODUCT WARRANTY. IT IS THE USER'S RESPONSIBILITY TO INSURE THAT THE NECESSARY PROCEDURES ARE FOLLOWED.**



## MAINTENANCE

### 1. Electrical Connections

Periodically, and at least once per season, be sure to check the electrical connection. As necessary, clean off all connections and reapply dielectric grease to protect the connection from corrosion

### 2. Use in Salt Water Area

This motor lift bracket is constructed of high quality marine grade aluminum alloys and stainless steel hardware making the unit suitable for use in many marine environments. However, if this unit is to be used in salt water area, it is necessary to attach a zinc anode to reduce corrosive effects. (Panther 55-9000) Anodes may be purchased through the dealer or ordering on our website. To prevent premature discoloration and corrosion, particularly in salt water and brackish water areas, it is a good practice to periodically wash down the Motor Lift unit with fresh water.

ZINC ANODE FOR SALTWATER



### 3. Grease

The actuator gear case is filled with grease at the factory. It may occasionally be necessary to add more grease through the zerk. You can add grease with the unit in any position. If your Trim and Tilt receives heavy use, perhaps once a year give it a supplemental pump or two of grease. Do not over do it, and it probably isn't necessary at all unless the actuator starts to become noisy. Putting in too much grease may cause more damage than good.

**Most replacement parts can be order off of our website**

**[www.marinetech.us/shop-for-parts](http://www.marinetech.us/shop-for-parts)**

# TROUBLESHOOTING

The following are some procedures to follow before calling in for service or warranty work.

## UNIT DOES NOT RUN

1. Check Battery & Connections.
2. Check Electric Motor.  
Use a double lead jumper and connect the motor's two prong plug directly to a battery.
3. If the motor still does not work, disconnect the motor from the actuator (held on by two small nuts) and plug directly to the battery.
4. If the motor works when it is disconnected from the actuator, the actuator/motor assembly needs replaced.
5. If the motor does not work when disconnected from the actuator, the motor needs replaced.
6. Check Relay Control & Push Button Switch.  
Unplug the three prong connector at the relay control and jumper between the Red and the Green wires to go down and between the Red and Blue wires to go up.

## UNIT RUNS IN ONE DIRECTION ONLY

### Check Relay Control & Push Button Switch

Unplug the three prong connector at the relay control and jumper between the Red and the Green wires to go down and between the Red and Blue wires to go up.

If the unit does not run the problem is the Relay Control.

If it does work then the problem is the Push Button Switch.

## UNIT RUNS BUT MAKES A GRINDING NOISE AND HAS LOW POWER

Gear case low on grease. Add three to four pumps of marine grade grease.

## UNIT RUNS BUT DOES NOT MOVE

replace actuator

## UNIT RUNS BUT MAKES CLICKING NOISE OR JUMPS

replace actuator

## UNIT STARTS AND RUNS ON ITS OWN

Replace relay control

## DETERMINE IF WATER IS IN ELECTRIC MOTOR

Remove through bolt that is closest to the wires and look for an indication of rust on the bolt. If so there is water inside of the motor housing.

# **SERVICE AND WARRANTY**

Should your unit ever require service please **do not return the product to your dealer**. Instead, contact our customer service department by email or phone for special instructions on shipping and handling. Be sure to call between 8:00 AM and 4:00 PM (Central Time) Monday through Friday. If the service required is covered by the warranty, it will be repaired or replaced as described below. If the service required is not covered by warranty (such as damage caused from improper trailering or from water intrusion through the breather tube, replacement parts are available for purchase and may be paid for by credit card.

The warranty coverage on this equipment is limited to the terms set forth below:

MarineTech Products, Inc. warrants this product to be free of defects in material and workmanship for a period of ONE (1) YEAR from the date of original retail purchase. **Positive proof of date of purchase is required for warranty service.** If the service required is covered by warranty, the unit will be repaired or replaced with new or factory rebuilt parts at no charge. The defective components must be returned to the address specified, with shipping charges prepaid. Be sure to include your name, address, telephone number and a copy of the sales receipt showing the date of original retail purchase. All sales receipts are subject to verification.

This warranty does not apply if the unit has been damaged by accident, abuse, misuse, poor installation or misapplication, or if it has been modified from its original condition, or if any serial number has been removed or defaced or altered. **This warranty does not cover any expense to remove or reinstall the unit or any of its components.** If a returned unit is not covered by warranty, the sender will be notified and given an estimate of the charges to repair or replace the unit, together with the return shipping charges.

THIS WARRANTY DOES NOT COVER SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM ANY BREACH OF WARRANTY, OR UNDER ANY OTHER LEGAL THEORY, INCLUDING BUT NOT LIMITED TO DAMAGE TO OR REPLACEMENT OF OTHER EQUIPMENT AND PROPERTY. THE WARRANTY AND REMEDIES SET FORTH ARE EXCLUSIVE AND IN LIEU OF ALL OTHERS, WHETHER ORAL OR WRITTEN, EXPRESS OR IMPLIED. DUE TO THE SPECIAL AND UNIQUE CONDITIONS THAT MAY EXIST IN EACH APPLICATION, THE MANUFACTURER SPECIFICALLY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. NO DEALER, AGENT OR EMPLOYEE IS AUTHORIZED TO MAKE ANY MODIFICATION, EXTENSION OR ADDITION TO THIS WARRANTY.

Some states do not allow exclusion of incidental or consequential damages, so the above exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other legal rights, which may vary from state to state.

## **FOR SERVICE**

**send an email to - [info@marinetechproducts.com](mailto:info@marinetechproducts.com)**

**or call 651.486.2010**

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