

How to Prevent Excessive Wear of the Control Line on your TillerClutch

If you think your control rope is wearing out too fast, please read the following information.

The control line for the TillerClutch is made of a firm, 3/16-inch abrasion-resistant polyester double braid rope. With proper use, the rope can last for years. It should exhibit only minor fuzzing of the outer jacket as long as it has not become UV damaged. Ideally, the line should be stored under a tiller cover when not in use.

Important: If you experience any of the problems listed below, your control line is likely worn and should be replaced. You can buy the correct kind of control line in 12' and 16' lengths with specially prepared ends from [WaveFront](#) or see the [Owner Guide](#) to prepare your own. Continued use of a worn out, frayed control line can cause tough lint to build up inside the TillerClutch mechanism, hampering its operation or even jamming it.

Problem: The TillerClutch is mounted too far aft on your tiller, or the tiller is too short for the boat.

Cause: Shortened geometry affects the TillerClutch holding ability, possibly allowing for excessive slippage that will damage the rope. Improper positioning also makes the accessory much less convenient and less safe to use.

Solution: Remount the unit under the tiller 6" to 8" from the forward end.

Problem: Wear occurring while the boat is docked or moored and not in use.

Cause: In this case, the TillerClutch is being used to lash the tiller on a long-term basis. Ceaseless water action on the boat rudder can eventually fatigue the outer jacket of the line at the pinch-point and separate the fibers. Short term, as during trips, this is not a problem.

Solution: When the boat is not in use, either use a separate line for lashing the tiller or loosen the control line enough to throw a loop over the tiller from each side, then tighten it again. (Just remember to unwrap it before sailing).

Problem: Wear occurring from rough use.

Cause: Excessive wear can occur from frequently overpowering the TillerClutch without first clicking the lever to release the clutch. The clutch

is meant to grip the line firmly, so forced slippage can accumulatively abrade the outer jacket of the line.

Solution: Develop a habit of clicking the lever “off” while making steering corrections. You will also find that you get a better sense of how the boat is sailing without friction in the steering.

Problem: The TillerClutch is slipping frequently under sail. Infrequent slipping is acceptable and can help protect boat rudders from overloading. But too much slippage can fray the line. There are four possible causes.

Cause 1: Trash buildup within the TillerClutch. Rope lint, sand or dirt accumulated in the mechanism can impede holding performance.

Solution: Remove the control line. Lift the tiller and pull out any visible lint or debris with tweezers. Try to flush out any debris with water, until you get a clean, sharp click with the lever. (Never use WD-40 or other solvents or oils, and do NOT disassemble it). If cleaning does not restore proper function, or if you have any doubt, return your TillerClutch to WaveFront for free servicing.

Cause 2: High tiller loads. Heavy tiller loads can be due to a heavy weather helm, sailing frequently in rough conditions, or having a massive or a large keelboat.

Solution: In this case, you may need the doubled holding power of the TillerClutchX model. To [upgrade to the “X” model](#), please [contact](#) us.

Cause 3: Incorrect rope used as the control line. If the line is slightly large, it will drag through the mechanism causing improper friction and wear. A rope that is too small, soft, or slick will not produce the needed gripping power within the clutch. Inexpensive rope lacks the needed wear resistance.

Solution: Replace the line with New England Ropes 3/16” diameter Sta-Set (not Sta-SetX) or an equivalent firm polyester double braid. The ends need to be finely prepared as explained in the [Owner’s Guide](#). You can order replacement lines from [WaveFront](#) at a minimal cost.

Cause 4: Damaged TillerClutch.

Solution4: If your TillerClutch is damaged, broken, or malfunctioning in any way, please [contact us](#) regarding our limited lifetime warranty.

Problem: The TillerClutch will not stay disengaged, or when the line is removed, the lever makes a dull thud rather than a sharp click sound.

Cause: An accumulation of rope lint or debris inside the mechanism is blocking full lever-motion.

Solution: Remove the TillerClutch and the control line. Pull out any visible lint or debris with tweezers or a small hooked wire through the front screw holes and other openings. Try to flush out any debris with water until you get a clean, sharp click with the lever. (Never use WD-40 or other solvents or oils, and do NOT disassemble it). If cleaning does not restore proper function, or if you have any doubt you can return your TillerClutch to WaveFront for free servicing.

For Servicing or Warranty

WaveFront is committed to offering the best possible customer service. If you experience any problems or have questions, please contact us and we will respond as quickly as possible.

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