

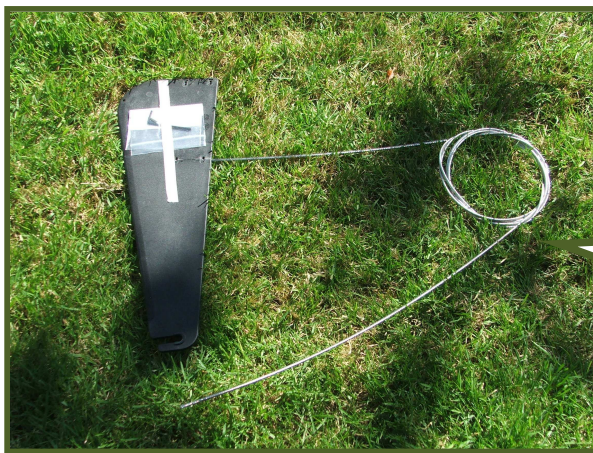
CAPELLA SKEG REPAIR

(STEEL SLIDER TUBE VERSIONS)

John Norris – 2009.

Here's a little addendum to the item on repairing / replacing your skeg, (see the main article at http://www.ukseakayakguidebook.co.uk/skeg_repair/art_skeg_repair.htm) this dealing specifically with the known problem of getting the wire into the steel slider tube fitted on some Capellas. I should have taken more photos to illustrate it, but I didn't so it's extra words I'm afraid.

My skeg cable was damaged, probably as a result of drawing it up on the riverbank and settling it down without retracting the skeg first. Result – bent cable.



**DON'T CUT THE
OVERLONG CABLE
UNTIL AFTER
INSTALLATION.**

Here is the new skeg / cable assembly laid out on the moss and grass that pretends it's a lawn in my back garden. It's a long cable (2515mm / 8' 3"), but don't cut it until after installation unless you have proper BOWDEN CABLE cutters, like those used in bike shops. P&H provide a new grub screw and Allen key for other variants.

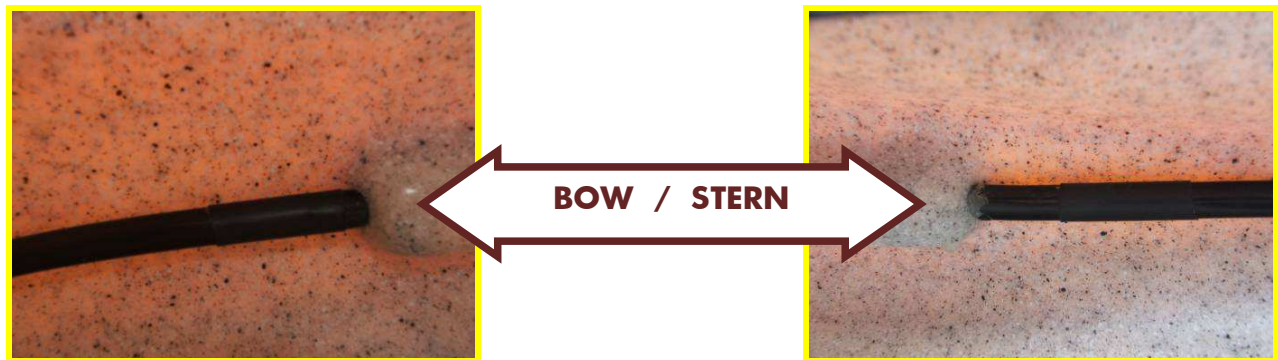
Retracting the old cable is just as per the original article. Undo the crosshead screw (not usually a problem if it's your own boat and you are careful with driver selection. Mine needed a no.1 Phillips).

Then lube the new cable with something other than grease (I used MR. SHEEN). It's an odd sized jet on Mr. Sheen aerosols. If you can get one that'll accept the little red straw found on the side of WD40 and it's competitors you'll be able to lube the run rather than the cable and this makes feeding it in a whole lot easier.



Feed the cable in carefully as I found that getting it around the 1st bend was a little awkward. Overcome this by just tweaking the tube a little. You find it easier still if you undo and release the retaining clip. Continue feeding in. If you are lucky the new cable will run right the way through. If, like me, it doesn't then you'll probably find that the cable has stopped at the point where it is supposed to enter steel slider tube.

Tom suggests possibly removing the skin fittings on the cable run inside but as you can see mine is made up from various pieces of tubing with heat shrinkable tubing holding it all together. It looked to be pretty well sealed as well so I was not of a mind to wreck this.



I found that if you grip the tube with a thin nosed pair of pliers you can easily push it towards the back of the boat, far enough for the front of the tube to leave its guide. There is a slight bend in the tube and if you just roll the tube a little you can see the best way to draw it out, then just pull it forwards and withdraw. Pull the cable back slightly and use this opportunity to squeeze in a bit more lube. Now push the cable through, once out of the hole you can see if there is any damage. I had a couple of strands starting to unravel but these were easily returned to their place. Now feed the steel slider over the cable and back into its guide pushing it well to the stern to allow room to feed the cable into the front guide. **DO NOT FORGET TO REFIT THE KNOB IF YOU HAVE REMOVED IT.** Once the cable is in slide the tube forward until it sits in both guides. To adjust, deploy the skeg making sure the blade does not drop lower than the guides. Slide the tube back over the cable so that the screw hole is near to the rear guide, position knob and tighten screw. Happy paddling!

**STEEL TUBE CAN BE
SLID BOTHWAYS TO
ALLOW FOR
REMOVAL.**



**ENSURE SKEG
REMAINS INSIDE
GUIDES WHEN
ADJUSTING**

