

Read all instructions thoroughly before installation. Failure to comply with instructions may result in unsatisfactory instrument performance. Improper or use of product for other than it's intended use will void your warranty.

1.) The sender may be used with any type of steering. In most installations the sender arm will be pointed aft. A typical installation is shown in Figure 1.

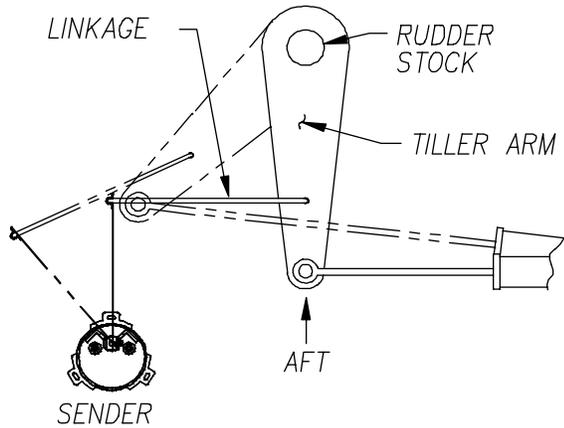


Figure 1

2.) Most installations are unique, it may be necessary to construct a platform on which to mount the sender to be in the proper position relative to the steering mechanism. It will be necessary to fabricate a linkage (i.e.; a small diameter stainless steel rod) to connect the sender arm to the rudder's tiller arm or quadrant. The linkage must be free to pivot at either end. Also, position the sender so that when the steering is turned from "stop to stop" the sender arm's 6.5 inch travel limit is not exceeded (see Figure 2). Exceeding this travel limit will result in damage to the sending unit.

The sender's terminal marked "G" is connected to the gauge's "S" terminal. The sender's terminal marked "-" is connected to a common ground.

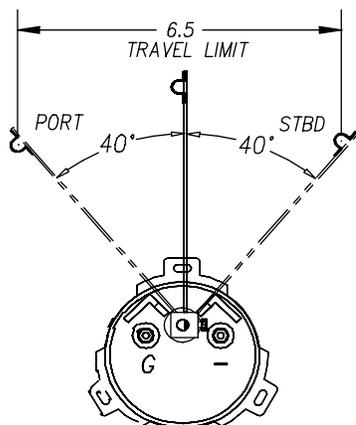


Figure 2

3.) The attachment points of the linkage to the steering mechanism and the adjustable length of the sender arm are the controlling factors for staying within the travel limits. Sender arm adjustment is shown in Figure 3.

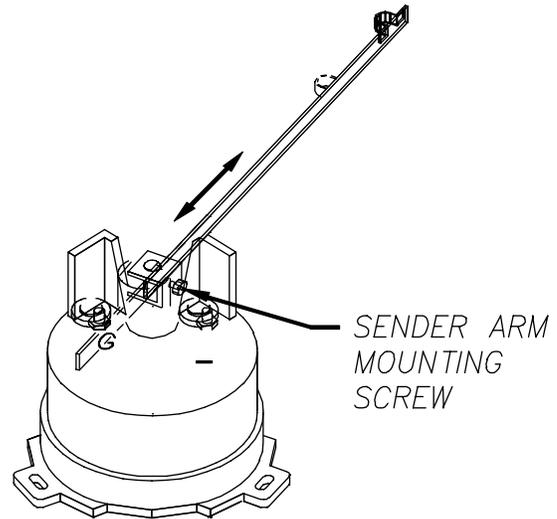


Figure 3

4.) The last step in this installation is fine adjustment. This is to center the gauge's pointer (see Figure 4). Only a small angular adjustment, if any, should be necessary if your installation was done correctly. Be sure the rudder is exactly amidships. With the sender's mounting screws loosened, rotate the sender slightly to PORT or STARBOARD until the gauge's pointer indicates amidships. Retighten the mounting screws. Your installation is now complete.

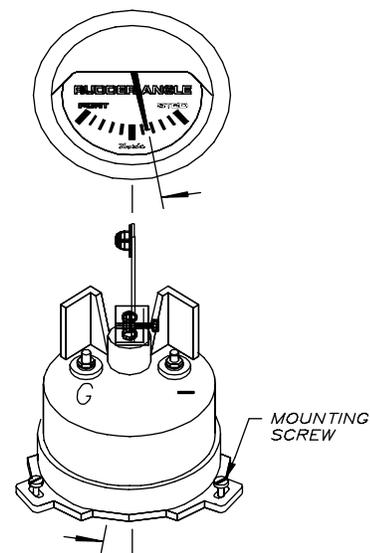


Figure 4