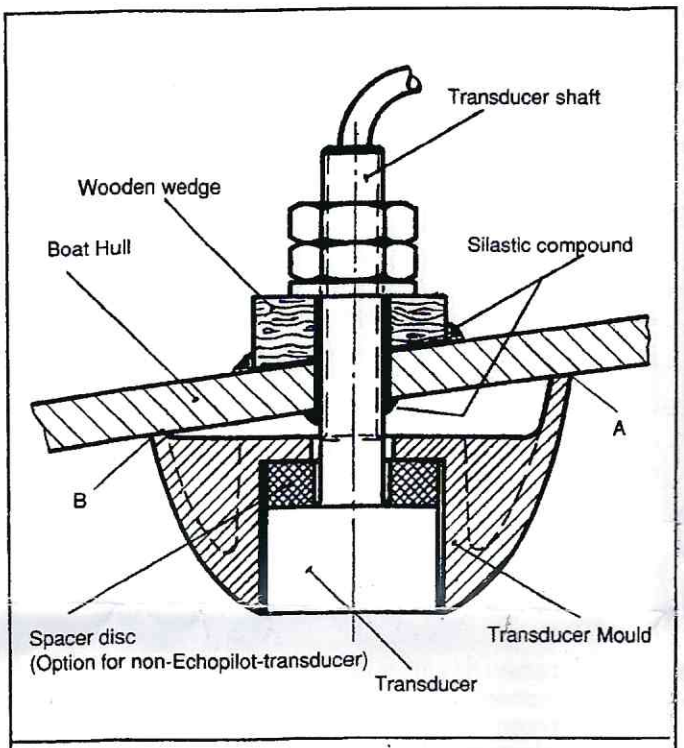
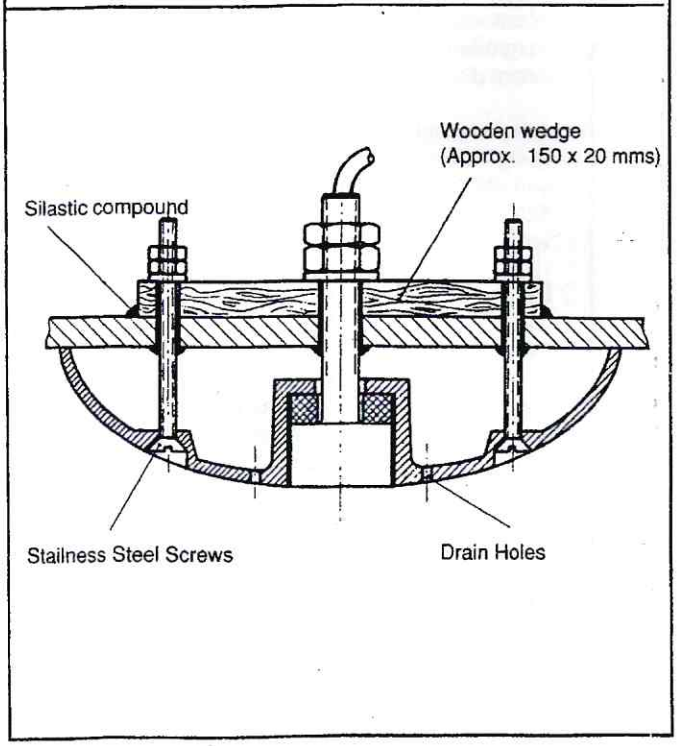
FERROPILOT

Mounting of Transducer Outboard of Hull





This installation kit has been designed for all yacht echosounder transducers possessing a head of 38 mms diameter, e.g. Echopilot, Seafarer, Echosounder 120, Depthfinder 120, etc., to facilitate installation on wood/steel-boats and GFK-hulls.

Most often at GFK-hulls the inboard-installation will be more preferable, however, in case the laminate has been foamed up too thick or possessing two walls, then the hull must become drilled to allow the transducer to come in direct contact with water.

The streamlined plastic mould is preventing turbulences and demages by drifting objects.

At displacement types of boats the installation site should be chosen in one third of the length and at two thirds from the waterline to the keel athward ship; however the keel must be out of 45° of the center of the emitted sound beam. At gliding types of boats the transducer should be installed at that part of the hull keeping always in bubble-free water.

No echosounder will work satisfactorily in an air/water mixture. So great care should be taken to locate the best possible position and some experiments may be made to get optimum results.

INSTALLATION:

Hold the transducer-mould to the intended location under the hull and check, whether the given slant of 8° would be sufficient to mount the transducer pretty **vertically.** In case the slant is less than 8°, then the wall A has to be filed off with a rasp. An increase of the slant (to max. 20°) will be obtained by filing off wall B.

Following this the mould will have to be held anew under the keel and the three holes for the shaft of the transducer and the stainless steel screws being marked. The holes must be drilled vertically to the boat .

When fitting an non-Echopilot-transducer a spacer will be necessary.

During the installation care must be taken that the three holes (approx. 2 mms wider than the shaft diameter) will be filled out with the Silastic compound, supplied with the kit. It would be good policy to use a wooden wedge made up according to the slant - inside of the hull and to coat it at it's underside sugglently with Silastic compound as well.

By means of careful tightning of the nuts - without using too much force - a safe sealing seat of the installation kit and the transducer will be achieved.

To prevent possible damages caused by freezing in the winter quarters the two bore holes inside of the mould should be clean, so that penetratet water may drain off.

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