Follow the precautions below for optimal product performance and to reduce the risk of property damage, personal injury, and/or death.

**WARNING:** Always wear safety glasses, a dust mask, and ear protection when installing.

**WARNING:** The valve is not a watertight seal! Always install the insert or blanking plug. Be sure it is fully inserted into the housing and the cap nut is screwed on completely for a watertight seal.

**WARNING:** The O-rings must be intact and well lubricated to make a watertight seal.

**WARNING:** To retrofit the insert in a housing **without** a valve, the insert must have a **BLACK** O-ring near the top to make a watertight seal.

**WARNING:** Stainless steel housing in a metal hull—Be sure the washer contacts the hull. Do not tighten the hull nut with the washer against the isolation bushing, as the housing will not be firmly installed.

**WARNING:** Always attach the safety wire to prevent the insert or blanking plug from backing out in the unlikely event that the cap nut fails or is screwed on incorrectly.

**WARNING:** Immediately check for leaks when the boat is placed in the water. Do not leave the boat unchecked for more than three hours. Even a small leak may allow considerable water to accumulate.

**CAUTION:** Plastic housing—Never use a fairing with a plastic housing; the protruding sensor would be vulnerable to damage from impact.

**CAUTION:** Metal housing—Never install a metal housing in a vessel with a positive ground system.

**CAUTION:** Stainless steel housing in a metal hull—A stainless steel housing must be isolated from a metal hull to prevent electrolytic corrosion. Use the isolation bushing supplied.

**CAUTION:** Never pull, carry, or hold the sensor by its cable. This may sever internal connections.

**CAUTION:** The arrow on the top of the insert must point forward toward the bow to align with the water flow.

**CAUTION:** Never use solvents. Cleaner, fuel, sealant, paint, and other products may contain solvents that can damage plastic parts, especially the transducer's face.

**IMPORTANT:** Read the instructions completely before proceeding with the installation. These instructions supersede any other instructions in your instrument manual if they differ.
Tools & Materials
Safety glasses
Dust mask
Ear protection
Water-based anti-fouling paint (mandatory in salt water)
Electric drill with 10mm (3/8") or larger chuck capacity
Drill bit for pilot hole 3mm or 1/8"
Hole saw:
  Plastic or metal housing in non-metal hull 51mm or 2"
  Stainless steel housing in metal hull 57mm or 2-1/4"
Sandpaper
Mild household detergent or weak solvent (such as alcohol)
File (installation in a metal hull)
Marine sealant (suitable for below waterline)
Slip-joint pliers (installing a metal housing)
Grommet(s) (some installations)
Cable ties
Installation in a cored fiberglass hull (page 4):
  Hole saw for hull interior 60mm or 2-3/8"
  Fiberglass cloth and resin or Cylinder, wax, tape, and casting epoxy

Mounting Location
CAUTION: Do not mount the sensor in line with or near water intake or discharge openings, or behind strakes, fittings, or hull irregularities that will disturb the water flow.

- The water flowing under the hull must be smooth with a minimum of bubbles and turbulence (especially at high speeds).
- The sensor must be continuously immersed in water.
- The transducer beam must be unobstructed by the keel or propeller shaft(s).
- Choose a location away from interference caused by power and radiation sources such as: the propeller(s) and shaft(s), other machinery, other echosounders, and other cables. The lower the noise level, the higher the echosounder gain setting that can be used.
- Choose a location with a minimum deadrise angle, so the transducer beam will be aimed at the bottom.
- Choose an accessible spot inside the vessel with a minimum of 280mm (11") for the height of the housing, tightening the nuts, and installing the insert.

Boat Types (Figure 2)
- Fin keel sailboats—Mount on or near the centerline and forward of the fin keel 300–600mm (1–2').
- Full keel sailboats—Locate amidships and away from the keel at the point of minimum deadrise.
- Displacement hull powerboats—Locate amidships near the centerline. The side of the hull where the propeller blades are moving downward is preferred.
- Planing hull powerboats—Mount well aft to ensure the sensor is in contact with the water at high speeds.

Anti-fouling Paint
Aquatic growth can accumulate rapidly on the sensor’s surface reducing performance within weeks. Surfaces exposed to salt water must be coated with anti-fouling paint. Use water-based anti-fouling paint only. Never use ketone-based paint, since ketones can attack many plastics possibly damaging the sensor.

It is easier to apply anti-fouling paint before installation, but allow sufficient drying time. Reapply paint every 6 months or at the beginning of each boating season. Paint the following surfaces (Figure 1):

- Outside wall of the insert below the lowest O-ring
- Active face of the insert
- Exterior flange of the housing
- Bore of the housing up 30mm (1-1/4")
- Blanking plug below the lower O-ring including the exposed end

Installation
Hole Drilling
Cored fiberglass hull—Follow separate instructions on page 4.
1. Drill a 3mm or 1/8" pilot hole from inside the hull. If there is a rib, strut or other hull irregularity near the selected mounting location, drill from the outside.
2. Using the appropriate size hole saw, cut a hole perpendicular to the hull from outside the hull.
3. Sand and clean the area around the hole, inside and outside, to ensure that the sealant will adhere properly to the hull. If there is any petroleum residue inside the hull, remove it with either mild household detergent or a weak solvent (alcohol) before sanding.

Metal hull—Remove all burrs with a file and sandpaper.
Bedding

CAUTION: Be sure the surfaces to be bedded are clean and dry.

Apply a 2mm (1/16”) thick layer of marine sealant around the flange of the housing that contacts the hull and up the sidewall of the housing. The sealant must extend 6mm (1/4”) higher than the combined thickness of the hull, the washer, and the hull nut (Figure 3). This will ensure there is sealant in the threads to seal the hull and to hold the hull nut securely in place.

Stainless steel housing in a metal hull—A stainless steel housing must be isolated from a metal hull to prevent electrolytic corrosion. Slide the isolation bushing onto the housing. Apply additional sealant to the surfaces of the bushing that will contact the hull, filling any cavities in and around the bushing.

Installing

CAUTION: The arrow on the flange of the housing must point forward toward the bow for the insert to be aligned properly.

CAUTION: The bottom of the insert must be flush with the bottom of the housing for the sensor to work properly.

1. From outside the hull, slide the housing into the mounting hole using a twisting motion to squeeze out excess sealant (Figure 3).
2. From inside the hull, slide the washer onto the housing.

Stainless steel housing in a metal hull—Be sure the washer contacts the hull. Do not tighten the hull nut with the washer against the isolation bushing, as the housing will not be firmly installed. If necessary, sand the isolation bushing until the washer rests against the hull.

3. Screw the hull nut in place.

Plastic housing—Do not clamp tightly on the wrench flats, causing the housing to fracture.
Plastic hull nut—Hand tighten only. Do not over tighten.
Metal hull nut—Tighten with slip-joint pliers.
Cored fiberglass hull—Do not over tighten, crushing the hull.
Wood hull—Allow for the wood to swell before tightening the nut.

4. Remove any excess marine sealant on the outside of the hull to ensure smooth water flow under the sensor.

5. The O-rings must be intact and well lubricated to make a watertight seal. After the marine sealant cures, inspect the O-rings, including the YELLOW O-ring, on the insert (replace if necessary) and lubricate them with the silicone lubricant supplied. Also lubricate the bore of the housing above the valve.

6. The insert must be fully inserted into the housing and the cap nut screwed on completely to make a watertight seal. Slide the insert into the housing with the arrow on the top pointing forward toward the bow. Screw the cap nut several turns until the threads are engaged. Being sure the arrow on the top of the insert and the cable exit are pointing forward toward the bow, continue to tighten the cap nut completely. Be careful not to rotate the housing and disturb the sealant. Hand tighten only. Do not over tighten.

7. Always attach the safety wire to prevent the insert from backing out in the unlikely event that the cap nut fails or is screwed on incorrectly.

Plastic housing—Attach the safety wire to one eye in the hull nut. Keeping the wire taut throughout, lead the wire in a counterclockwise direction and thread it through one eye in the cap nut. Thread the wire through the eye a second time. Then lead the wire through the eye in the insert. Twist the wire securely to itself.

Metal housing—Wrap one end of the safety wire tightly around the housing and twist it together with the long end. Keeping the wire taut throughout, lead the wire straight up and through one eye in the cap nut. Thread the wire through the eye a second time. Then lead the wire counterclockwise and through the eye in the insert. Twist the wire securely to itself.

Installing in Housing WITHOUT Valve

To create a watertight seal in a housing that does NOT have a valve, the insert must have a BLACK O-ring near the top. Use Replacement O-Ring Kit 20-519-01 and follow the instructions supplied.

Cable Routing & Connecting

Follow the instructions supplied with the Ultrasonic Processor.

Checking for Leaks

When the boat is placed in the water, immediately check around the sensor for leaks. Note that very small leaks may not be readily observed. Do not to leave the boat in the water for more than 3 hours before checking it again. If there is a small leak, there may be considerable bilge water accumulation after 24 hours. If a leak is observed, repeat “Bedding” and “Installing” immediately (page 3).
Installation in a Cored Fiberglass Hull

The core (wood or foam) must be cut and sealed carefully. The core must be protected from water seepage, and the hull must be reinforced to prevent it from crushing under the hull nut allowing the housing to become loose.

CAUTION: Completely seal the hull to prevent water seepage into the core.

1. Drill a 3mm or 1/8" pilot hole from inside the hull. If there is a rib, strut, or other hull irregularity near the selected mounting location, drill from the outside. (If the hole is drilled in the wrong location, drill a second hole in a better location. Apply masking tape to the outside of the hull over the incorrect hole and fill it with epoxy.)

2. Using a 51mm or 2" hole saw, cut the hole from outside the hull through the outer skin only (Figure 4).

3. From inside the hull, use a 60mm or 2-3/8" hole saw to cut through the inner skin and most of the core. The core material can be very soft. Apply only light pressure to the hole saw after cutting through the inner skin to avoid accidentally cutting the outer skin.

4. Remove the plug of core material so the inside of the outer skin and the inner core of the hull are fully exposed. Sand and clean the inner skin, core, and the outer skin around the hole.

5. If you are skilled with fiberglass, saturate a layer of fiberglass cloth with a suitable resin and lay it inside the hole to seal and strengthen the core. Add layers until the hole is the correct diameter.

6. Alternatively, a hollow or solid cylinder of the correct diameter can be coated with wax and taped in place. Fill the gap between the cylinder and hull with casting epoxy. After the epoxy has set, remove the cylinder.

7. Sand and clean the area around the hole, inside and outside, to ensure that the marine sealant will adhere properly to the hull. If there is any petroleum residue inside the hull, remove it with either mild household detergent or a weak solvent (alcohol) before sanding.

8. Proceed with "Bedding" (page 3).

Operation, Maintenance & Parts

How the Valve Works

THE VALVE IS NOT A WATERTIGHT SEAL! The sensor incorporates a self-closing valve which minimizes the flow of water into the boat when the insert is removed. The curved flap valve is activated by both a spring and water pressure. Water pushes the flap valve upward to block the opening, so there is no gush of water into the boat. Always install the insert or the blanking plug secured with the cap nut and safety wire for a watertight seal.

Using the Blanking Plug

To protect the insert, use the blanking plug:
- When the boat will be kept in salt water for more than a week.
- When the boat will be removed from the water.
- When aquatic growth buildup on the paddlewheel is suspected due to inaccurate readings from the instrument.

Operation, Maintenance & Parts

Replacement Multisensor & Parts

The information needed to order a replacement Airmar sensor is printed on the cable tag. Do not remove this tag. When ordering, specify the part number, date, and frequency in kHz. For convenient reference, record this information on the top of page one.

Lost, broken, or worn parts should be replaced immediately. If you have purchased a plastic housing and have a wood hull or desire greater strength, purchase an Airmar metal housing. Obtain parts from your instrument manufacturer or marine dealer.

Gemeco
USA
Tel: 803-693-0777
email: sales@gemeco.com

Airmar EMEA
Europe, Middle East, Africa
Tel: +33.(0)2.23.52.06.48
email: sales@airmar-emea.com

Airmar Technology Corp
35 Meadowbrook Drive, Milford, New Hampshire 03055-4613, USA
www.airmar.com