

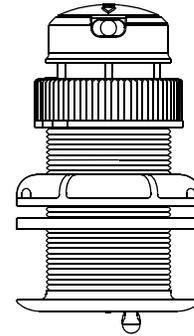
OWNER'S GUIDE & INSTALLATION INSTRUCTIONS

Thru-Hull, Retractable *with* Valve Smart™ TRIDUCER® Multisensor Model DST800V

U.S. Patents: 6,904,798; 7,110,908; 7,352,171. UK Patents: 2 407 874; 2 409 527

Record the information found on the cable tag for future reference.

Part No. _____ Date _____ Frequency _____ kHz



DST800V
plastic
low profile
P617V housing

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 **YELLOW** O-ring must be in place near the top of the insert 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: The O-rings must be intact and well lubricated to make a watertight seal.

WARNING: The valve is not a watertight seal!
Always install the ultrasonic 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: 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.

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.

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: Never pull, carry, or hold the transducer by its cable; this may sever internal connections.

CAUTION: The arrow on the top of the insert must point forward toward the bow.

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

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.

Applications

- Accommodates up to a 20° deadrise angle.
- **Plastic** housing recommended for fiberglass or metal hull only. *Never install a plastic housing in a wood hull, since swelling of the wood can possibly fracture the plastic.*
- **Bronze** housing recommended for fiberglass or wood hull. *Never mount a bronze housing in an aluminum hull because electrolytic corrosion will occur.*
- **Stainless steel** housing compatible with all hull materials. *Recommended for aluminum hulls to prevent electrolytic corrosion provided the stainless steel housing is isolated from the metal hull.*

Pretest

Connect the multisensor to the instrument and spin the paddlewheel. Check for a speed reading and the approximate air temperature. If there are no readings or they are inaccurate, check all the connections and repeat the test. If there are still no readings or they are inaccurate, return the product to the place of purchase.

Tools & Materials

Safety glasses

Dust mask

Ear protection

Water-based anti-fouling paint (**mandatory in salt water**)

Electric drill with 10 mm (3/8") or larger chuck capacity

Drill bit: 3 mm or 1/8"

Hole saw: 51 mm or 2" (plastic or metal housing in non-metal hull)
57 mm or 2-1/4" (stainless steel housing in metal hull)

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 (see page 3):

Hole saw for hull interior: 60 mm or 2-3/8"

Fiberglass cloth and resin

or Cylinder, wax, tape, and casting epoxy

Anti-fouling Paint

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 multisensor.

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 lower O-ring
- Paddlewheel cavity
- Paddlewheel
- Exposed end 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

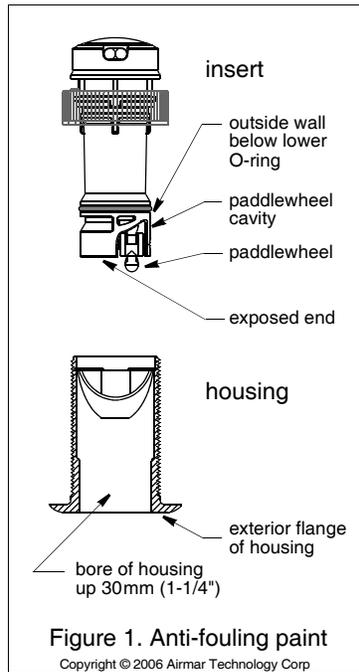


Figure 1. Anti-fouling paint

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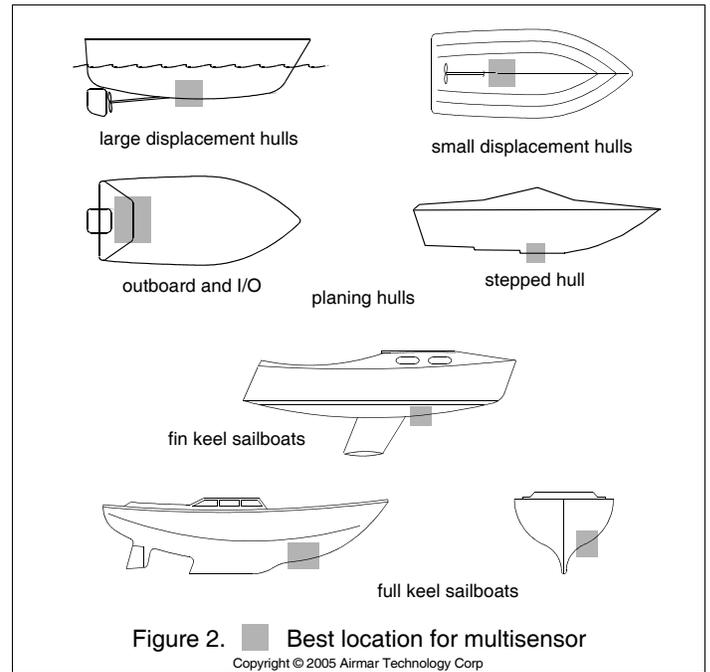


Figure 2. Best location for multisensor

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Mounting Location

CAUTION: Do not mount 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 multisensor 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 adequate space for the height of the housing, tightening the nuts, and installing the insert. Allow a minimum of 280mm (11").

Boat Types (Figure 2)

- **Displacement hull powerboats**—Locate amidships near the centerline. The starboard side of the hull where the propeller blades are moving downward is preferred.
- **Planing hull powerboats**—Mount well aft, on or near the centerline, and well inboard of the first set of lifting strakes to insure that the multisensor will be in contact with the water at high speeds. The starboard side of the hull where the propeller blades are moving downward is preferred.
 - Outboard and I/O**—Mount just forward of the engine(s).
 - Inboard**—Mount well ahead of the propeller(s) and shaft(s).
 - Stepped hull**—Mount just ahead of the first step.
 - Boat capable of speeds above 25kn (29MPH)**—Review the installation location and operating results of similar boats before proceeding.
- **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.

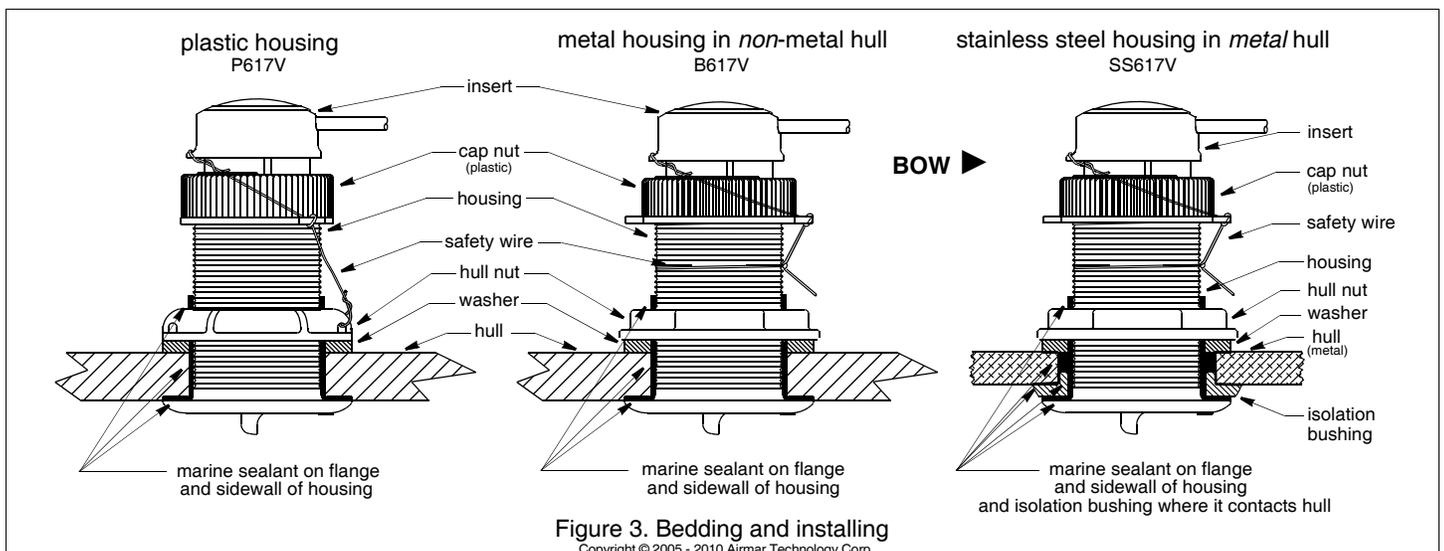


Figure 3. Bedding and installing

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- in a better location. Apply masking tape to the outside of the hull over the incorrect hole and fill it with epoxy.)
- Using a 51 mm or 2" hole saw, cut the hole from outside the hull through the *outer* skin only (Figure 4).
 - 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.
 - 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.
 - 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. 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.
 - 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.
 - Proceed with "Bedding" (see page 3).

Operation & Maintenance

How the Valve Works

THE VALVE IS NOT A WATERTIGHT SEAL! The multisensor 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 paddlewheel, 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.
- The O-rings must be intact and well lubricated to make a watertight seal. On the blanking plug, inspect the O-rings (replace if necessary) and lubricate them with the silicone lubricant supplied or petroleum jelly (Vaseline®) (Figure 5).
 - Remove the insert from the housing by removing the safety wire and unscrewing the cap nut (Figure 3). This will jack up the insert. Remove the insert with a slow pulling motion. Replace it by sliding the blanking plug into the housing.

NOTE: In the very unlikely event that the valve breaks, replace the housing the next time the boat is hauled.
 - With the blanking plug fully inserted, screw the cap nut several turns until the threads are engaged. Continue to tighten the cap nut completely. **Hand tighten** only. Do not over tighten.

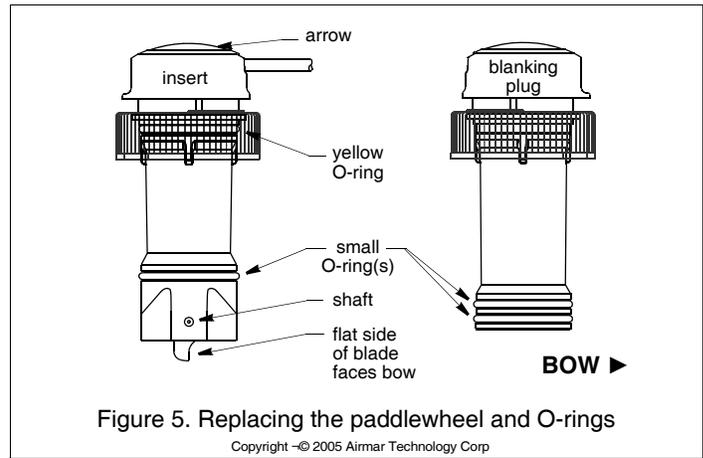
NOTE: The blanking plug must be fully inserted in the housing and the cap nut screwed on completely for a watertight seal.
 - Reattach the safety wire to prevent the blanking plug from backing out in the unlikely event that the cap nut fails or is screwed on incorrectly.

Winterizing

After the boat has been hauled for winter storage, remove the blanking plug to let the water drain away before reinserting it. This will prevent any water from freezing around the blanking plug and possibly cracking it.

Servicing the Insert

Aquatic growth can accumulate rapidly on the depth transducer's face and impede or freeze the paddlewheel's rotation reducing performance within



weeks. Clean the insert with a Scotch-Brite® scour pad and mild household detergent, being careful to avoid scratching the depth transducer. If fouling is severe, remove the paddlewheel (see step #1 below). Lightly wet sand it with fine grade wet/dry paper.

The water lubricated paddlewheel bearings have a life of up to 5 years on low-speed boats [less than 10kn (11MPH)] and 1 year on high-speed vessels. Paddlewheels can fracture and shafts can bend due to impact with water borne objects and mishandling in boat yards. O-rings must be free of abrasions and cuts to ensure a watertight seal. Order a replacement Paddlewheel Kit No. 33-540-01.

- To remove the old paddlewheel shaft, grasp the end with small diagonal wire cutters and pull (Figure 5).
- Place the new paddlewheel in the cavity with the flat side of the blade facing the same direction as the arrow on the top of the insert.
- Tap the new shaft into place until the end is flush with the outside wall of the insert.
- Install the yellow O-ring near the top of the insert. Install a small O-ring near the paddlewheel.
- Place the remaining two small O-rings near the bottom of the blanking plug.

Replacement Sensor & Parts

The information needed to order a replacement Airmar multisensor 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.

Blanking Plug	Hull Nut or Isolation Bushing	Paddlewheel Shaft O-rings	Housing, Hull Nut & Washer
33-486-01	04-004 (plastic) 02-530-02 (stainless steel) 04-186-1 (isolation bushing)	33-398-04	<p>Valve: 33-510-01 (plastic, P617V) 33-588-01 (bronze, B617V) 33-617-01 (stainless steel, SS617V)</p> <p>NO Valve: 33-100 bronze, low-profile, B17 33-224-01 bronze, flush, B21</p>

Obtain parts from your instrument manufacturer or marine dealer.

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