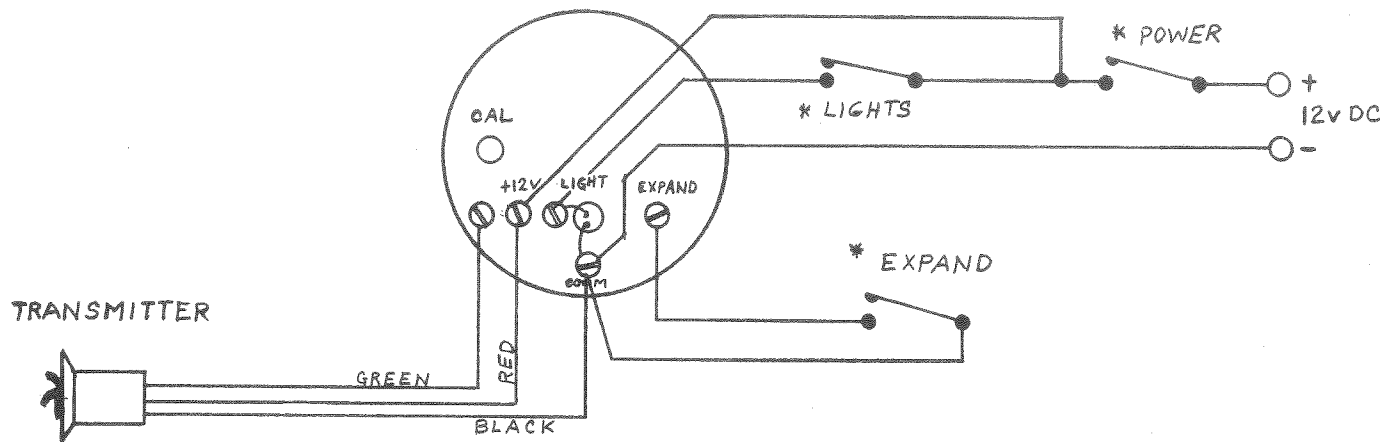


Installation and Calibration Instructions for S R Mariner  
Model KT-1 and KT-2 Knotmeters



Follow mounting instructions as provided for all displays and lower units before proceeding as follows:

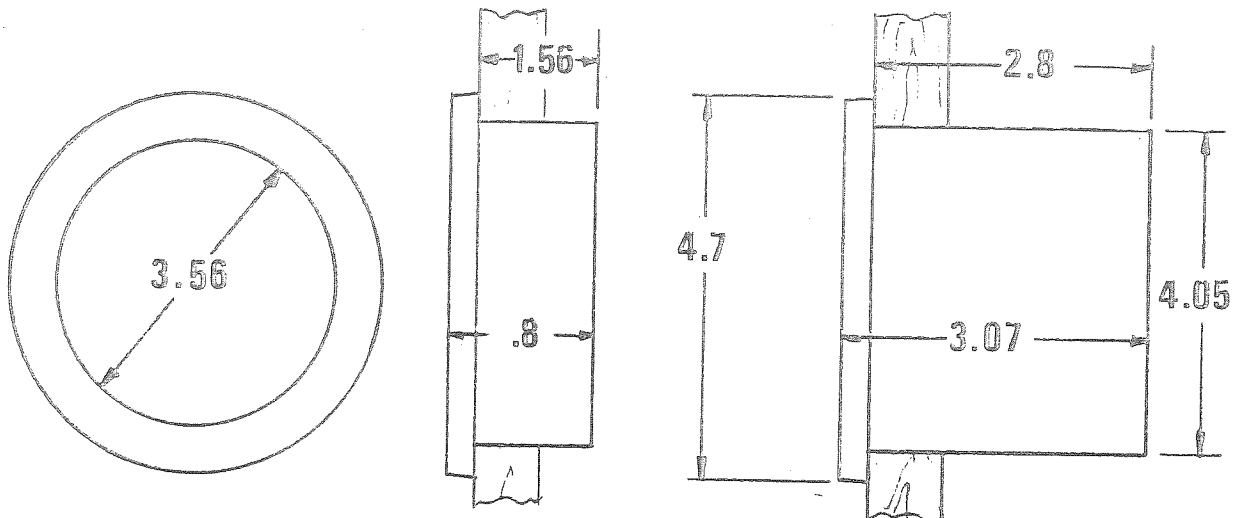
- Step 1. Be sure that the keyway in the thru-hull fitting is facing forward. This keyway mates with a matching way in the retractable lower unit to assure proper orientation thru numerous removals and insertions.
2. Connect the displays and lower unit as per the nomenclature appearing on the back of the display and follow the color coding of the leads from the lower unit being certain to connect them to the proper terminals on the back plate. (Green wire to terminal marked GRN., Red wire to terminal marked RED and Black wire to terminal marked BLK.)
3. 12 Volt d.c. Power should be connected to the following terminals: Plus to the terminal marked PLUS 12 V. - - Minus power is to be connected to the terminal marked COMMON. If a power switch is used, it should be connected as indicated above. Lighting may be accomplished by providing power to the terminal marked LIGHT either thru a switch or dimmer.
4. Should a KM-1 or KM-2 display repeater or a KM-1 LOG display added, the dotted lines appearing on the schematic should be followed and wired in as indicated. The range expand switch should be connected across the terminals marked BLK and EXPAND.

**CALIBRATION:** Calibration adjustment is indicated on the back plate as "CAL".

- Step 1. Remove the plastic plug from the hole indicated "CAL".
2. Proceed on a timed, measured course.
3. After making an initial determination of the speed being traveled, turn the calibration adjustment located behind the CAL hole in the back plate either Clockwise to increase the indicated speed or Counterclockwise to decrease the indicated speed. A small screw driver will serve this purpose.  
This same adjustment is used to accomplish calibration in either Knots or Statute miles. The same procedure should be followed in either case.

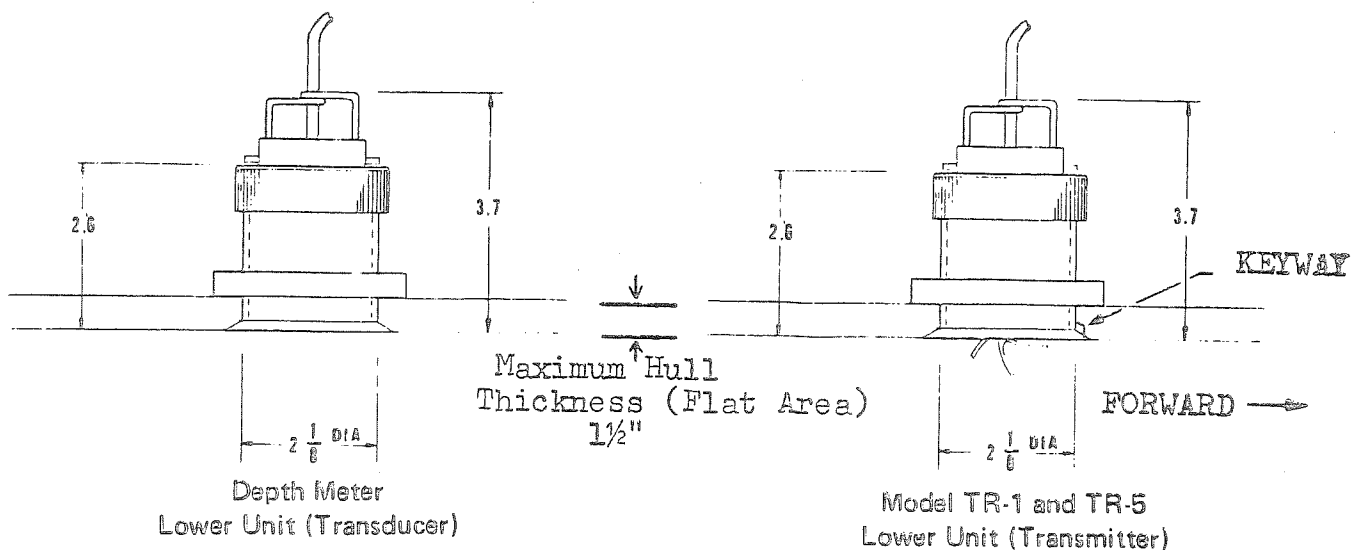
**NOTE:** Proper installation and wiring is essential to satisfactory performance of all "MARINER" Instruments -- Follow directions very carefully and should you have any doubts, check with your dealer.

INSTALLATION INSTRUCTIONS FOR THE "MARINER" LINE DISPLAY  
AND LOWER UNITS



Model KL & LG-2

In mounting any of the displays in the "Mariner" line, a 4 1/16 to 4 1/8 inch diameter hole must be hole sawed or cut in either the Bulkhead or Instrument Panel. After the hole is prepared, remove all burrs and clean the face of the Bulkhead or Panel with detergent and water to remove all traces of dirt, oils, fingerprints, etc. Each display is furnished with an adhesive backed seal ring to hold the unit fast in place. It is recommended that the paper backing on the adhesive ring not be removed until the system is finally calibrated. When ready for final mounting, remove paper backing from seal ring and press unit firmly in place.



Depth Meter  
Lower Unit (Transducer)

Model TR-1 and TR-5  
Lower Unit (Transmitter)

A. The recommended location for a knotmeter or log transducer and depth sensor is:

- (a) Sailboat: The preferred position is where water is diverging around the hull and is free from turbulence and eddys. This is generally in the forward one-third of the hull and usually in front of the keel and approximately one foot off of the centerline. Generally the knotmeter transducer can be mounted on one side of the keel with the depth sensor in a similar position on the opposite side of the keel. If due to access consideration, it is necessary to locate the depth sensor and knotmeter transducer on the same side on a fore & aft line, locate the depth sensor ahead of the knotmeter transducer so that the turbulence created by the paddlewheel will not affect the depth sensor.
- (b) Power boats: The depth sensor and knotmeter transducer is generally mounted aft, so that they remain immersed at full speed. Both should remain ahead of the propeller turbulence but remain sufficiently under water so that surface bubbles are not encountered.
- (c) S R INSTRUMENTS provides a tool, THT, that should be used to drill and flare the hole for the thru hull fitting. If this tool is not readily available, contact the factory. If unfamiliar with this tool, drill a hole in a scrap piece of wood first to judge its action. Drill the hole in stages, trying the thru hull fitting, so as to not over drill the depth. File a notch, facing forward, with the edge of a file to seat the keyway of the fitting. Apply bedding compound around the lip of the fitting and body of fitting where it will be in the hull, and around the fitting on the inside of the hull. Tighten the nut finger tight or tap lightly with a small wooden block against the nut projections.

IMPORTANT

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It is recommended that you temporarily hook up your mariner equipment before installation so that you will become familiar with the connections and system performance. Do not cut any cables, but connect according to wiring diagram. Where splices are required just twist leads and insulate with electrical tape. A 12v lantern battery, if fresh, can be used to supply power where needed. Check all wiring before connecting power.

Apply power and spin the lower transmitter to activate the knotmeters and logs. Spin the anemometer cups to activate wind speed displays and move wind vane through 360° and observe wind direction displays. If all systems perform satisfactorily, proceed with installation. If any system fails to perform satisfactorily, check all connections. If properly wired and power source has proper voltage, check with your dealer for advice and or replacement if needed.

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