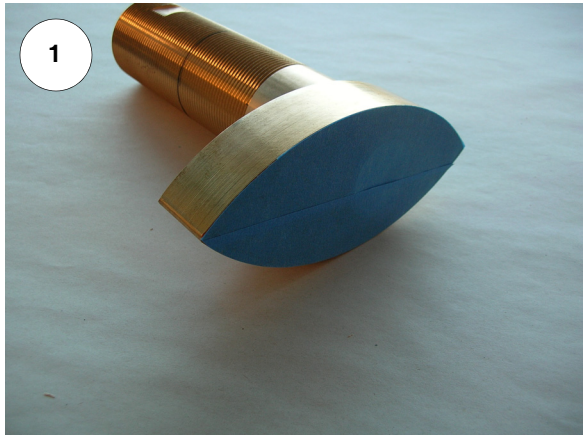
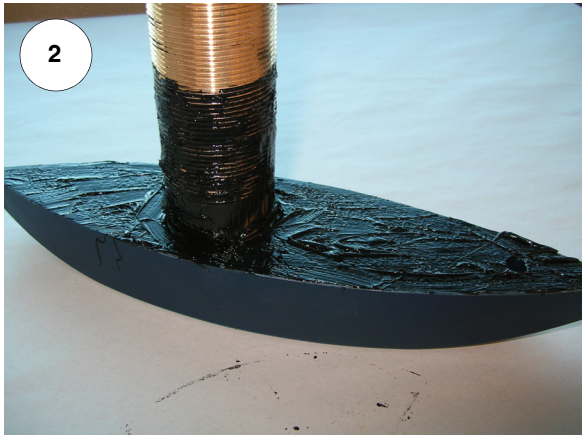
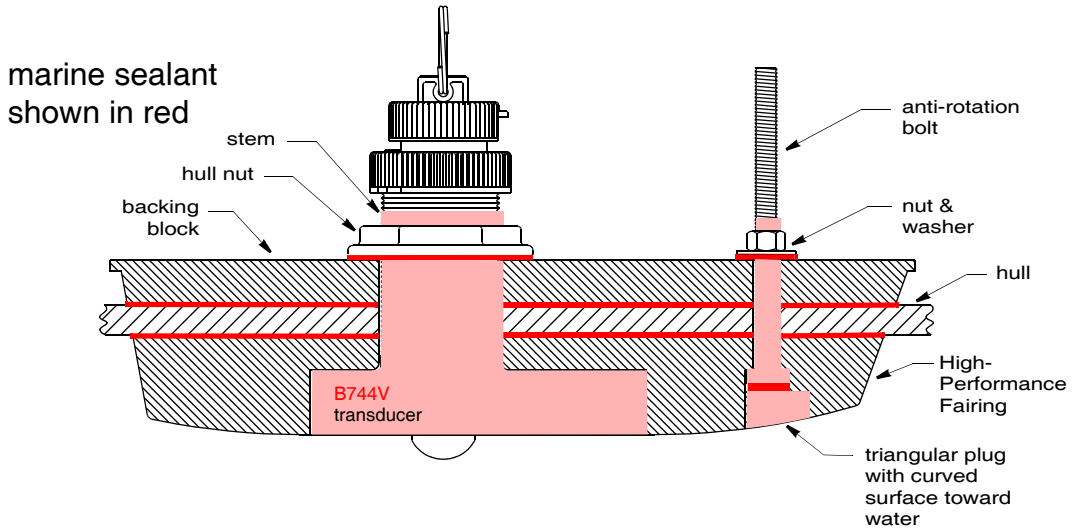




Applying Marine-grade Sealant to B744V

WARNING: Follow the bedding instructions carefully. Failure to the seal the transducer properly may allow water between the transducer and the fairing, possibly rotating it while the boat is underway. The result may be poor product performance, property damage, personal injury, and/or death.

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



1. Cover the transducer's acoustic face (black).
2. Apply a 2mm (1/16") thick layer of marine sealant to the surface of the transducer that will contact the fairing and up the stem.
   - The sealant must extend 6mm (1/4") higher than the final position of the hull nut.
   - Fill the ports completely.
   - **Stainless steel transducer/stem in a metal hull**—Slide the isolation sleeve over the bedded transducer stem as far down as possible. Apply a 2mm (1/16") thick layer of the marine sealant to the outside of the sleeving.
3. Insert the transducer into the fairing.
   - The transducer must be FLUSH with the fairing. If it is recessed more than 0.5mm (1/64") inside the fairing, you may shim the transducer or carefully file/sand the fairing.

4. Apply a 2mm (1/16") thick layer of marine sealant to the following additional surfaces:
   - Side of the fairing that will contact the outside of the hull
   - Side of the backing block that will contact the interior of the hull
   - Side of the hull nut that will contact the backing block
   - Anti-rotation bolt including the flange. The sealant must extend 6mm (1/4") higher than the final position of the securing nut.
   - Washer used with the anti-rotation bolt
   - Yellow triangular plug—Fill the hollow in the plug *half way*. *Do NOT coat the curved surface that will touch the water.*
5. From inside the hull, slide the backing block onto the transducer cable and stem, seating the backing block firmly against the hull. Screw the hull nut in place, but do not tighten it at this time.
6. Push the anti-rotation bolt through the fairing and the hull (figure 3). From inside the hull, screw the washer (sealant side down) and the nut onto the anti-rotation bolt.
   - **Stainless steel bolt in a metal hull**—Slide the isolation sleeve over the bedded bolt as far down as possible (Figure 1 detail). Apply a 2mm (1/16") thick layer of the marine sealant to the outside of the sleeving.
7. Coat the three sides of the triangular recess in the fairing.
8. *The yellow triangular plug fits one way only*. The curved surface will touch the water. Push the yellow plug into the recess in the fairing until it is FLUSH with the outside of the fairing. This will squeeze out excess sealant. If necessary, tap it into place with a mallet.
   - If the triangular plug is slightly recessed within the fairing, use sealant to fill the gap. *The plug must be FLUSH with the fairing for good performance.*
9. When the boat is underway, especially at high speeds, water will enter any gaps and push against the fairing with considerable force, possibly rotating it. Fill any gaps between the fairing and the hull with marine sealant. **If there is any gap greater than 3mm (1/8"), replace the fairing.**
10. Remove the excess sealant on the outside of the fairing and hull to ensure smooth water flow under the transducer.