



**NOTES**

- The AutoAnchor should only be installed by a qualified marine electrician. Do not attempt to install the AutoAnchor unless you are suitably qualified.
- The AutoAnchor Installation Instructions and Operation Manual must be referred to for full installation, calibration and testing procedures.
- Installation is not complete until the AutoAnchor has been calibrated to comply with the boat's windlass and chain and then tested in a safe environment. Refer to the AutoAnchor Operation Manual Part 2 for the calibration and testing instructions.
- All the cable and technical specifications must be checked and adhered to. Wiring diagrams must be followed without modification.
- All cables connected to the AutoAnchor must be installed at least 500mm (1.5ft) away from any equipment transmitting or cables carrying radio signals eg VHF and SSB radios, cables and antennas or radar antennas.
- Batteries and associated windlass cables must deliver a minimum of 7 Volts (12V system) or 14 Volts (24V system) when the windlass is under load.
- All battery and motor cables must be ring type, insulated to prevent short circuits, and installed to maintain a distance of at least 300mm away from the sensor head.
- Power to all windlass switching (deck, toggle, remote) and the AutoAnchor must be from a common source.
- All main power conductors and terminations must be installed in accordance with the windlass manufacturer's specifications.
- Do not fit diodes or interlock devices between the AutoAnchor and the solenoids.
- Seal terminals against moisture by spraying with CRC [3013] Soft Seal or CRC [2043] Plasti-Coat 70.
- For sensor splice connections, refer to the sensor splice sheet.

**WARNING**

**Power must be disconnected during installation and when making any changes to wiring after installation**

**ALL INSTALLATIONS MUST BE CARRIED OUT IN ACCORDANCE WITH USCG, ABYC, NMMA and BMEA REQUIREMENTS**