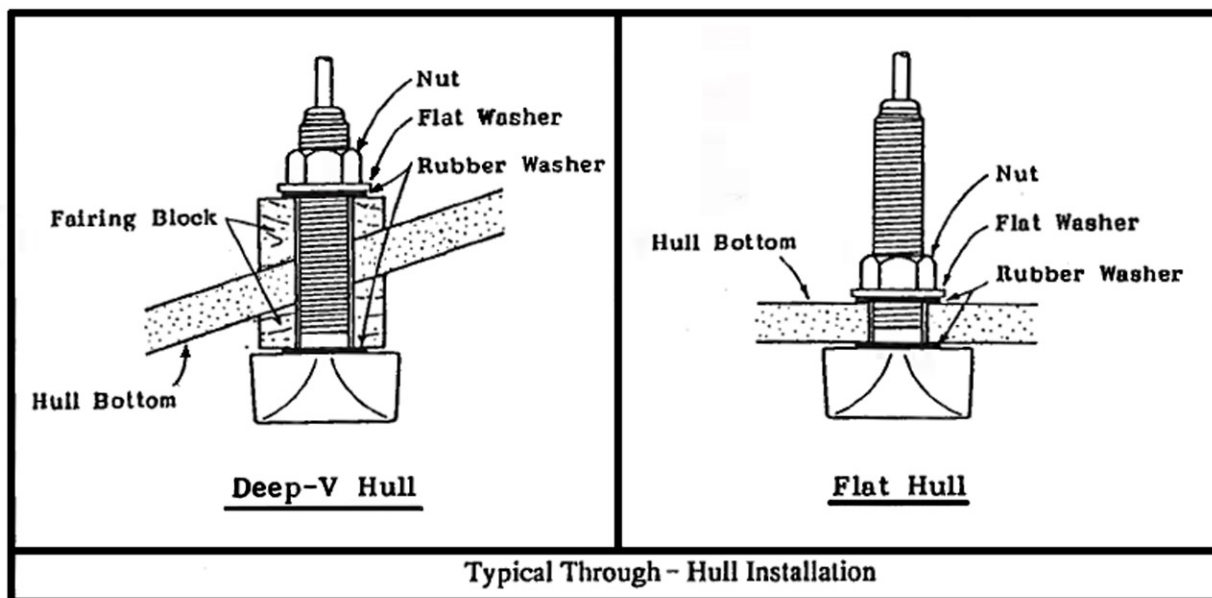


- The transducer must always remain submerged, even when the boat is rolling, pitching or up on a plane at high speed.
- For displacement hulls, using inside-hull and through-hull installations, a practical choice would be somewhere between 1/3 and 1/2 of the boat's length from the stern. For planing hulls, a practical location is generally rather far astern, so that the transducer is always in the water regardless of the planing attitude.

Through-Hull Mount

Overview

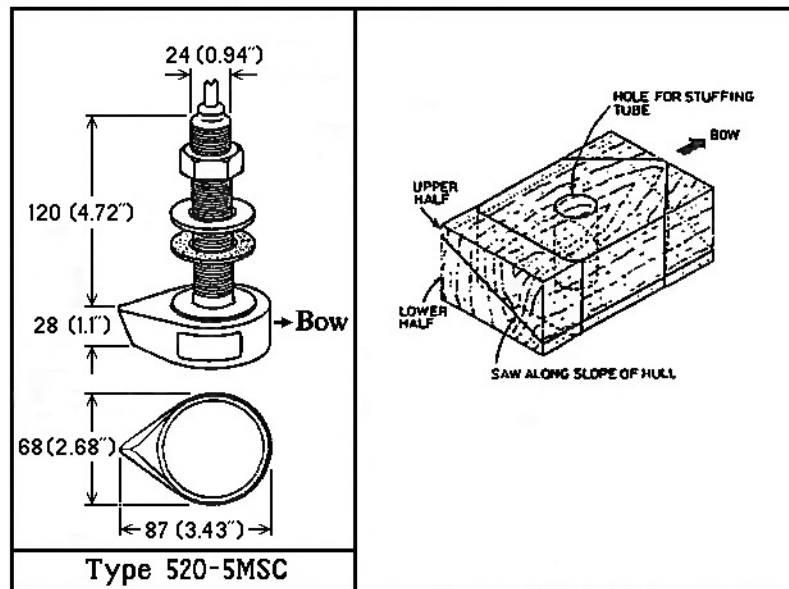
This type of mounting provides the best performance of all, since the transducer protrudes from the hull and the effect of air bubbles and turbulence near the hull skin is reduced. To determine the transducer location, keep in mind the general considerations described on pages 37. Also when the boat has a keel, the transducer should be at least 30cm (1 foot) away from it. Typical through-hull mountings are illustrated below.



Mounting Procedure

1. With the boat hauled out of the water, mark the location selected for mounting the transducer on the bottom of the hull.
2. If the hull is not level within 15 degrees in any direction, Fairing blocks made out of teak should be used between the transducer and hull, both inside and outside, to keep the transducer face parallel with the water line. Fabricate the fairing block as shown on the next page and make the entire surface as smooth as possible to provide an undisturbed flow of water around the transducer. The fairing block should be smaller than the transducer itself to provide a channel to divert turbulent water around the sides of the transducer rather than over its face.

3. Drill a hole just large enough to pass the threaded stuffing tube of the transducer through the hull, making sure it is drilled vertically.
4. Apply a sufficient amount of high quality caulking compound to the top surface of the transducer, around the threads of the stuffing tube and inside the mounting hole (and fairing blocks if used) to ensure watertight mounting.
5. Mount the transducer and fairing blocks and tighten the locking nuts. Be sure that the transducer is properly oriented and its working face is parallel to the waterline. Do not over-stress the stuffing tube and locking nuts through excessive tightening, since the wood block will swell when the boat is placed in the water. It is suggested that the nut be tightened lightly at installation and retightened several days after the boat has been launched.



Through-Hull Transducer Outline Drawing & Fairing Block Cutting Instruction.