

OWNER'S GUIDE & INSTALLATION INSTRUCTIONS

Thru-Hull, Analog High-Precision Temperature Sensor

Model T42

05/28/14

17-437-02 rev. 01

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 goggles and a dust mask when installing.

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 can allow considerable water to accumulate.

CAUTION: Never install a bronze sensor in a metal hull because electrolytic corrosion will occur.

CAUTION: Never install a metal sensor on a vessel with a positive ground system.

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

CAUTION: Never use solvents. Cleaner, fuel, sealant, paint, and other products may contain solvents that can damage plastic parts, especially the sensor'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

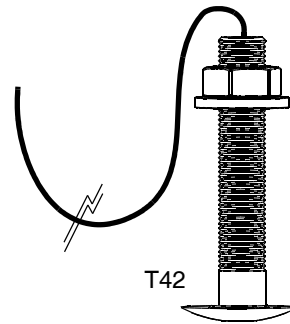
- Bronze sensor recommended for fiberglass or wood hull only.
- The hull must be a minimum of 8mm (5/16") thick at the mounting location.

Mounting Location

Choose a location where the temperature sensor will be in contact with the water at all times.

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

Part No. _____ Date _____



Tools & Materials

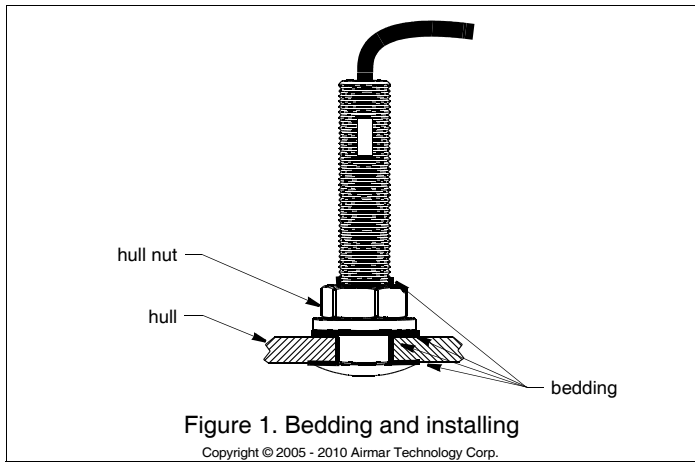
- Safety goggles
- Dust mask
- Electric drill
- Drill bit/hole saw/spade bit:
 - Pilot hole 3mm or 1/8"
 - T42 22mm or 7/8"
- Sandpaper
- Mild household detergent or weak solvent (alcohol)
- Marine sealant (suitable for below waterline)
- Slip-joint pliers
- Installation in a cored fiberglass hull (see page 2)
 - Hole saw for hull interior: 30mm or 1-1/4"
 - Cylinder, wax, tape, and casting epoxy
- Water-based anti-fouling paint (**mandatory in salt water**)

Sensor Installation

Hole Drilling

Cored fiberglass hull—Follow separate instructions on page 2.

1. Drill a 3mm or 1/8" pilot hole from inside the hull. If there is a rib, strut, or other hull irregularity near the selected mounting location, drill from the outside.
2. Using the appropriate drill bit, cut a hole perpendicular to the hull from outside the boat.
3. 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.



Bedding

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

1. Remove the hull nut (see Figure 1).
2. Apply a 2 mm (1/16") thick layer of marine sealant around the flange of the sensor that will contact the hull and up the stem. The sealant must extend 6mm (1/4") higher than the combined thickness of the hull and the hull nut. This will ensure that there is marine sealant in the threads to seal the hull and hold the hull nut securely in place.
3. Apply a 2 mm (1/16") thick layer of marine sealant to the flange of the hull nut that will contact the hull.

Installing

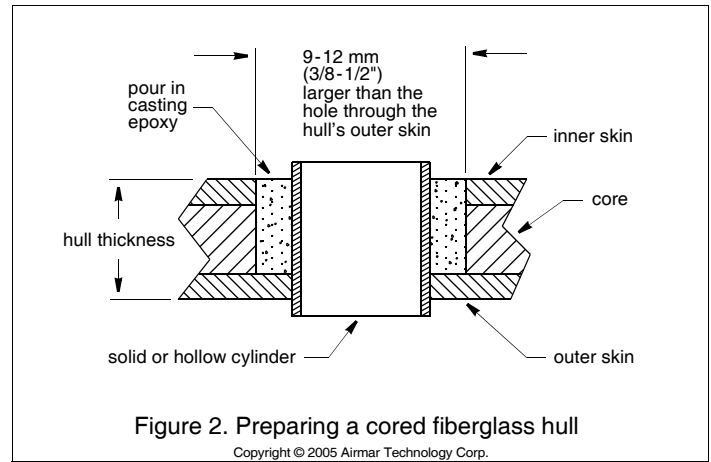
1. From outside the hull, thread the cable through the mounting hole.
2. Push the sensor into the mounting hole using a twisting motion to squeeze out excess marine sealant (see Figure 1).
3. From inside the hull, slide the hull nut onto the cable. Screw the hull nut in place. Tighten it with slip-joint pliers.
Cored fiberglass hull—Do not over tighten, crushing the hull.
Wood hull—Allow for the wood to swell before tightening.
4. Remove any excess marine sealant on the outside of the hull to ensure smooth water flow over the sensor.

Checking for Leaks

When the boat is placed in the water, **immediately** check around the thru-hull sensor for leaks. Note that very small leaks may not be readily observed. Do not leave the boat in the water for more than 3 hours before checking it again. If there is a small leak, there may be considerable bilge water accumulation after 24 hours. If a leak is observed, repeat "Bedding" and "Installing" **immediately** (see page 2).

Cable Routing & Connecting

CAUTION: If the sensor came with a connector, do not remove it to ease cable routing. If the cable must be cut and spliced, use Airmar's splash-proof Junction Box No. 33-035 and follow the instructions supplied. Removing the waterproof connector or cutting the cable, except when using a water-tight junction box, will void the sensor warranty.



1. Route the cable to the instrument being careful not to tear the cable jacket when passing it through the bulkhead(s) and other parts of the boat. Use grommet(s) to prevent chafing. To reduce electrical interference, separate the transducer cable from other electrical wiring and the engine. Coil any excess cable and secure it in place with cable ties to prevent damage.
2. Refer to the instrument owner's manual to connect the transducer to the instrument.

Installation in a Cored Fiberglass Hull

The core (wood or foam) must be cut and sealed carefully. The core must be protected from water seepage, and the hull must be reinforced to prevent it from crushing under the hull nut allowing the sensor to become loose.

CAUTION: Completely seal the hull to prevent water seepage into the core.

1. Drill a 3mm or 1/8" pilot hole from inside the hull. If there is a rib, strut, or other hull irregularity near the selected mounting location, drill from the outside. (If the hole is drilled in the wrong location, drill a second hole in a better location. Apply masking tape to the outside of the hull over the incorrect hole and fill it with epoxy.)
2. Using the 21 mm or 7/8" drill bit, cut a hole from outside the hull through the *outer skin* only (see Figure 2).
3. From inside the hull using the 30 mm or 1-1/4" hole saw, 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*.
4. Remove the plug of core material so the *inside* of the outer skin and the inner core of the hull is fully exposed. Clean and sand the inner skin, core, and the outer skin around the hole.
5. Coat a hollow or solid cylinder of the correct diameter with wax and tape it in place. Fill the gap between the cylinder and hull with casting epoxy. After the epoxy has set, remove the cylinder.
6. Sand and clean the area around the hole, inside and outside, to ensure that the 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.
7. Proceed with "Bedding" and "Installing" (see page 2).

Maintenance & Replacement

Aquatic growth can accumulate rapidly on the sensor's surface reducing its performance within weeks. Clean the surface with a Scotch-Brite® scour pad and mild household detergent taking care to avoid making scratches. If the fouling is severe, lightly wet sand with fine grade wet/dry paper.

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 sensor. Reapply anti-fouling paint every 6 months or at the beginning of each boating season.

Replacement Sensor & Parts

The information needed to order a replacement sensor is printed on the cable tag. Do not remove this tag. When ordering, specify the part number and date. For convenient reference, record this information at the top of page one.

Lost, broken, or worn parts should be replaced immediately.

Hull nut 02-031-3

Obtain parts from your instrument manufacturer or marine dealer.

Gemeco	Tel: 803-693-0777
(USA)	Fax: 803-693-0477
	email: sales@gemeco.com
Airmar EMEA	Tel: +33.(0)2.23.52.06.48
(Europe, Middle East, Africa)	Fax: +33.(0)2.23.52.06.49
	email: sales@airmar-emea.com



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