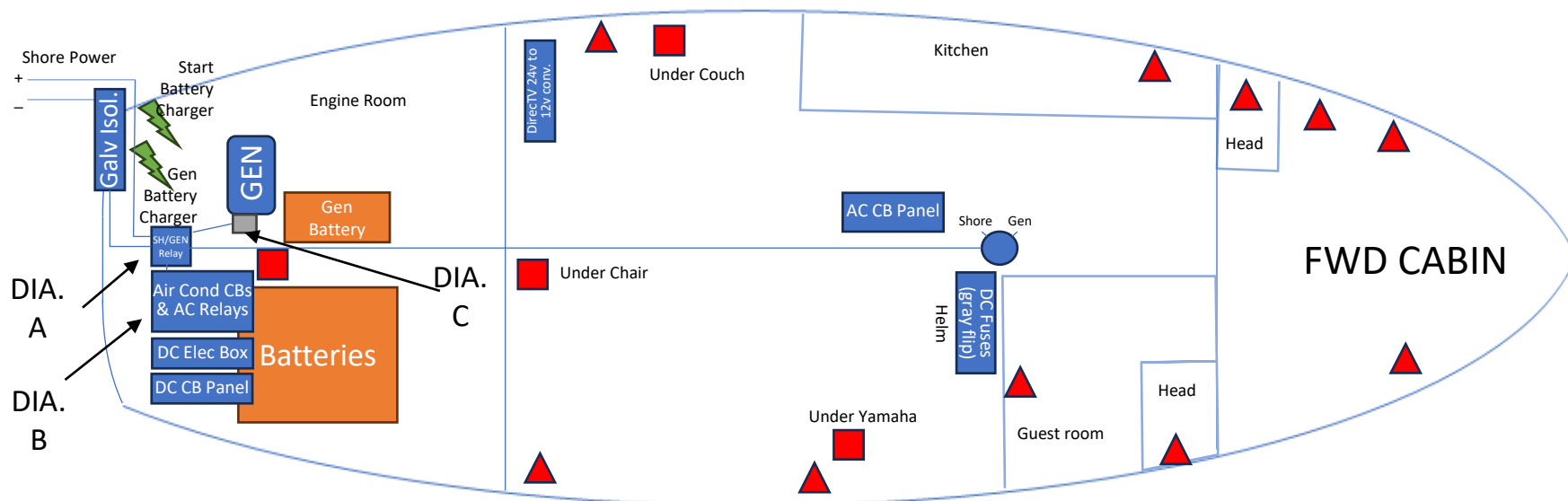
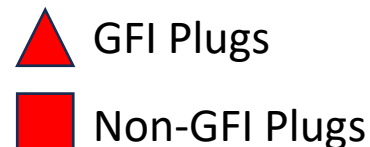


* Azimut does not provide an electrical schematic of any of their boats as each boat's electrical system is completed by different contractors (each boat is different).

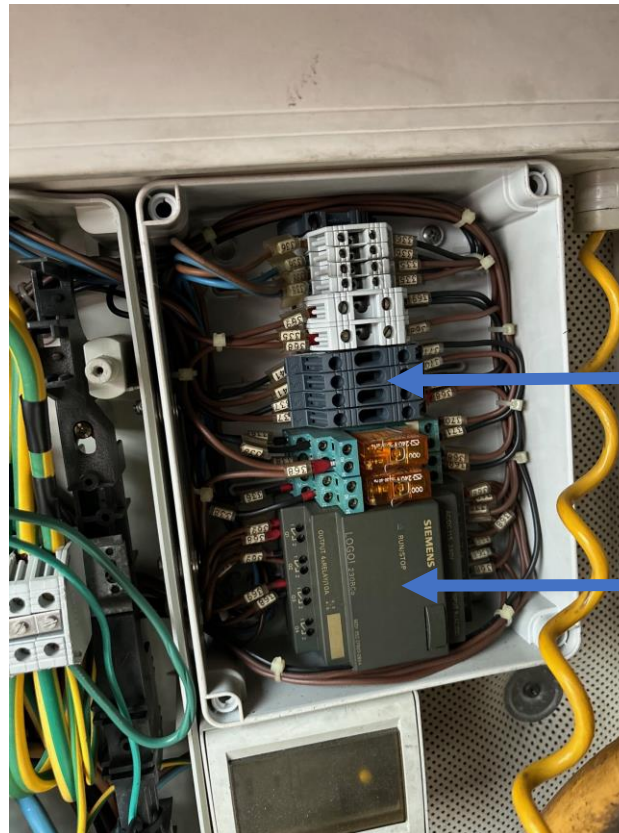
2005 Azimut Electrical Diagram



The 2005 Azimut 50 Fly Bridge is a 24vDC boat.

- Directv antenna is 12vDC and the converter (24v to 12v) is behind the TV.
- MarineMax upgraded the navigation electronics at purchase in 2017 but inserted 12v Raymarine touchscreens. They inserted a 24v to 12v converter underneath the helm on the left side. They connected the 12v nav displays to the steering pump in the transom, but the autopilot solenoids on the port side of the steering pump were set for 24v. Therefore, there is a 12v relay to energize a 24v circuit to ensure autopilot function and this box is behind the helm and under the left displays. If any of the components in this box burn out, then it can be removed and 12v provided from the autopilot head unit (at the helm) directly to the steering pump in the transom PROVIDED THE SOLENOID DIAL AT THE STEERING PUMP (in the transom at the back of the steering pump) IS ADJUSTED PROPERLY to compensate for the range of DC voltage provided by the autopilot steering head unit (constant 2-4v that ramps up to 6-9v when steering commands are provided...adjusting the solenoid dial will require two persons and significant trial and error in autopilot mode).
- As stated in the insert at the front of the owner's manual, the steering pump is powered ONLY WHEN THE LEFT IGNITION/START KEY AT THE HELM IS ACTIVATED.
- All of the lights in the boat are 24v (incandescent and LED).
- Refrigerator: although you can purchase a 120v/24v refrigerator, the 24v cooling/freezing mode does not perform well (tried three models, all provided weak freezer operation and cost \$1800-\$2400 ea...and these models only last one or two years). Instead, I replaced the dual voltage model with a \$435 AC-only unit (that has lasted over four years already) and installed an AC inverter in the guest bedroom closet. There is a direct cord stored above the refrigerator that, when the selector switch is manually turned, will deselect boat 120v AC power and will select the inverter as a power input. When this mode is selected, the batteries provide 120v AC power to the refrigerator and will allow you to keep the refrigerator ice-cold overnight with no generator running. The inverter is segregated from the generator battery, so in the morning you can start the generator and recharge the starting batteries.

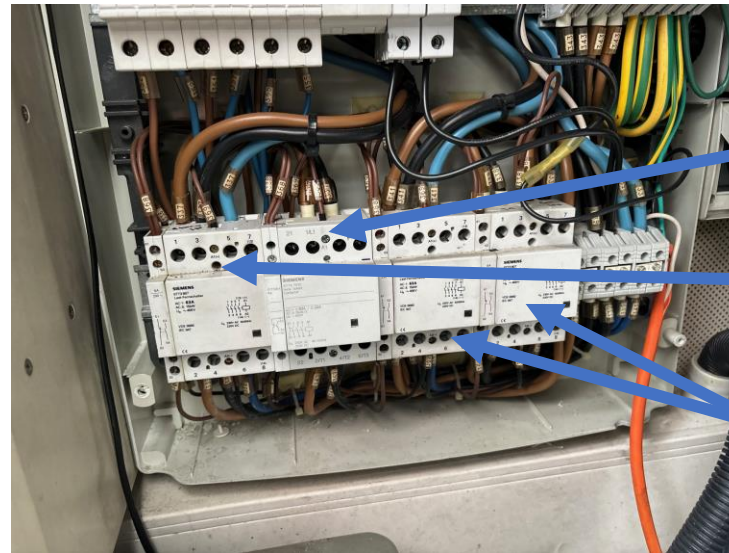
DIAGRAM A: SHORE / GEN POWER SELECTOR RELAY BOX



5A glass
fuses inside
Gray
connectors

DC to AC
Relay

DIAGRAM B: AC Relays, energized at A1 by 120v power from DIA A Relay



Second Shore Power AC
Relay

A1 at Initial Shore Power
AC Relay

Generator AC Relays

DIAGRAM C: Generator AC Relay box



Generator AC Relay timer
(3 min. per owner's manual for
warmup)

Generator AC Relay: Red
button automatically
actuates in the down
position when timer
concludes delay
timing...do not push it
manually when power
cord is plugged in