

SYSTEM FLUID

The fluid recommended for use in the system is a 50/50 mixture by volume of distilled water and ethylene glycol. The type of ethylene glycol used is very important for proper operation of your system and especially the synchronization (charging) valve. Some additives, especially silicone additives, are very thick in consistency and will clog the elements in the synchronization valve. If this occurs your system will be unable to maintain synchronization between sender and slave.

The ethylene glycol chosen for use should be as pure (no additives) as possible, proportionately mixed with distilled water then filtered to assure its purity. **NEVER USE STOP LEAK TYPE ANTI-FREEZE.**

Filtration is accomplished by passing the fluid through a 5 micron filter before using in the system.

Field service pre-filtering can be accomplished by using a “Mr. Coffee” or equivalent paper filter placed in a funnel and then pouring the ethylene glycol solution through it.

One paper filter will filter approximately 1/2 gallon of ethylene glycol solution.

The HA5455 fluid provided by SeaStar Solutions is proportionately mixed and filtered to assure its purity and is ready for use.

MAKING THE SYSTEM OPERATIONAL

Synchronizing the Controls

The system is now operational except for synchronizing the controls.

- 1 Go to one control station and move each sender’s arm from stop to stop, 3 to 5 complete cycles. Each sender should be synchronized at this time.

NOTICE

This synchronization can be performed at any of the control stations.

- 2 If the position of the sender’s handle requires an awkward motion by the user, adjust the handle by loosening the set screw (using a 1/4" allen wrench) and rotating the handle so that the user has more of a direct push-pull motion. Do not position handle so that it binds against the sender body at either end of its stroke.
- 3 Should one of the controls not come into synchronization, go to that station which is out of synchronization and perform Step 1.

Connecting Engine Controls

- 1 Connect throttle linkages to the throttle slave. Repeat for both engines.
- 2 Connect clutch linkages to the clutch slave. Repeat for both engines.

NOTICE

For any operational problems at this point, consult the troubleshooting section.