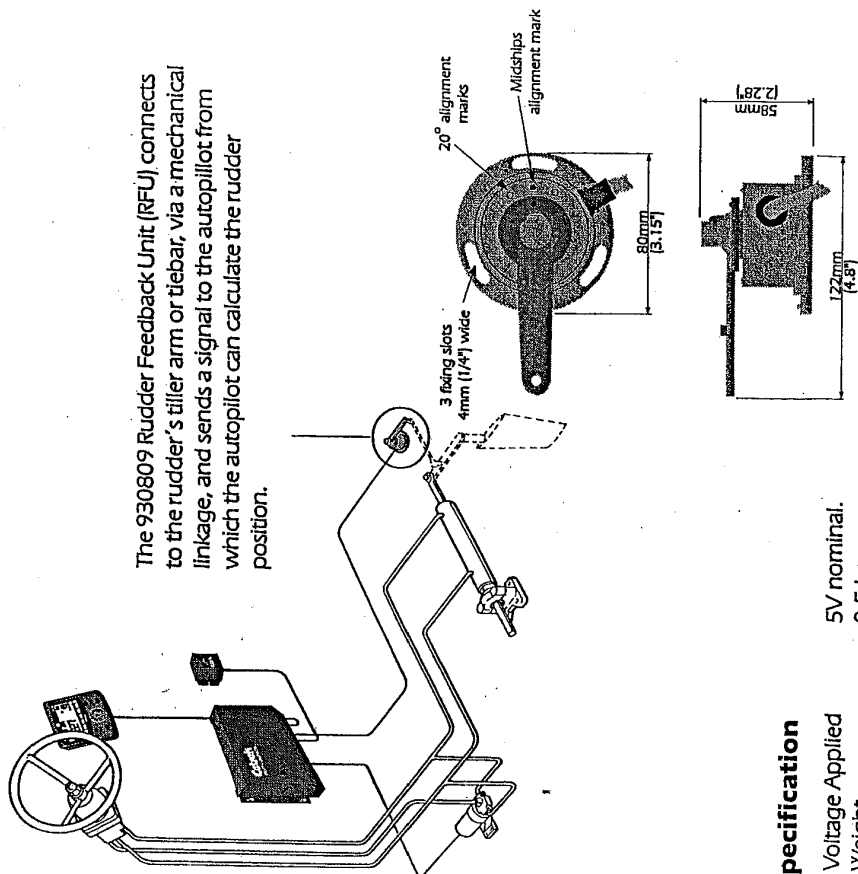


Cetrek 930809 Rudder Feedback Unit

INTRODUCTION

The 930809 Rudder Feedback Unit (RFU) connects to the rudder's tiller arm or tiebar, via a mechanical linkage, and sends a signal to the autopilot from which the autopilot can calculate the rudder position.



Specification

Voltage Applied	5V nominal.
Weight	0.5 kg.
Cable Supplied	14 m 3-way x 7/0.2 mm.
Compass Safe Distance	Grade 1 (1/4°) 300 mm (12").
	Grade 2 (1°) 300 mm (12").
Overall resistance	2KΩ nominal (across the black and red wires).



Cetrek Ltd
Certificate N° Q5072
BS EN ISO 9001:1994

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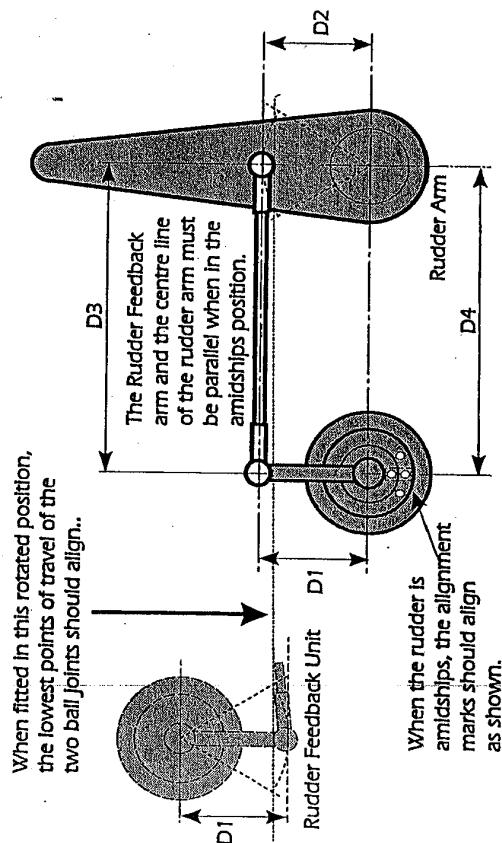
Document
Reference:
808090
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July 1999

CE This product complies with
EMC Directive 89/336/EEC

INSTALLATION

A platform of some kind will usually have to be made to support the body of the unit. The unit should be mounted near the rudder in such a way that when the linkage is connected, the movement of the 930809 shaft will be a faithful copy of the movement of the rudder stock.

The direction of rotation is unimportant as this will be corrected electronically during the installation settings procedure explained in the autopilot control head User's Guide.



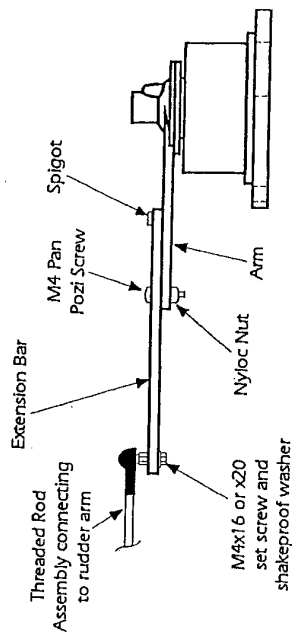
Alternative position for mounting the Rudder Feedback Unit vertically.

Distance D1 must always be the same length as D2.

Distance D3 must always be the same length as D4.

Recommended for Stern drives.

An extension bar is supplied, in case it is needed.

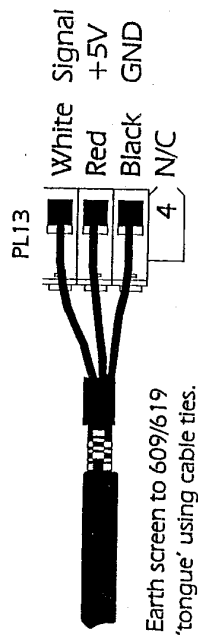


The 930809 is supplied with a variety of M4 fixings for fitting the Threaded rod assembly between the RFU arm and the rudder arm.

Each ball joint has a 16mm deep tapped hole to take an M4 thread. Ensure that there is at least 6mm of thread going into each ball joint, but be cautious not to 'bottom out' the thread.

Connections

The Rudder Feedback Unit connector is plugged into PL13 Connector in the 930609 or 930619. LK1 in the 609 or 619 Pilot Computer should be in the factory default position (930809 position). Control heads that allow software selection, must be set to 'amplified' (factory default).



The conductive plastic track of the Potentiometer may be destroyed by the passing of currents greater than 10 milliamperes through the wiper when set to extremes of track travel.

Therefore only use digital multimeters for resistance continuity testing.