

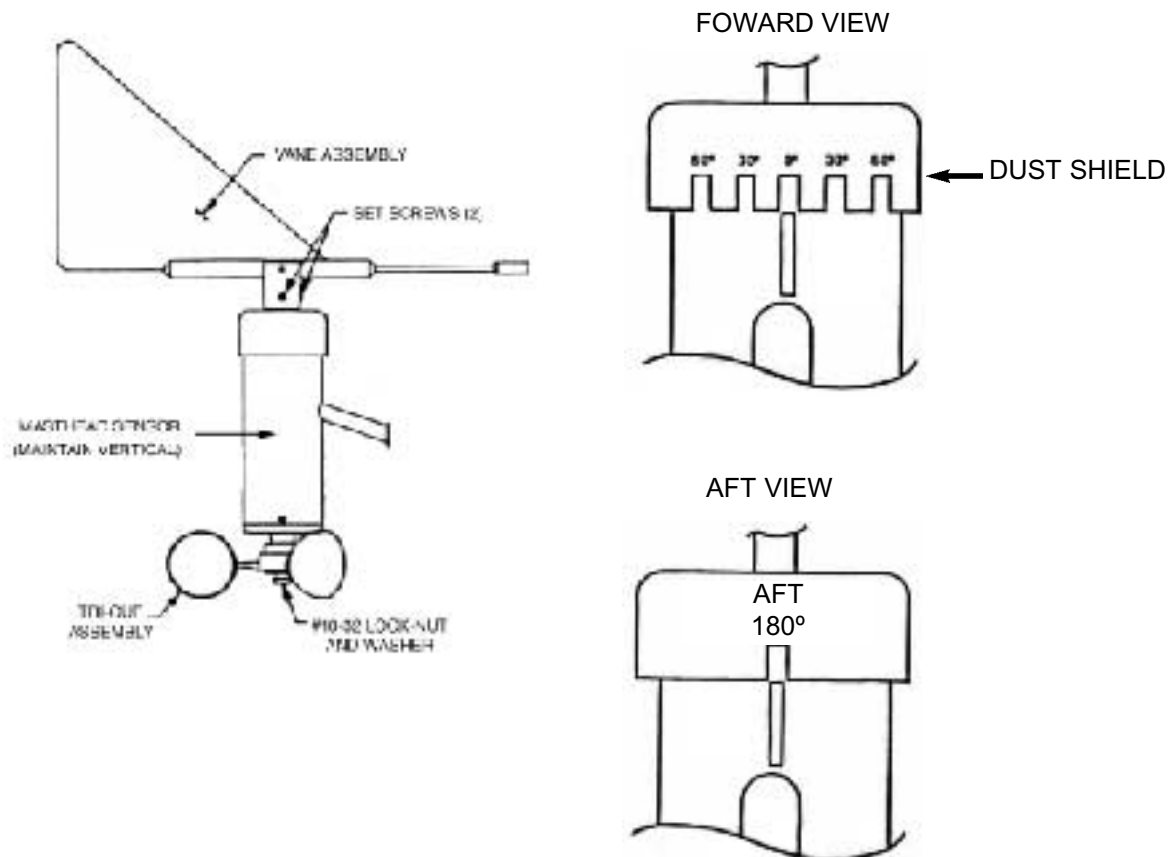
Vane Installation: If possible, plug the masthead sensor into the female connector on the rear of the cockpit indicator. Some indicators have an intermediary “y” cable that must be unplugged to gain access to a similar female connector. If an appropriate connector is not available, the following must be done on top of the mast.

Once the sensor is plugged in, turn the cockpit indicator on.

With the masthead sensor pointing in the same direction that it will be atop the mast, rotate the dust cap until the indicator reads “O”, (needle is vertical). Now hold the dust cap in position and place the vane on the dust cap, point it (the vane) directly towards the bow.

Tighten the set screws.

Confirm that the vane and indicator are working together.



Calibration errors of more than 20° cannot be corrected by turning the calibration screw on the indicator, only by re-calibrating the vane.

The vane set screws are not meant to set into the tapped holes in the dust cap. These holes are for the dust cap set screws.

Dust Cap Note: The markings and slots on the dust cap are for reference only. If you calibrate the vane as described in the “vane calibration” part of this sheet and find that the dust cap markings do not line up with the reference line on the masthead sensor, this does not matter. The only thing that matters is the relationship between the vane position and the position of the indicator needle in the cockpit. Dust shield markings assume the staff assembly will be mounted facing aft.