



**Innovations, Operating Tips,
Technical Updates, News
and Announcements**

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Forward Looking Technology

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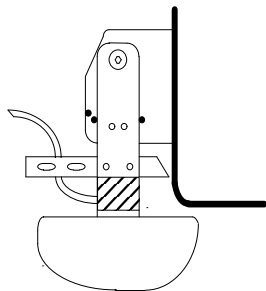
Choosing the Transducer Configuration for your Boat

Keep in mind the primary rule for transducer operation. This is: the transducer can function as long as it has an unobstructed forward view and has smooth flowing non-aerated water surrounding it.

The first line of inquiry should be about the boat. Transom mounted transducers are intended for low speed boats with external props. Boats with inboard motors and boats that regularly exceed 40MPH cannot use transom mounted transducers. Inboard motors create aeration and excess turbulence that prevent the transducers from operating properly. I/O motors where the prop is aft of the transom do not create this situation. Be careful that the driveshaft of the I/O does not block the forward horizontal scan. Boats that exceed 40MPH run a risk of having the transom mounted transducers torn free of the transom. The transom mounted transducers are not designed to be used at these speeds.

In addition, the transom mounted transducers are mounted on kick-up brackets. This allows the brackets to kick up at about 35-40MPH. This is intended to allow the transducers to kick-up if they strike an object, or to be pulled up when trailering a boat. Once kicked up, the transducers must be manually reset in order to function.

Thru-hull transducers are for boats that exceed 40MPH and /or have inboard motors. Transducer placement depends on boat size, speed, hull configuration and sonar application. On displacement hulls, the transducer is generally located 1/3 aft of where the bow meets the water line. This is the farthest forward the transducer should ever be mounted. It is important that the transducer be below turbulent aerated water created by the bow.



The Transom Mounted Transducer is designed for boats with a top speed below 40MPH

The Thru-hull Transducer is for boats that exceed 40MPH and /or have inboard motors

