

Dual Station and Auto Pilot Purge Instructions

- 1) Start the process connected to the upper most helm and the cylinder, purging most (or all) of the air out of the system from the upper helm. The lower helm should be able to remain sealed and air will Purge out of the lower helm via the compensating hose (3rd hose located in between port and stbd hoses).
- 2) Once air bubbles are gone from the return hose fluid stream, you can close the bleed valves on the cylinder and test with the Bubble Purge kit sti connected. You are looking for minimal (1/4" to 3/8") travel of the cylinder along the piston rod when pushing the motor side to side, and then count the helm revolutions from lock to lock to verify that they are within spec, at both helms. The average SeaStar helm will normally turn between 4 and 5 revolutions from lock to lock. CONSULT the manufacturers specifications for your specific helm part number for number of turns and other performance specs.
- 3) If there is slop in the steering, open the bleed valves up (with Purge kit connected), and turn the second station helm in both directions several revolutions each direction
- 4) Go back to the upper helm and turn a few revs im each direction to purge any air out of the starboard and port main hoses.
- 5) For auto pilot after manually opening the A.P. bleed valve and turning the wheel a few turns each direction to purge the A.P. pump (consult manufacturer procedure), in general at this point, you can power up the system and turn the motors to port or starboard lock with the helm, open up the autopilot bleed valve and use the key pad to steer to lock a second or two on both locks.
- 6) Close autopilot purge valve and execute a few more turns from the upper helm. The system should be purged at this point and you can close the cylinder bleed valves and test.
- 7) For power assist pumps, follow the instructions provided in our power assist supplement on the F.A.Q. section.