

General FAQs

Anchor Selection Guide: How to Choose the Best Boat Anchor Type

Quick Summary Boat Anchor Recommendation

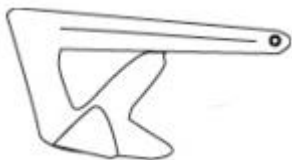
For most boaters, a Bruce or Delta is the best balance between price and performance. Both perform similarly and are similarly priced (Narrowly, the Bruce/Claw is our favorite of the three). If you've used a Danforth in the past, and you have had luck with it, choose a Danforth. If you've never used one before and if your setup allows it, choose a Bruce or Delta instead. If you're a blue-water cruiser, choose a CQR, or consider one of the new generation of anchors discussed below.

Boat Anchor Names: Trademarked Names and Generic Names

Trademarked Name		Generic Name
Bruce	=	Claw
CQR	=	Plow/Hinged Plow
Danforth	=	Fluke
Delta	=	Wing

A special note is needed on the naming of anchors. Many anchors have a trademarked name, such as a Bruce or CQR, and a generic name like Claw or Plow. This is the same as how Xerox is a trademarked name for photocopier and how Aspirin is a trademarked name for pain killer. Trademarks effectively never expire whereas design patents expire after approximately 20-25 years. Therefore, manufacturers are free to clone an anchor design that has an expired patent but cannot use the trademarked name.

Bruce™ Claw Anchor



The Bruce, or Claw, remains one of the most popular anchors among recreational boaters in North America. This is our anchor of choice as well.

The Bruce was developed in the 70s by the Bruce Anchor Group. Once their patent expired in the early 2000s, they stopped production of this anchor but many imitations have come along since.

The Bruce is an excellent all-purpose anchor as it performs well in most sea bottoms including mud, sand, rock, and coral. It has a harder time penetrating harder surfaces, such as clay, and bottoms

with heavy grass. The three-claw design sets more easily than other anchors. It also resets easily if it is ever broken loose. On the downside, the Bruce has a lower holding power per pound than other anchors, meaning you'll usually need a larger anchor than say the Delta/Wing.

Pros: Performs well in most conditions. Sets easily.

Cons: Awkward one piece design. Lower holding power per pound.

Bottoms: Performs well in most bottoms; Struggles in hard bottoms such as clay, or heavy grass.

CQR™/Plow & Delta™/Wing Anchor



Both the CQR/Plow and the Delta/Wing are a plow style anchor. The most significant difference between these anchors is the fact that the CQR has a hinged design whereas the Delta is a one piece design.

The CQR is one of the oldest styles, dating back to the 30s and to this day, it remains one of the most popular anchors among blue water cruisers. Despite this, it has relatively low holding power and it consistently struggles in independent tests. It's also rare to find a CQR under 25 lbs lending itself to the saying "There's no such thing as a small CQR". Despite these shortcomings, the hinged design makes it more responsive to wind and tide changes as compared to other anchors.

The Delta is arguably the most popular anchor on boats today, and is the standard anchor of choice used by most boat manufacturers. It has a good holding power per pound (about 50% more than the Bruce).

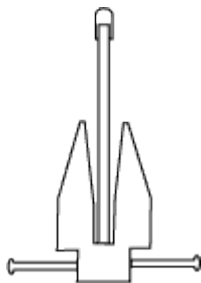
Both the Delta and the CQR perform well in most bottoms, struggling the most in rock.

Pros: Performs well in most conditions. Fits most bow rollers.

Cons: Hinged design can make stowage awkward. "No such thing as a small CQR/Plow anchor".

Bottoms: Performs well in most bottoms; struggles in rock.

Danforth™/Fluke Anchor



The Danforth, or Fluke anchor, remains a very popular anchor choice. The Fortress is also a popular Fluke style anchor, different from the Danforth in that it comes apart and it constructed of light-weight, high-strength, aluminum.

The Fluke performs well in mud and sand, potentially the best of any anchor style. The downside is that outside of these bottoms, it is not a good performer. Therefore, it is a mud/sand only anchor, which fortunately is what most bottoms are comprised of.

Whether or not it is used as a primary anchor, a Fluke anchor makes an excellent choice as a secondary or stern anchor.

Pros: Performs well in mud and sand. Stows easily on most bow rollers.

Cons: Does not perform well outside of mud/sand.

Bottoms: Top performer in mud/sand. Performs poorly in other bottoms.

Plow Anchor with Roll Bar



There are several anchors on the market today that are essentially plow anchors with roll bars. These include the Rocna, Manson Supreme, and Bugel.

Each of these anchors are essentially a variation on a plow style anchor. If you look at the plow portion of these anchors, you can see they are a lot sharper than traditional plows like the Delta/Wing and CQR. Analogous to a knife through butter, these anchors can penetrate the sea bottom a lot easier than the other anchor styles. The roll bar also helps them orient themselves upright when setting.

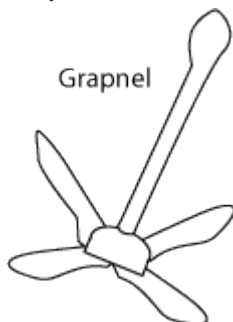
These anchors have performed extremely well in third party tests. The biggest downside to these anchors is that because they are still patented, they can be very expensive. The roll bar along with the elongated plow can also make storing these anchors on bow rollers difficult.

Pros: Very high holding power for many models.

Cons: Difficult to stow on a bow roller. Expense.

Bottoms: Performs well in most bottoms.

Grapnel and Other Small Craft Anchors



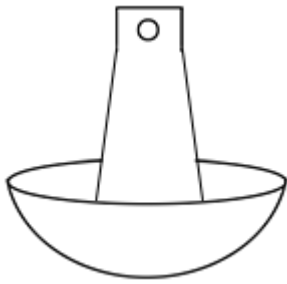
A Grapnel anchor is generally used for small boats such as Kayaks, Dinghies, Canoes, etc. It's also popular with fishermen. They fold up very compactly and are easy to stow. A Grapnel's holding power comes from hooking onto another object, such as a rock. When it does hook, it can create immense holding power, which can also make retrieving the anchor difficult.

Pros: Great for use as a lunch hook. Folds to allow for compact storage.

Cons: Not appropriate for non-temporary anchorage.

Bottoms: Rock or other situations when it can hook onto an object.

Mushroom Anchors



Large Mushroom anchors are often used for permanent mooring buoys. As the silt from the sea-bottom builds up over these anchors, it can result in extreme holding power, up to 10 times the holding power of its actual weight. As a mooring buoy, the mushroom anchor is an excellent choice, however, it is not as useful in some temporary anchoring situations. An exception is that smaller versions of these anchors are good for use in small boats for anchoring while fishing or for a lunch stop over silty bottoms where the mushroom can penetrate.

Pros: If large, great for permanent mooring buoys. If small, good for use while fishing or for a lunch stop.

Cons: If large, not appropriate for non-permanent moorings. If small, only good in soft bottoms.
Bottoms: Silt, soft mud, unpacked sand.

Boat Anchor Material Types

Boat anchors come in a variety of types, the most popular being mild steel, high-tensile steel, stainless steel, and aluminum.

Most of the traditional steel anchors we are accustomed to seeing are likely either mild or high tensile steel. Mild steel and high-tensile steel are nearly indistinguishable from one another appearance wise. However, high tensile steel is 2-3 times stronger than mild steel. This isn't to say that a high-tensile steel boat anchor has 2-3 times the holding power of its mild steel counterpart, but it will nonetheless be stronger.

Both mild steel and high-tensile steel anchors are not corrosion resistant, and therefore need to be galvanized to prevent rust and other corrosion. All steel anchors (except stainless) should be galvanized. Galvanization has a tendency to wear down over time, but an anchor (as well as nearly any other steel product) can be re-galvanized.

Galvanized Steel	Stainless Steel	Aluminum
<p>PROs</p> <ul style="list-style-type: none"> • Inexpensive • Strong 	<p>PROs</p> <ul style="list-style-type: none"> • Looks very attractive • Strong 	<p>PROs</p> <ul style="list-style-type: none"> • Lightweight <p>CONs</p>

<p>CONS</p> <ul style="list-style-type: none"> • Corrosion resistant while galvanized • Galvanization can wear down over time • Not as attractive as stainless steel 	<p>CONS</p> <ul style="list-style-type: none"> • Corrosion resistant • Very expensive • Scratches and other damage from use can affect appearance 	<ul style="list-style-type: none"> • More expensive than steel • Not as strong as steel
--	---	---

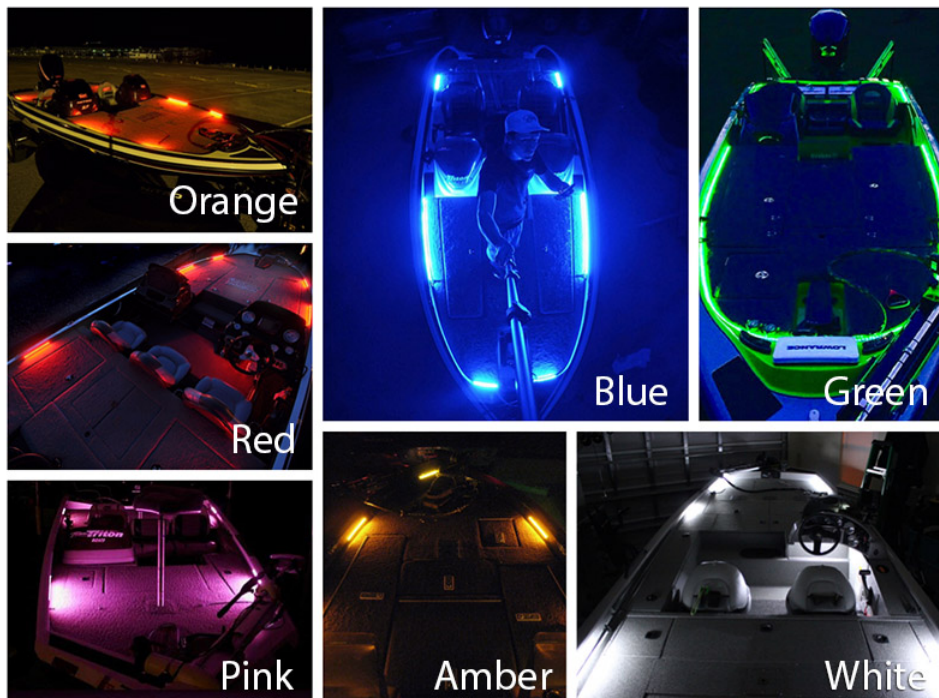
Stainless steel is identical to galvanized steel in terms of holding power but differs significantly in appearance. The shiny gloss is essentially the only difference between stainless steel and galvanized steel. Stainless steel is also very corrosion resistant and will resist most rusting over time. You will often see manufacturers describing stainless steel as either 316 Stainless or 304 Stainless. 316 is a different chemical composition than 304 and is more corrosion resistant. It also more expensive.

There are some anchors constructed from high strength aluminum, such as the Fortress. These anchors are extremely lightweight while still offering high holding power. These anchors rely on bottom penetration for most of the holding power, and therefore, if they are not set, they provide little to no holding power.

Blue Water LED Lights FAQs

Can you provide a sample of the LED colors?

Please see LED color samples below.



Which light would you choose for a boat spotlight?

We offer a few options that can be used for a boat spotlight. You could use our Cyber 400s for a long range spotlight. Or you could use our CyberEye for a shorter very wide beam. You could also use our Cyberlite for idling in stump filled channels. However, our suggested light would be the Cyber 400S. See video example below:

Please define the Bluewater LED Limited Lifetime Warranty?

We provide a Limited Lifetime Warranty on our Bluewater LED's.

Are BlueWater Navigation Lights Coast Guard Approved?

At this time, BlueWater Navigation Lights have not yet gone through the U.S. Coast Guard approval process.

CMC Marine FAQs

Is my CMC unit still under warranty?

New CMC units are warranted for one (1) year from date of purchase against defects in workmanship and / or materials in the hydraulic system and five (5) years from date of purchase against defects in workmanship and / or material in the structure assembly.

G-Force Eliminator FAQs

What should I do if the pin on my trolling motor breaks?

the same steps you would if your pin broke with a regular prop nut. Typically, you will have to cut the prop. This is no different than if you had a regular prop nut on your trolling motor. If needed, go to your local dealer for assistance.

How tight or how loose should my Eliminator be?

Hand tightened. You will want to get it snug enough that you can feel the gasket on the back begin to press in, but no farther than that. The gasket will expand in time and self-tighten against the prop.

There is a yellow mineral-type build up on my Eliminator - what causes this?

This is caused by electrolysis. To reduce weight and maximize noise reduction, we use aluminum for this piece and, if electrolysis occurs in your boat, the first place it will show is the softest metal, which is typically aluminum.

If you notice this on your Eliminator, take your boat to your local dealership immediately for assistance. We will not replace eliminator prop nuts that have been damaged due to electrolysis.

How does the Eliminator install?

Installation is simple: remove your existing prop nut and washer, then hand-tighten the Eliminator so that it is firmly pressed against the face of the prop. There is a gasket on the back of the Eliminator that will expand in time, so be sure to not overtighten.

Do you have them in custom colors?

The Eliminator prop nut comes in: red, silver (clear), black, and blue (but check back regularly for expansions to our line!).

Will the Eliminator fit on my trolling motor?

The Eliminator prop nut fits Minn Kota trolling motors above 80lbs using our GFEL-MK-** part numbers, Minn Kota trolling motors below 80lbs using our GFEL-MKS-*** part numbers, and Motorguide using our GFEL-MG-** part numbers. NOTE: This does not include aftermarket props used on these trolling motors -- we can only guarantee that our Eliminator is manufactured to fit props made by the respective manufacturer of the trolling motor.

G-Force Troll-Tamer FAQs

Is the G-Force Equalizer Trolling Motor Lift-Assist still compatible if I run my boat in saltwater?

Yes, the G-Force Equalizer Trolling Motor Lift-Assist has stainless steel hardware so it will work for saltwater use.

What Troll-Tamer Variation Do I Need?

We have updated our Troll-Tamer Application Guide! With more precision than ever, you can now find the right Troll-Tamer variation to pair with your trolling motor.

I think my Troll-Tamer is too short, what should I do?

To lengthen your troll tamer loosen the two jam nuts and turn the “spearheaded” threaded piece counterclockwise so it extends. Firmly tighten the jam nuts once necessary adjustments are made.

NOTE: Lengthening the shaft of the troll tamer should be done before installing the base, adjustments made after the base is installed may require move the base.

NOTE: There should be AT LEAST 3/4” of threads inside the top section of the shaft of the Troll-Tamer. If you do not have 3/4” of threads, you will need to exchange your Troll-Tamer for the next size up contact our warranty department.

Can I mount my Troll-Tamer base on top of the rail of my gunnel wall?

This is not recommended, but it does not void the warranty nor does it affect the integrity of the Troll-Tamer.

To adjust this, you can move the bracket of your trolling motor over so the bracket is over the deck of the boat and not the rail. Typically, you will have to drill new holes at the bow to make this change, but some of the holes will still line up. For assistance moving your trolling motor bracket visit your local boat dealership.

Why does my Troll-Tamer have a slanted top? (Minn Kota)

The Troll Tamer for the Minn Kota brackets have a slanted top so that you can adjust the angle of the Troll-Tamer as it points towards the deck of the boat. This is helpful if your bracket is close to the gunnel wall of your boat and allows you to adjust it away from the gunnel and towards an ideal mounting spot.

I do not like how I have to pull my handle and kick the lever, what should I do?

We understand that some customers prefer not to pull the handle and kick the lever on their Troll Tamer because they consider it more secure to use the trolling motor pin and base together to lock it down.

In any case, to adjust your troll tamer so that you DO NOT have to pull the handle and kick the lever, you will need to loosen the two jam nuts on the bottom of the troll tamer and turn the threaded "spearhead" counterclockwise so it lengthens the troll tamer.

By lengthening this piece you will raise the trolling motor high enough so that the pin inside the bracket of the trolling motor does not engage. Therefore, the only thing holding down the trolling motor is our base and now all you must do is kick the lever, lift, and your trolling motor will deploy.

I have a loose Troll-Tamer, what should I do?

Due to the vibrations, jolt, and overall intense environment of the bow of a boat, your Troll-Tamer can loosen in time. To prevent this, apply your preference of blue or red threadlocker to all the threads of the screws and nuts of the Troll-Tamer and firmly tighten everything down. NOTE: DO

NOT disassemble the BASE of your Troll-Tamer to apply thread-locker; if this piece loosens, please call our warranty department.

My Troll-Tamer lock down lever gets stuck open, what should I do?

Do not try to loosen or tighten the allen-head screws on the base. If your lever is not closing by itself put a small amount of dish soap on the base where the lever opens. By opening and closing the lever, the dish soap will work out any dirt or debris that is preventing it from closing on its own. You may need to repeat this process once or twice to get all the dirt out.

Hot Foot FAQs

What should I do if the spring breaks on my Hot Foot?

If the spring breaks while operating your vessel you can bring the throttle back by pulling on the pedal using the hook. This is a safety feature designed to allow you to slow down without the spring. The replacement part for this spring is a HFS-1-DP.

What should I do if the bolts keep loosening on my Hot Foot?

Make sure all jam nuts are tightened properly. If jam nuts are not tightened initially, the bolts will eventually loosen.

What is different about the Top Load Hot Foot vs. Bottom Load Hot Foot?

On a Top Load Hot Foot, the throttle cable attaches at the top of the unit so the cable is routed down from the gunnel wall. On a Bottom Load Hot Foot, the throttle cable attaches at the bottom of the unit so the cable is routed from the floor.

How do I adjust my Hot Foot for a higher idle or to open the throttle more at top end?

There is a bolt with a jam nut on the back of the Hot Foot that controls how far forward or “open” the foot pedal will go and there is a bolt with a jam nut on the front of the hot foot that controls idle or how far “open” the hot foot is when it is pulled all the way back.

Always make sure to check with your local dealership before modifying how far the cable will go. Over extending the cable can cause it to break. Most motor companies recommend using a computer to calibrate this. Check with your local dealer and motor company first. *

Will the Hot Foot work with my throttle cable?

The Hot Foot is built to work with all OEM motor cables. Simply select your manufacturer from drop-down menu on our Hot Foot product page. PLEASE NOTE: The Mercury Gen 2 is not compatible with the same Hot Foot unit as other Mercury motors. Instead, if you have a Mercury Gen 2, choose the Honda-Yamaha-Chrysler-Suzuki option.

HydroWave FAQs

Should I Travel with my HydroWave Mounted on my Boat?

In short, we recommend that you always disconnect and safely stow your HydroWave when trailering and traveling with your boat.

The HydroWave unit is designed to be waterproof during normal boating conditions, including rain, however, driving on the road adds excessive amounts of stress to the unit, and it can force moisture in and increase the chances of breaking the seal.

Are the sounds real?

Yes, all the sounds are recorded with a highly tuned hydrophone in a natural environment.

What are the sounds?

All of the sounds produced by the Hydrowave are naturally occurring sounds of the fish: Shad clicks (natural sounds that shad make as they school in a passive mood). Gill flairs (natural sounds that predatory fish make when sucking in prey. These sounds are similar to humans taking in a big breath but much more violent and aquatic in nature). Swim bladder pops (natural sounds made during the crushing of a prey fish's swim bladder). Crushing sounds (Predatory fish have crushers at the opening of their throat that are used to crush and disable prey. Sounds made by these crushers are violent and very audible in an aquatic environment). Regurgitation (Often a predatory fish will gorge on bait when schooling. Once their prey is disabled they will regurgitate it and suck it back in as they swallow the previously eaten prey). Fleeing noises (As bait flees its attacking predator it will make distinct sounds and vibrations that reflect prey in a panicked mode).

What fish will it affect or work on?

The sounds emitted by the Hydrowave have proven to elicit a response on almost all predatory fish. While all fresh water fish have not been tested by Hydrowave, customer feedback and testimonies have been positive on all species. In a nutshell, the Hydrowave is "not" Bass specific.

How does it work?

Simply put, predatory fish hunt and detect prey based on three main senses (Sight, Smell and Sound). Sight and Smell are the most limited senses so predators rely on sound and the vibrations of low frequency sound to detect both the presence of prey along with the location and its direction of travel. The Hydrowave emits these sounds triggering a feeding response. Hence the phrase "Ignite a Feeding Frenzy".

What sounds should you use and when?

This question is very complex and will require some experimentation on behalf of the user. We have provided a laminated field use card for reference. The short answer is "Mimic your environment". Fish will respond more positively to a natural sound indicative of the current environment. The more aggressive an environment the more aggressive sounds should be used. The more passive and environment the more passive sounds should be used. Be a predator and pay close attention to the environment and mood of the fish and mimic it with your Hydrowave.

Do you use it always?

This is personal preference however, using all senses of a predator when fishing only makes sense. We recommend that it always be used even if in a very limited fashion.

Is the Hydrowave designed for deep or shallow water?

Results from using the Hydrowave are equal in both deep and shallow water. Impulses can be triggered both vertically and laterally.

Can I mount the speaker on top of my trolling motor?

Yes, sound will travel in all directions and any limitations produced by “top mounting” will be minimal. Hydrowave highly suggests that the speaker be rolled to the top when in silted or muddy environments. These environments could plug the holes in the speaker housing possibly damaging the speaker or impeding the sound.

Will the Hydrowave interfere with any transducer?

No. This has been tested to have shown that they are on completely different wavelengths.

What percentage of Pros are using the unit now?

90-95%

Jack Plate FAQs

What do I do if my jack plate won't run?

Here's how to fix a jack plate that is not running: First check and replace the 40-amp fuse. The 40-amp fuse is located on the red wire that comes from the relay harness and is connected to either the (+) battery post or the main power switch. Depending on the year your jack plate was made the fuse holder cover will be either blue or black. For best results, replace the fuse even if it does not look blown.

If your jack plate still won't run, jump the power cord directly to 12V battery.

the black power cord coming out of the unit's motor to the disconnect point. Disconnect the blue and green wires from the relay harness. Now the green and blue wires can be directly jumped to a 12V battery by touching the green wire to the positive post of the battery and the blue wire to the negative post of the battery at the same time. Reversing this connection will run the unit in the opposite direction.

If the jack plate still won't run after you've replaced the fuse and tried jumping the power cord, it is likely that the actuator needs to be replaced.

If your unit is less than three years old, contact T-H Marine for a replacement. If your unit is more than three years old, contact your local boat dealership or contact a retail location for a replacement.

What should I do if I jumped wires to the battery and the jack plate motor does not run?

How to fix a jack plate when jack plate motor does not run with jumped wires: if the jack plate motor does not run with jumped wires to the battery, it is likely that the actuator needs to be replaced.

If your unit is less than three years old, contact T-H Marine for a replacement. If your unit is more than three years old, contact your local boat dealership or contact a retail location for a replacement.

What should I do if my jack plate motor only runs when I jump wires to the battery?

How to fix a jack plate when jack plate motor runs with jumped wires: First check and replace the 40-amp fuse. The 40-amp fuse is located on the red wire that comes from the relay harness and is connected to either the (+) battery post or the main power switch. Depending on the year your jack plate was made the fuse holder cover will be either blue or black. For best results, replace the fuse even if it does not look blown.

If your jack plate motor still only runs with jumped wires to the battery, check for loose connections. the wires connecting to the jack plate. Check all wire connections to make sure a wire hasn't come loose.

If your jack plate motor still only runs with jumped wires to the battery, it is likely that the wiring harness needs to be replaced.

If your unit is less than one year old, contact T-H Marine for a replacement. If your unit is more than one year old, we recommend going to your nearest boat dealership or contacting a retailer for replacement parts.

What should I do if my jack plate runs one way, but not the other?

How to fix a jack plate that will only run one way: First check and replace the 40-amp fuse. The 40-amp fuse is located on the red wire that comes from the relay harness and is connected to either the (+) battery post or the main power switch. Depending on the year your jack plate was made the fuse holder cover will be either blue or black. For best results, replace the fuse even if it does not look blown.

If your jack plate still only runs one way, but not the other, jump the power cord directly to 12V battery.

the black power cord coming out of the unit's motor to the disconnect point. Disconnect the blue and green wires from the relay harness. Now the green and blue wires can be directly jumped to a 12V battery by touching the green wire to the positive post of the battery and the blue wire to the negative post of the battery at the same time. Reversing this connection will run the unit in the opposite direction.

If your jack plate still only runs one way, but not the other after you've replaced the fuse and tried jumping the power cord, it is likely that the actuator needs to be replaced.

If your unit is less than three years old, contact T-H Marine for a replacement. If your unit is more than three years old, contact your local boat dealership or contact a retail location for a replacement.

What should I do if my jack plate is stuck in the UP position or DOWN position?

How to fix a jack plate stuck in UP position or stuck in DOWN position: First check and replace the 40-amp fuse.

The 40-amp fuse is located on the red wire that comes from the relay harness and is connected to either the (+) battery post or the main power switch. Depending on the year your jack plate was made the fuse holder cover will be either blue or black. For best results, replace the fuse even if it does not look blown.

If your jack plate is still stuck in the UP position or DOWN position, jump the power cord directly to 12V battery.

the black power cord coming out of the unit's motor to the disconnect point. Disconnect the blue and green wires from the relay harness. Now the green and blue wires can be directly jumped to a 12V battery by touching the green wire to the positive post of the battery and the blue wire to the negative post of the battery at the same time. Reversing this connection will run the unit in the opposite direction.

If your jack plate is still stuck in the UP position or DOWN position after you've replaced the fuse and tried jumping the power cord, it is likely that the actuator needs to be replaced.

If your unit is less than three years old, contact T-H Marine for a replacement. If your unit is more than three years old, contact your local boat dealership or contact a retail location for a replacement.

What should I do if my jack plate shakes when traveling up or down?

How to fix a jack plate when jack plate shakes when traveling up or down: start with removing dirt build-up on your jack plate.

The shake that occurs when the jack plate is traveling up or down is caused by dirt build-up. To prevent this from happening, run the plate all the way up and apply a generous amount of dish detergent, then run the jack plate down, and let it soak until the next time you take your boat out. The detergent will push the dirt out and keep your plate running smoothly.

If the problem persists, you may need to lubricate the jack plate. To lubricate the jack plate, use a non-oil or non-grease based lubricant such as a silicon spray.

What should I do if my jack plate shakes as it travels down?

How to fix a jack plate when jack plate shakes when traveling down: start with removing dirt build-up on your jack plate.

The shake that occurs when the jack plate is traveling down is caused by dirt build-up. To prevent this from happening, run the plate all the way up and apply a generous amount of dish detergent, then run the jack plate down, and let it soak until the next time you take your boat out. The detergent will push the dirt out and keep your plate running smoothly.

If the problem persists, you may need to lubricate the jack plate. To lubricate the jack plate, use a non-oil or non-grease based lubricant such as a silicon spray.

What should I do if my jack plate shakes as it travels up?

How to fix a jack plate when jack plate shakes when traveling up: start with removing dirt build-up on your jack plate.

The shake that occurs when the jack plate is traveling up is caused by dirt build-up. To prevent this from happening, run the plate all the way up and apply a generous amount of dish detergent, then

run the jack plate down, and let it soak until the next time you take your boat out. The detergent will push the dirt out and keep your plate running smoothly.

If the problem persists, you may need to lubricate the jack plate. To lubricate the jack plate, use a non-oil or non-grease based lubricant such as a silicon spray.

What should I do if my gauge kit does nothing?

How to fix a jack plate gauge kit that is not reading: First check the jack plate gauge kit power connections. If your gauge does nothing, check the power connections behind the gauge and the black and red wire that come from the sender assembly.

You may also check the wires around the sender assembly on the plate itself to make sure they are intact.

If the problem persists, you may need to replace the jack plate gauge kit.

If your unit is less than one year old, contact T-H Marine for a replacement. If your unit is more than one year old, we recommend going to your nearest boat dealership or contacting a retailer for replacement parts.

What should I do if my gauge kit is reading incorrectly?

How to fix jack plate gauge kit: First, try to calibrate the gauge kit with a gauge magnet bracket. For your gauge kit to read properly, your sender assembly must be properly calibrated with the gauge magnet bracket.

To accomplish this, run the jack plate all the way up and loosen the two Phillips-head screws on the gauge magnet or "L" bracket enough to manipulate the angle of the bracket.

By sliding the bracket up and down or side to side you can align the magnet so that the sender assembly can detect it.

Once you have it aligned, lower the bracket so that it is just above 19 and still reads 20.

Tighten the bracket again and lower it all the way to check that it stops at 0.

If the unit still does not read 0, raise the sender assembly. To raise the sender assembly, loosen the Phillips-head screws on the sender assembly and raise it up a bit.

Then repeat the steps by tightening the screws on the sender assembly and loosening the screws on the gauge magnet bracket, lowering it so that it is just above 19 and still reads 20. When you have done this, lower the plate all the way.

Please note: In some cases, you will have to raise the sender assembly substantially.

Do I need to lubricate my jack plate?

You do not need to lubricate your jack plate unless it is shaking even after being cleaned. If your jack plate is shaking when traveling up or down, we first recommend cleaning the jack plate.

To clean the jack plate and remove dirt build-up, first run the plate all the way up and apply a generous amount of dish detergent, then run the jack plate down. Let it soak until the next time you take your boat out. The detergent will push the dirt out and keep your plate running smoothly.

If the problem persists, you may need to lubricate the jack plate. If you have cleaned the jack plate and have a problem with it shaking, lubricate the jack plate with a non-oil or non-grease based lubricant such as a silicon spray.

How do I clean my jack plate?

How to clean your jack plate: to remove dirt build-up on your jack plate and prevent that dirt from causing your jack plate to shake when it travels up or travels down, run the plate all the way up and apply a generous amount of dish detergent. Then run the jack plate down, and let it soak until the next time you take your boat out. The detergent will push the dirt out and keep your plate running smoothly.

Many boaters have found that a magic eraser also does wonders to cleaning dirt that can dull the look of the surfaces outside of the mechanical areas of the jack plate.

Loc-R-Bar FAQs

How do I turn the alarm off on the Loc-R-Bar for trailering? How do I turn it on for storage?

By turning the alarm assembly 180 degrees before inserting U-fitting, you can disarm or arm the lock. If either direction does not arm the lock remove the two Phillips screws inside the alarm assembly and check the batteries.

I have an aluminum boat will the Loc-R-Bar work on my boat?

Currently the Loc-R-Bar will not work on an aluminum boat. We are working on an adapter for this.

How do I install the Loc-R-Bar properly?

The Loc-R-Bar attaches to the boat using two stainless steel inserts that are screwed onto either side of the gunnel wall. The Loc-R-Bar Alarm System Installation can be as easy as following these steps detailed below.

Prepare by gathering the required tools:

Power Drill

Phillips Screwdriver

1 3/8" Hole Cutter

STEP 1: Place the Loc-R-Bar on the boat deck, midway across storage lockers to be secured.

STEP 2: Extend the Loc-R-Bar to the inside walls of boat.

STEP 3: While in the supplied aluminum mounts, place the lock in the Loc-R-Bar and bring the Loc-R-Bar to the top of the sidewall.

STEP 4: Hold aluminum mounts flat against the interior walls with either screw down. Place the ends of the Loc-R-Bar into aluminum mount. This procedure requires two people.

IMPORTANT: Be sure that the Loc-R-Bar and aluminum mounts are STRAIGHT, LEVEL, and FIRMLY held against the interior walls of boat.

STEP 5: Mark the sidewall of the boat below the single screw on the aluminum mount. This provides the vertical location for hole placement.

STEP 6: Be sure to check for any wiring as you drill holes. Also, always install brackets as low to the deck as possible. With these two considerations in mind, drill a hole into the sidewall with a drill flat on the deck of the boat. This will allow hole to be slightly above the deck.

STEP 7: Place the aluminum mount in the hole. Mark the two screw holes and remove the aluminum mount. Drill starter holes for screws. Then, place aluminum mount in hole and tighten screws till snug.

STEP 8: Extend the Loc-R-Bar into the mounts and lock.

That's it. Enjoy the safety and peace of mind provided by your Loc-R-Bar Alarm System!

Will the Loc-R-Bar work on my boat?

The Loc-R-Bar will work on your boat if you have the deck space required for the unit and you also have a flat surface on the gunnel with room to install it.

For the Loc-R-Bar to fit across the deck of your boat, you need a maximum deck width of 88" and minimum deck width of 61". For the inserts, you need a 2" minimum height and a 3" minimum width.

How does the Loc-R-Bar protect my boat?

The Loc-R-Bar Alarm System is a fully self-contained alarm system for your boat. It requires no wiring, sensors, or complicated installation. To use it and protect your valuable equipment, you simply install the bar as shown in the installation instructions and utilize the Loc-Alarm.

Motor Stik Outboard Motor Support Stick

In What Direction Do I Slide on my Motor Stiks?

The ends of the Motor Stiks are labeled by outboard brand. Each Motor Stik is designed to slide onto your trim piston and the end labeled for your brand of outboard should be slid onto the piston first.

Does the Motor Stik work for saltwater motors?

Yes! The Motor Stik works for both freshwater and saltwater outboard motors.

What do I do if my Motor Stik doesn't seem to fit with my outboard motor?

Sometimes trim limits need adjustment -- this happens to all brands and types of outboard motors. Please consult a marine service professional for advice.

Can I use the Motor Stik with my Yamaha motor if it has a grease fitting on the port side ram?

Yes, you can use a single Motor Stik Outboard Motor Support Stick in this case and still get excellent support and protection for your outboard.