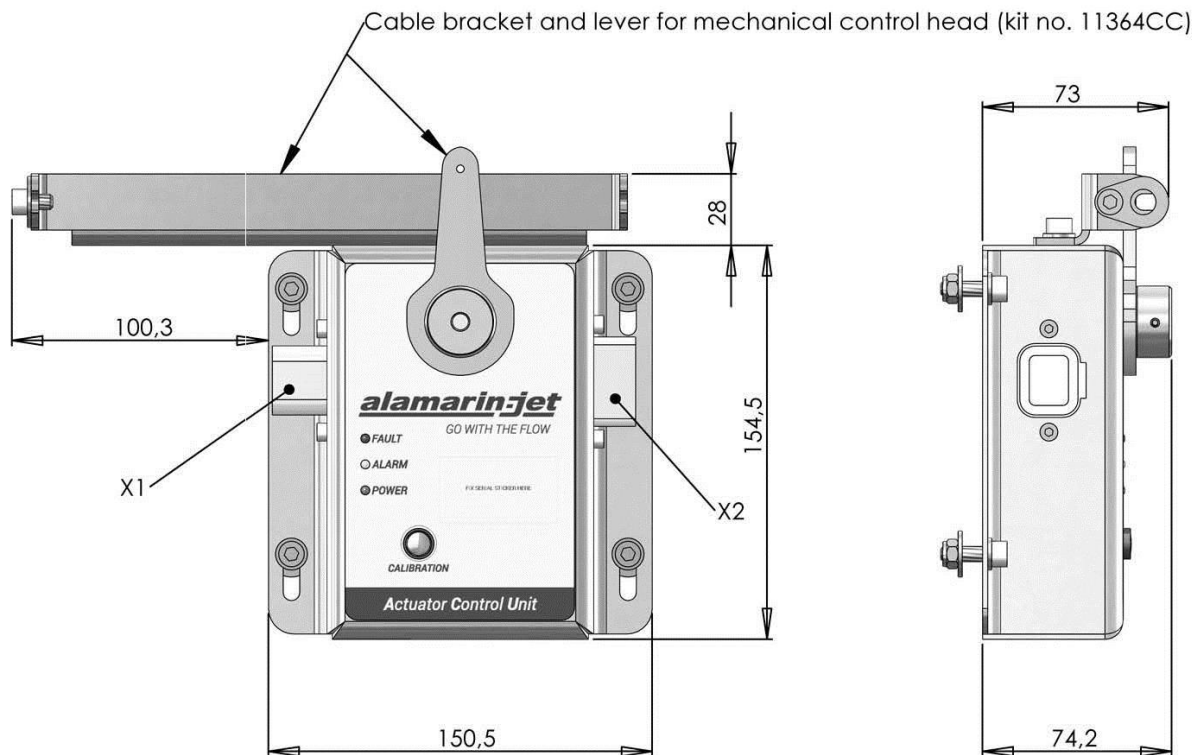
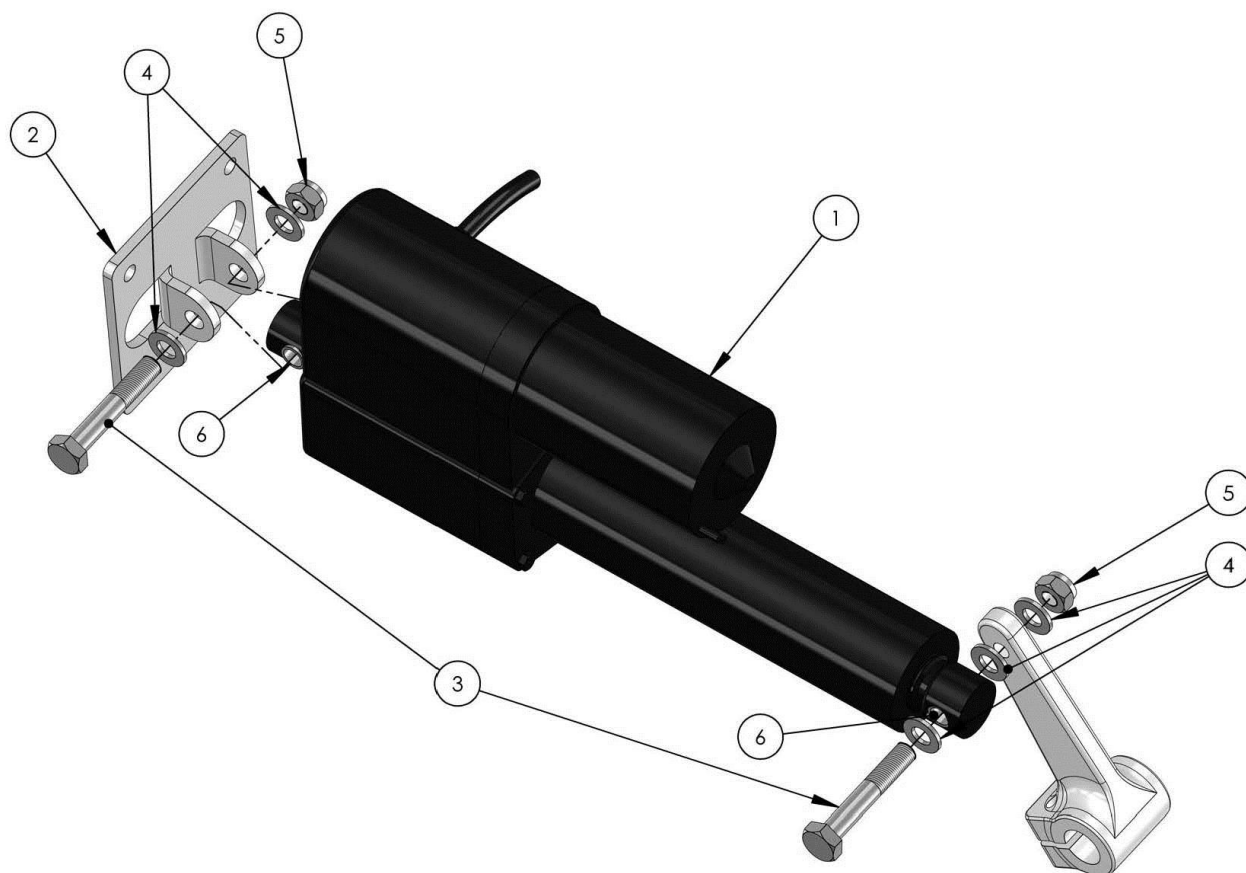


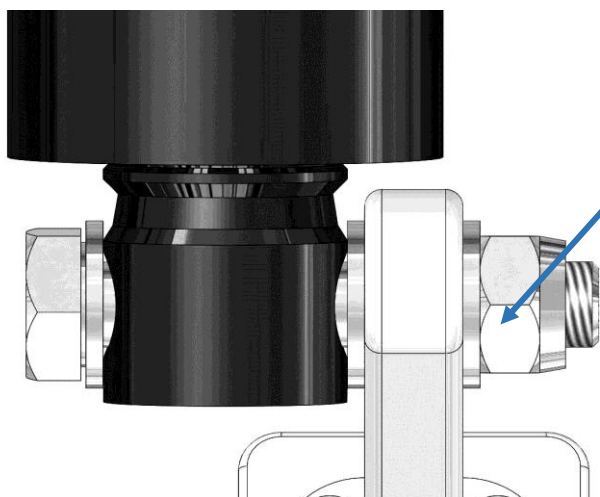
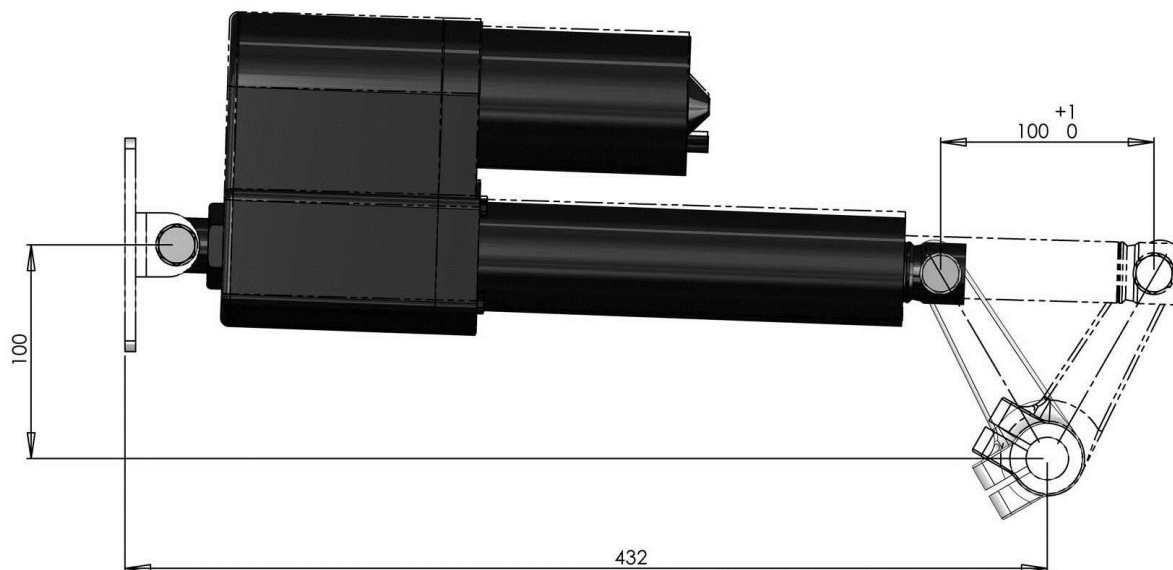
**11364 Linear actuator controller****Connector pin out**

Pin	X1	X2
1	0VDC	Pot. 1 GND
2	+12VDC	Pot. 1 signal
3	Actuator neg	Pot. 1 +5VDC
4	Actuator pos	CAN-L
5	-	CAN-H
6	-	Alarm
7	-	Actuator pot. GND
8	-	Actuator pot. signal
9	-	Actuator pot. +5VDC
10	-	Pot. 2 GND
11	-	Pot. 2 signal
12	-	Pot. 2 +5VDC

For the connector X2 plug, Deutsch DT 0462-201-16141 sockets must be used.

**2608L Linear actuator assembly**

Pos.	Code	Description	Reg'd
1	2608	Linear actuator	1
2	10344	Linear actuator bracket	1
3	R04100602	Hex screw M10x60	2
4	R10100002	Washer M10	5
5	R31100002	Locking nut M10	2
6	11385	Bushing	2

**Installation drawing**

Lock the pivot bolt with the nyloc nut.  
Make sure the actuator head can freely  
move around pivot bolt. Do not over  
tighten the bolt!

## Calibration procedure – control head / helm lever movement

### STEP 1

Power up the system. Green light starts to blink constantly. Entering to calibration mode is now possible.

### STEP 2

Hold finger on calibration button until orange light starts to blink once a second.

### STEP 3

Move the **control lever / helm lever** into the neutral position and confirm it with the ACU by holding finger on the calibration button until the red light starts to blink.

### STEP 4

Move the **control lever / helm lever** to its most forward position and confirm it with the ACU by holding finger on the calibration button until the green light starts to blink.

### STEP 5

Move the **control lever / helm lever** to its most backward position and confirm it with the ACU by holding finger on the calibration button. The system will now return to its normal operational mode, showing green light continuously illuminated.

***TIP: If you only want to calibrate the neutral position, power off the system after finishing step 3 (red light blinking). The new neutral position is now saved.***

## Calibration procedure – linear actuator movement

### STEP 1

Before powering the system, move the control lever / helm lever to the neutral position.

### STEP 2

Power up the system. Green light starts to blink constantly. Entering to calibration mode is now possible.

### STEP 3

Hold finger on calibration button until the orange light starts to blink twice a second.

The **linear actuator** can now be moved by changing the control lever / helm lever position in either direction. The further forward/backward the lever is moved, the faster the actuator moves. To stop actuator movement return the control lever to neutral position.

### STEP 4

Search first for the vessel / thrust neutral position. *The easiest way to find this is to have boat in the water with the engine running.*

Accept the position with the ACU by holding finger on the calibration button until the red light starts to blink.

### STEP 5

Use the control lever/ helm lever to move the **linear actuator arm** to its forward position until it is almost at the end of its full stroke / length. *Do NOT move the linear actuator arm to the very end of the stroke / length as the system will go into fault mode under operation.*

Accept the position with the ACU by holding finger on calibration button until the green light starts to blink.

### STEP 5

Use the control lever/ helm lever to move the **linear actuator arm** to its backward position until it is almost at the end of its full stroke / length. *Do NOT move the linear actuator arm to the very end of the stroke / length as the system will go into fault mode under operation.*

Accept the position with the ACU by holding finger on calibration button. The system will now return to its normal operational mode, showing green light continuously illuminated

**TIP: if you only want to calibrate the neutral position, power off the system after finishing step 4 (red light blinking). The new neutral position is now saved.**