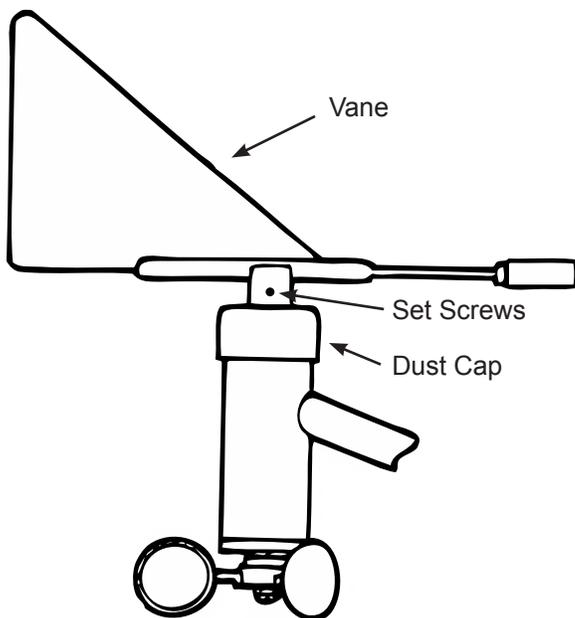


# Wind Vane Calibration

## Wind Vane Calibration on the Masthead Sensor:

Calibration errors of more than 20 degrees cannot be corrected by turning the calibration screw on the instrument. The vane must be repositioned on the dust cap to align it properly.

If the masthead sensor is removed from the mast, plug it into the female connector on the rear of the cockpit instrument. Some instruments have an intermediary "Y" cable that must be unplugged to gain access to a similar female connector. If the masthead sensor is installed on the mast, the following must be done on top of the mast:



1. Once the sensor is plugged in, turn the cockpit instrument on. With the masthead sensor pointing in the same direction that it will be atop the mast, rotate the dust cap until the instrument reads "0", (needle is vertical). Hold the dust cap in that position.

2. Place the vane on the dust cap. Without spinning the dust cap, rotate the vane so it lines up with the bow, then tighten the set screws on the dust cap with a 5/64" allen wrench.

Note that 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.

3. Confirm that the vane and indicator are working together.

## Dust Cap Note:

The markings and slots on the dust cap are for reference only. If you calibrate the vane as described above and find that the dust cap markings do not line up with the reference line on the masthead sensor, this does not matter at all. The only thing that is important 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.**