

LOWRANCE®

Ghost® Series

Installation manual

English



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More information

Document version: 008

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INTRODUCTION

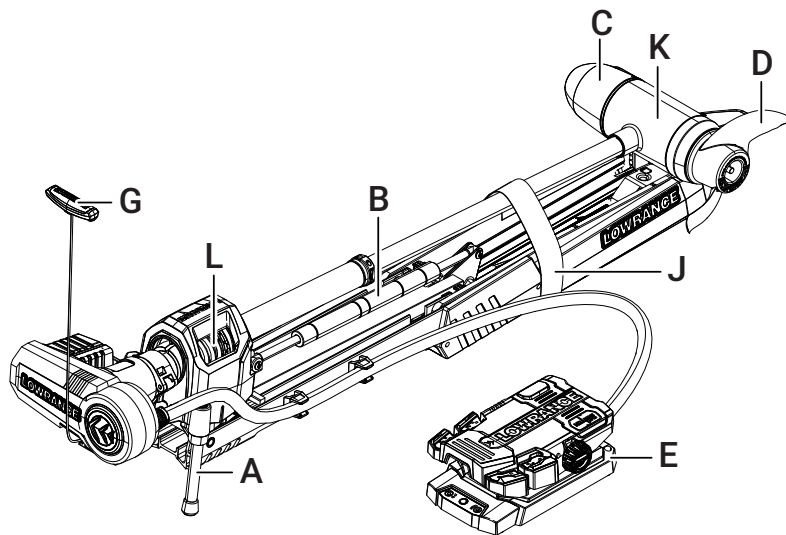
The Lowrance Ghost Series includes the Ghost freshwater trolling motor, available with shaft lengths 47, 52, or 60 inches, and Ghost X, the next generation Ghost trolling motor with upgraded lower unit and steering indicator (shaft length: 47 inches).

 **WARNING:** These products are intended to be used in freshwater only. A sacrificial anode, sold separately, is required for use in brackish water. Use of the product in brackish water (without the anode) or saltwater will void the warranty.

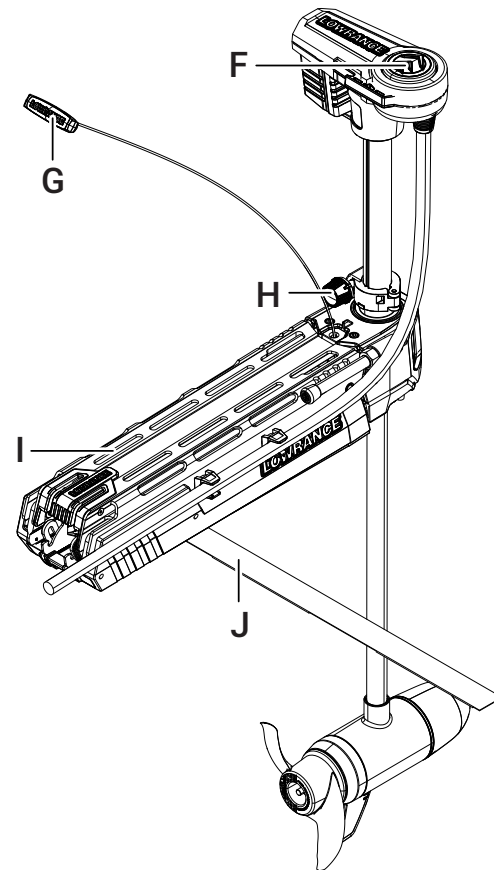
Limitations

-  To avoid damage to your boat, this device should be installed by a qualified marine installer. Specific knowledge of marine electrical systems is required for proper installation.
-  This product is intended to be used in freshwater only and a sacrificial anode (sold separately) is required for use in brackish water. Use of the product in brackish water (without the anode) or saltwater will void the warranty.

PRODUCT OVERVIEW



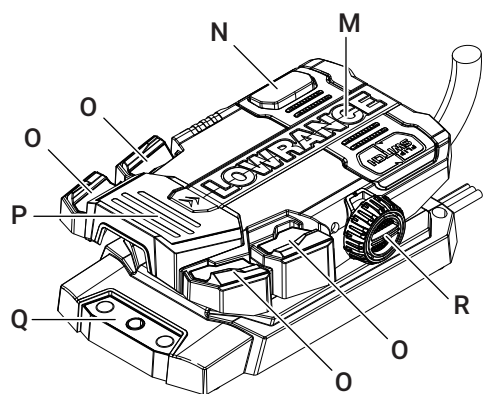
Stowed position



Deployed position

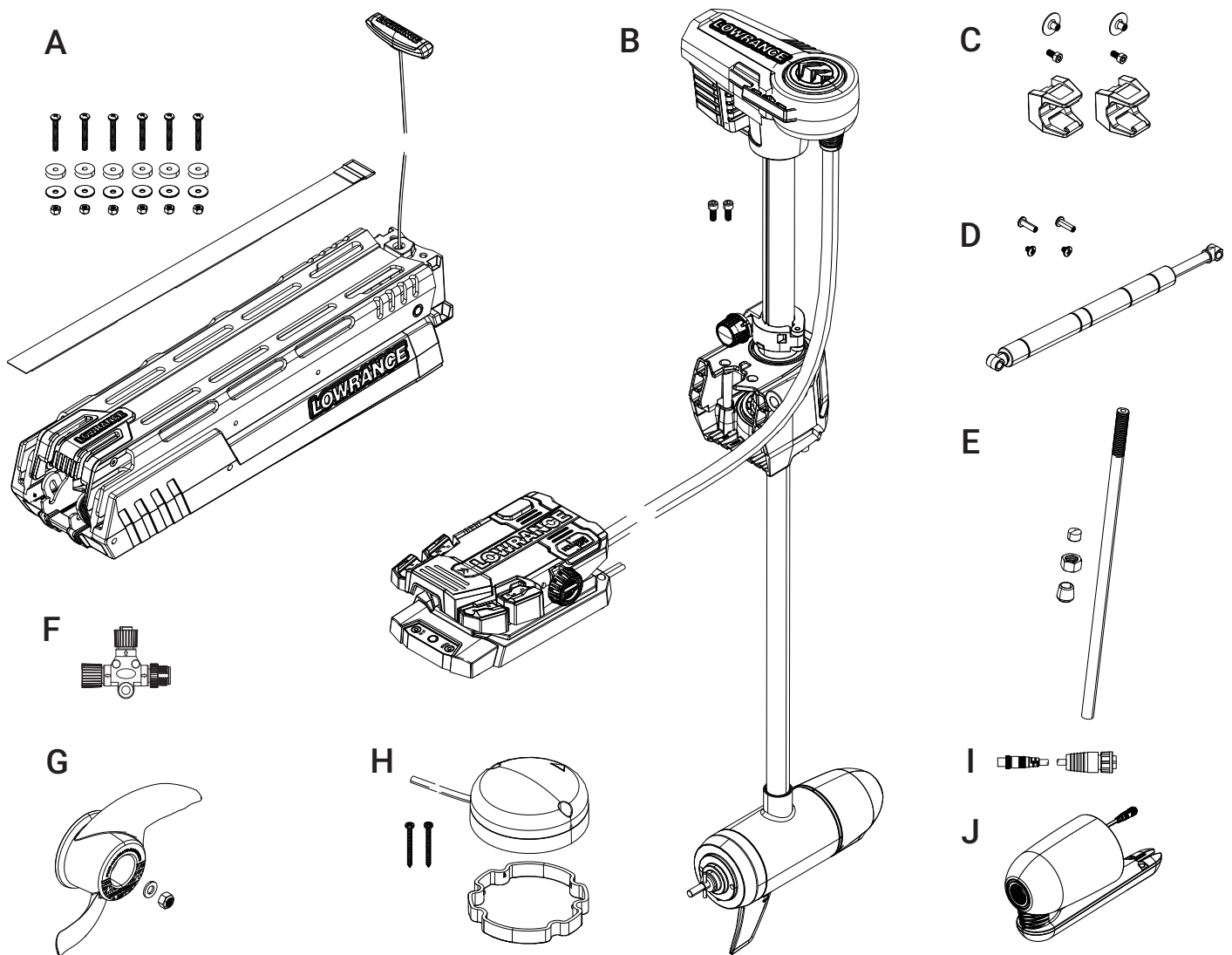
- A Stabilizer
- B Stow and deploy assist spring
- C Nose cone
- D Propeller
- E Foot pedal
- F Direction indicator
- G Braided stainless steel pull cable and handle
- H Depth adjustment knob
- I Motor mount
- J Stow strap
- K Lower unit
- L 360 breakaway

Foot pedal



- M** Toe end
- N** Momentary switch
- O** Mode and action keys
- P** Heel end
- Q** Power key and battery capacity indicator
- R** Speed adjustment knob

In the box



A Mount and hardware kit

- 1x Mount
- 1x Stow strap
- 6x 1/4"-20 x 3.5" Phillips screw
- 6x Rubber spacer
- 6x Washers
- 6x 7/16" Nylock nut

B Motor assembly kit

- 1x Motor assembly
- 2x M8 20 mm hex screw
- 1x HDI nose cone transducer pre-installed on Ghost 47, 52, and 60 inch models

C Cable management clip kit

- 2x Cable clips
- 2x M4 8 mm hex screw
- 2x M4 binding barrel

D Stow and deploy assist spring kit

- 1x Gas spring
- 2x 1/4"-20 x 5/16" Phillips screw
- 2x 5/16" binding barrel

E Stabilizer kit

- 1x Top cap
- 1x Jam nut 3/4"-10
- 1x Stabilizer rod
- 1x Rubber foot

F NMEA 2000® T-connector

G Propeller kit

- 1x M10 Nylock nut
- 1x Washer
- 1x Propeller

H Trolling motor compass (TMC-1) kit

- 1x TMC-1
- 1x TMC-1 gasket
- 2x 6-20 x 1-1/2" Phillips screw

I Transducer cable adapter (mini 9-pin to regular 9-pin connector)

J Active Imaging 3-in-1 nose cone transducer (included with Ghost X)

Opening and closing the mount

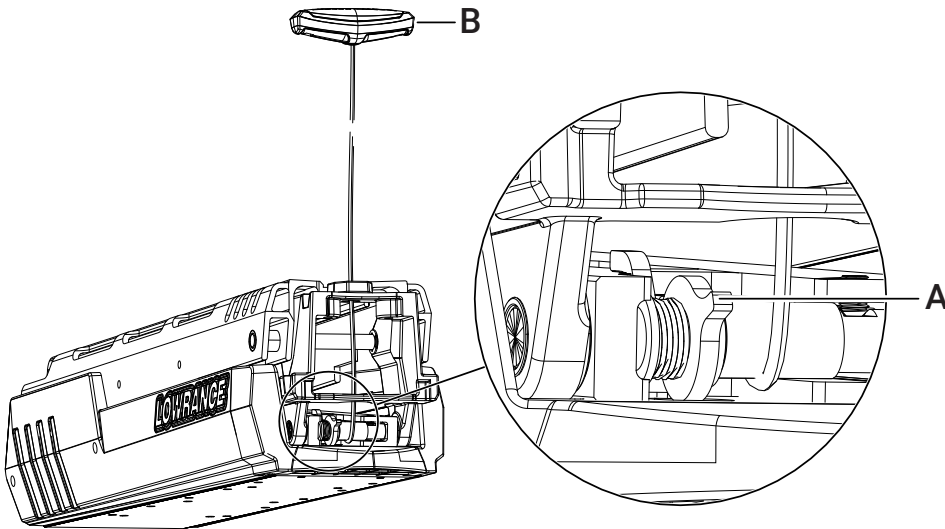
The mount latches in both its open and closed positions.

⚠ WARNING: The mount has a secondary latch that prevents unintentional opening or closing of the mount when the motor assembly is not attached to the mount. Do not override the secondary latch if the stow and deploy assist spring has been installed. Overriding the secondary latch can cause the mount to open unexpectedly with considerable force.

The secondary latch is automatically deactivated when the motor assembly is attached to the mount.

Open the mount

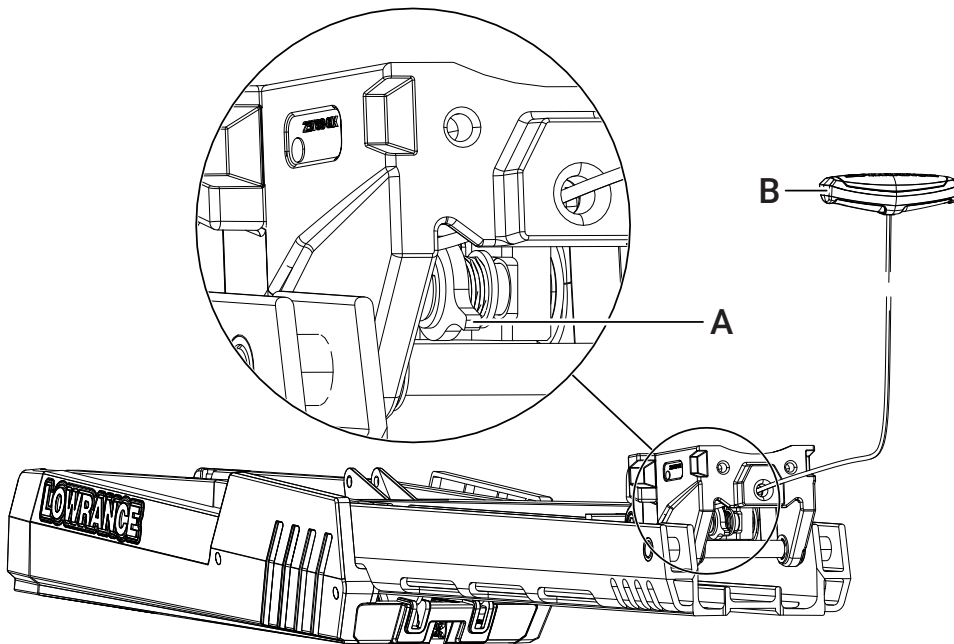
Push the secondary latch (A) down and simultaneously pull the pull cable (B) to unlatch and open the mount.



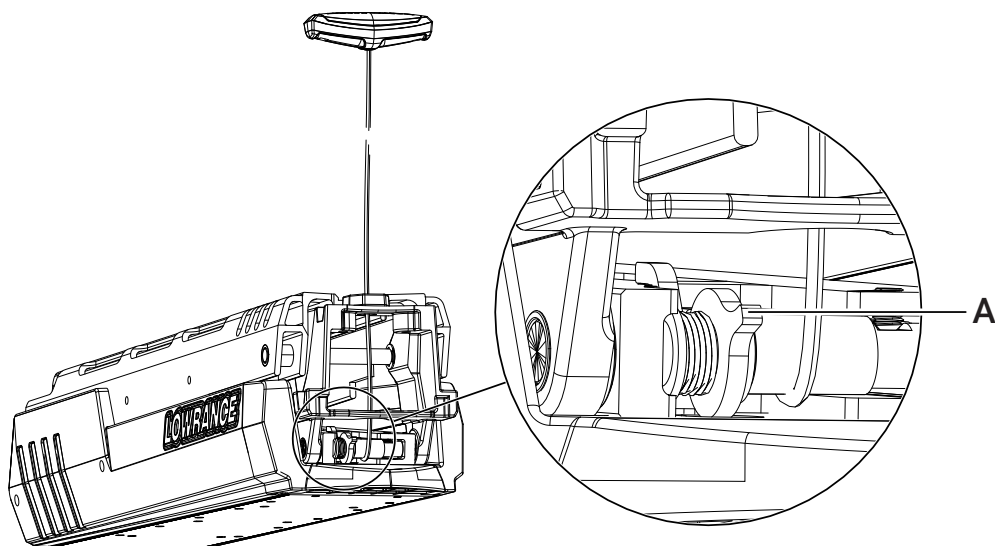
Close the mount

1 Push the secondary latch (A) down and simultaneously pull the pull cable (B) to unlatch the mount from the stowed (open) position.

→ **Note:** The mount can be damaged if slammed shut without pushing the secondary latch.



- 2 While holding the secondary latch (A) down, slowly close the mount while allowing the front latch to lock into place.



INSTALLATION

Mounting guidelines

Do not:

- Mount any part where it will interfere with the operation, launching, or retrieving of the boat.

Do:

- Mount the trolling motor on the port side of the boat.
- Mount the trolling motor as close to the keel or centerline of the boat as possible.
- Make sure the area under the mounting location is clear to drill holes, and install nuts and washers.
- Make sure that the shaft has a clearance of at least 40 mm (1.5") to the gunwale of the boat.
- Mount the motor in a way that it does not encounter any obstructions as it is lowered into the water or raised into the boat when stowed and deployed.

Cable management clips

Parts required

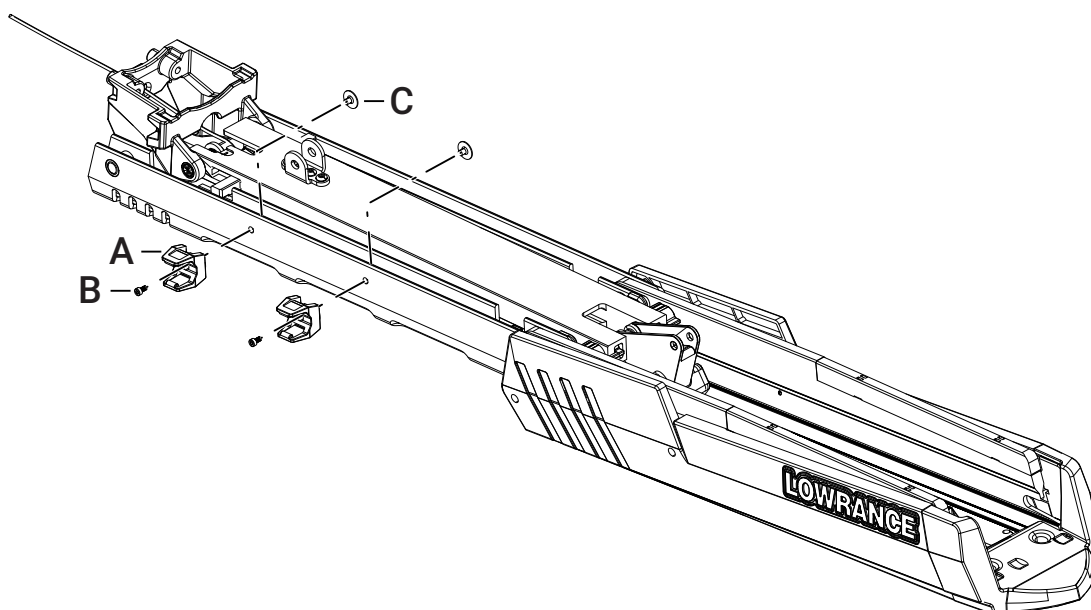
Item	Qty	Description
A	2	Cable management clips
B	2	M4 8 mm hex screw
C	2	M4 binding barrel

Tools required

- 3 mm hex key

Procedure

- 1 Open the mount (refer to **Opening and closing the mount** on page 8).
- 2 Install the cable management clips (A) to the mount. It should be possible to rotate the cable management clips when the screws (B) and binding barrels (C) are fully tightened.



Attach the motor to the mount

It is recommended that the mount is placed on a workbench during assembly.

Parts required

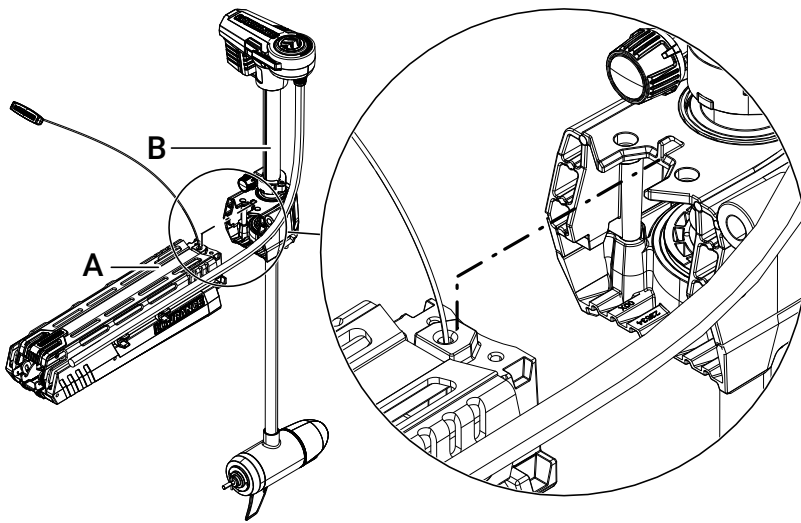
Item	Qty	Description
A	1	Mount
B	1	Motor assembly
C	2	M8 20 mm hex screw

Tools required

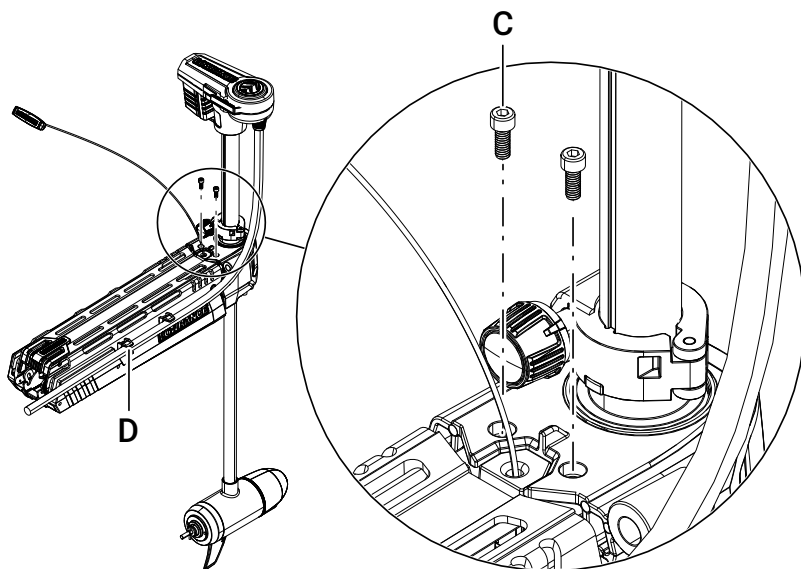
- 6 mm hex key

Procedure

- 1 Close the mount (refer to **Close the mount** on page 8). Align the keyways on the motor assembly to the keyways on the mount. Lower the motor assembly until it rests on the mount.



- 2 Secure the motor assembly to the mount with the screws. Make sure that it is possible to open the mount by operating the pull cable, before tightening the screws. When correctly installed, the motor assembly will deactivate the secondary latch (refer to **Opening and closing the mount** on page 8). Torque the screws to 19 Nm $\pm$ 2 Nm (14 ft-lb $\pm$ 1.5 ft-lb). Secure the trolling motor cable in the cable management clips (D). Cable ties can be used with the clips to provide additional cable retention if needed.



Mount the trolling motor on the boat

The trolling motor should be mounted on the port side of the boat. Mount the trolling motor so that the shaft is as close to the keel or centerline of the boat as possible.

→ **Note:** Install the stow and deploy assist spring after the trolling motor is installed on the deck of the boat.

Parts required

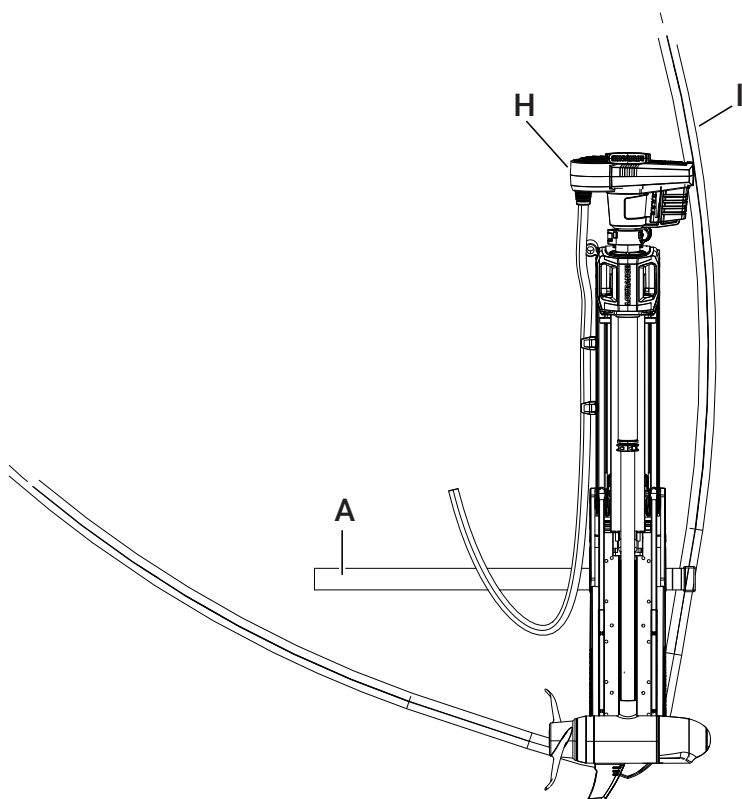
Item	Qty	Description
A	1	Stow strap
B	6	1/4"-20 x 3.5" Phillips screw
C	6	Rubber spacers (optional)
D	6	Washers
E	6	1/4" Nylock nut

Tools required

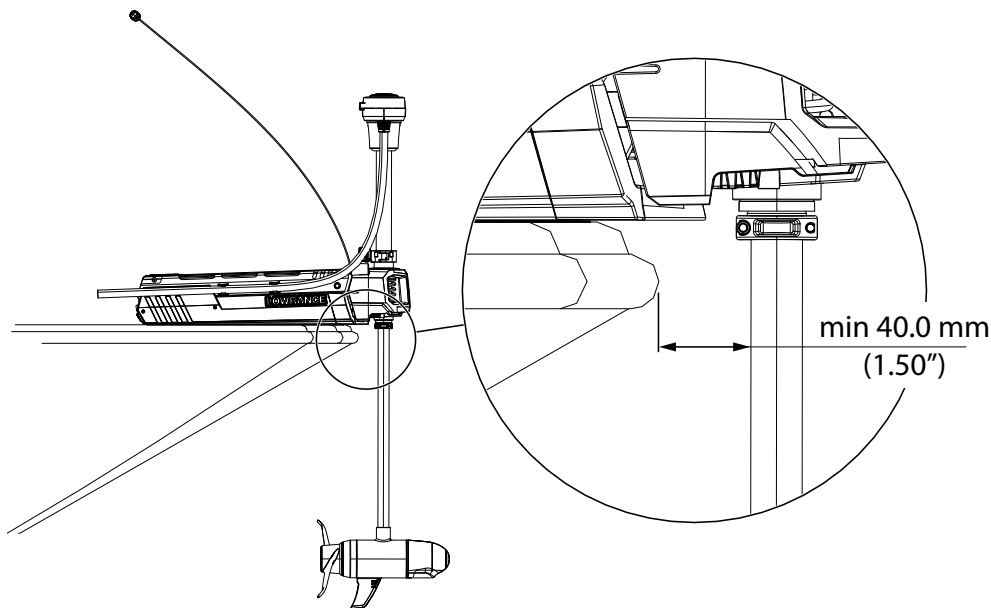
- Phillips screwdriver #2
- 7/16" box end wrench
- Tape measure
- Drill with 9/32" drill bit
- Marker pen

Procedure

- 1 Check the placement of the trolling motor and mount when in the stowed position.
→ **Note:** If you have a 60-inch trolling motor, ensure the trolling motor head (**H**) does not protrude outside of the gunwale (**I**) of the boat when in the stowed position. Check the overhang when the motor is fully stowed in the correct position before securing the mount to the boat.
- 2 Place the stow strap (**A**) under the mount, between the second and third pair of bolt holes from the bow of the boat. Test that the stow strap can be used to secure the trolling motor shaft when the trolling motor is in the stowed position.



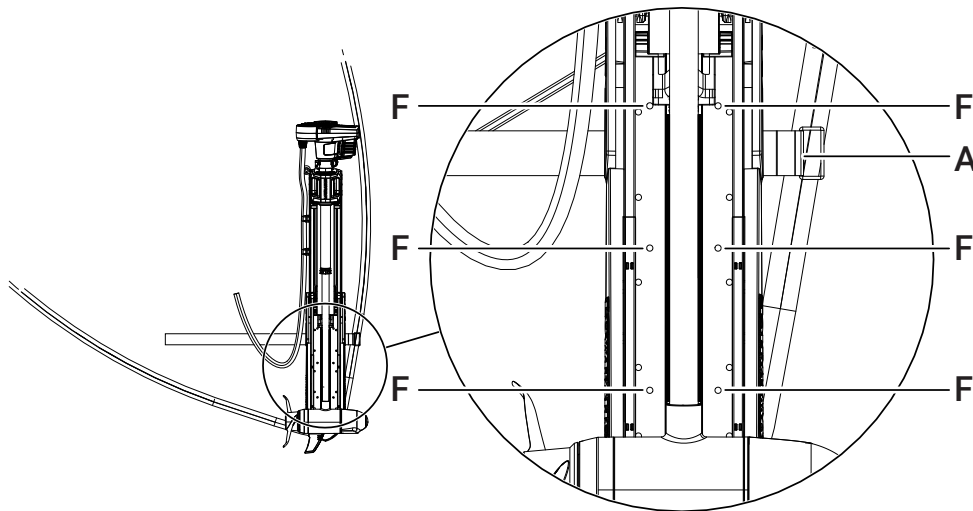
- 3 Check the placement of the trolling motor in the deployed position. Make sure that when the motor is deployed, the shaft has a clearance of at least 40 mm (1.5") to the gunwale of the boat.



- 4 Once the mount is in position, use the mount as a template to mark the places on the deck where the holes will be drilled.
It is best to secure the mount using the six holes (F) shown in the illustration below. However, you can select different holes in the base of the mount depending on the available deck space and/or if you are replacing another trolling motor.

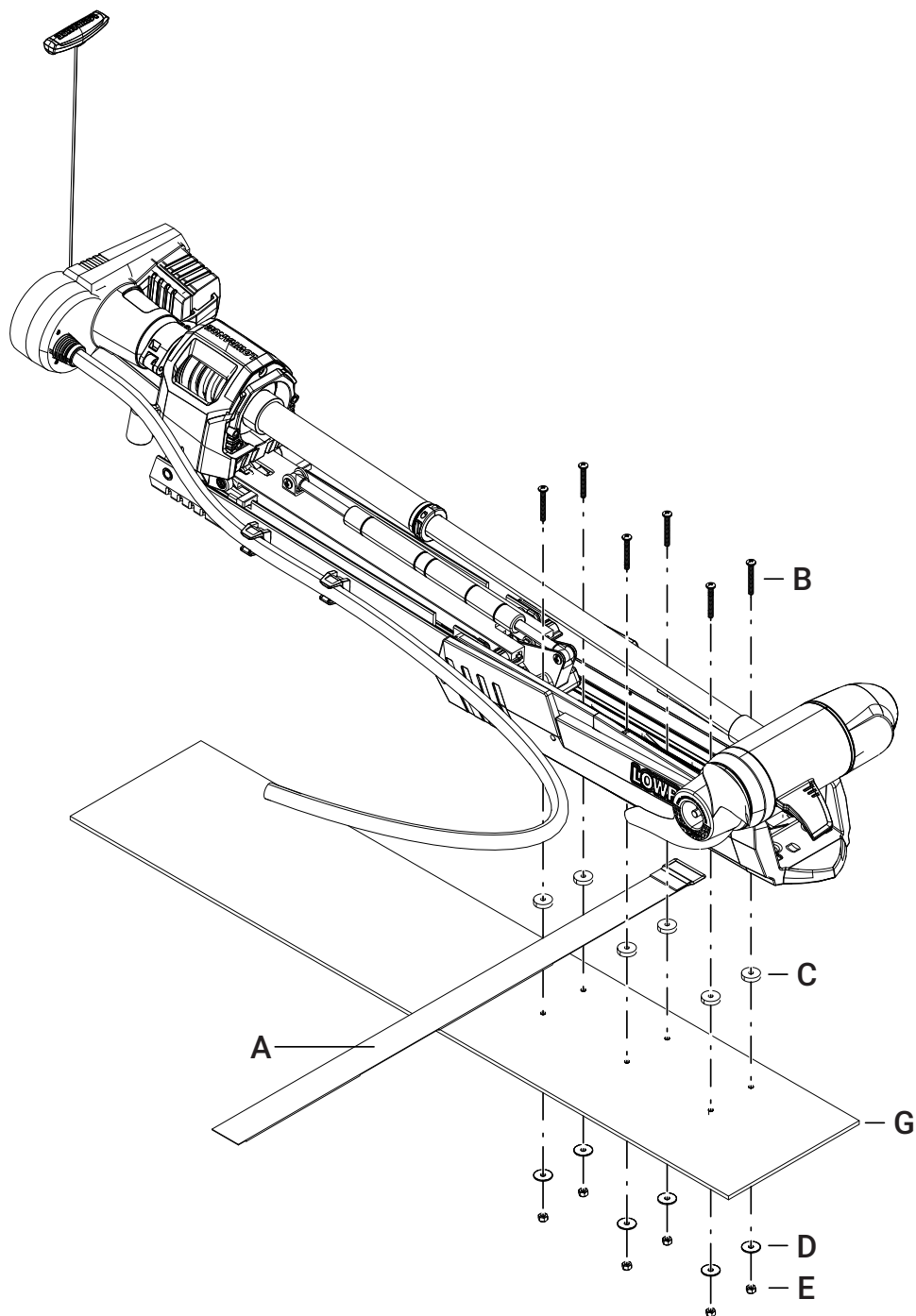
→ **Note:** You must use a minimum of four screws to attach the mount. There should be at least two on each side of the mount, as far apart as possible.

- 5 Drill holes in the deck at your marked positions using a 7.5 mm (9/32") drill bit.



- 6 Make sure that the stow strap (A, above) is located between the second and third pair of bolt holes from the bow of the boat. Double check that the stow strap can close around the mount and trolling motor shaft when the trolling motor is in the stowed position.
- 7 The rubber spacers in the illustration below (C) are optional and are used to level the trolling motor on the deck.

- 8 Apply anti-seize compound to the inside of each nut (E). Bolt the trolling motor assembly to the deck of the boat, using washers (D) between the nuts and the underside of the deck. Before tightening completely, apply marine grade sealant in the holes to prevent water ingress.



Stow and deploy assist spring

→ **Note:** In the images below, the motor assembly is hidden for clarity.

⚠ WARNING: The mount has a secondary latch that prevents unintentional opening or closing of the mount when the motor assembly is not attached to the mount. Do not override the secondary latch if the stow and deploy assist spring has been installed.

Parts required

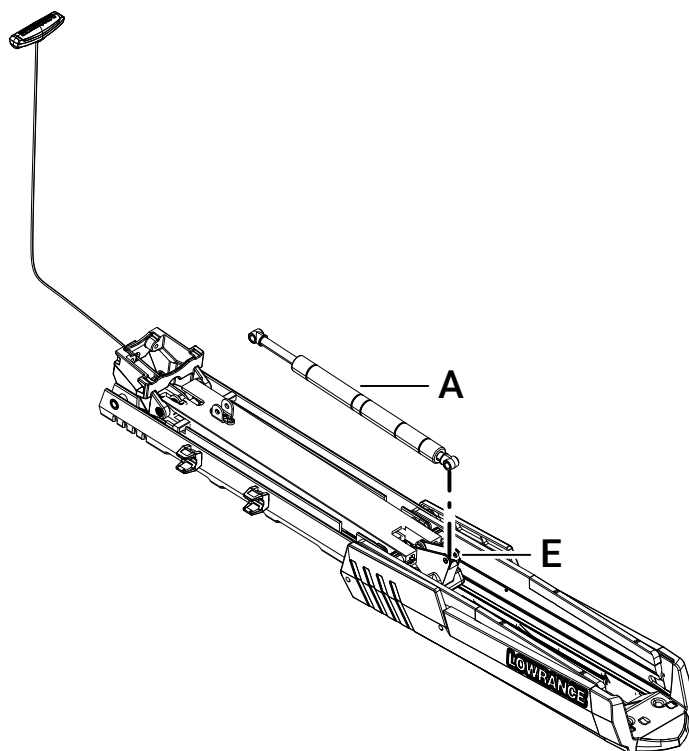
Item	Qty	Description
A	1	Stow and deploy assist spring
B	2	1/4"-20 x 5/16" Phillips screw
C	2	5/16" binding barrel

Tools required

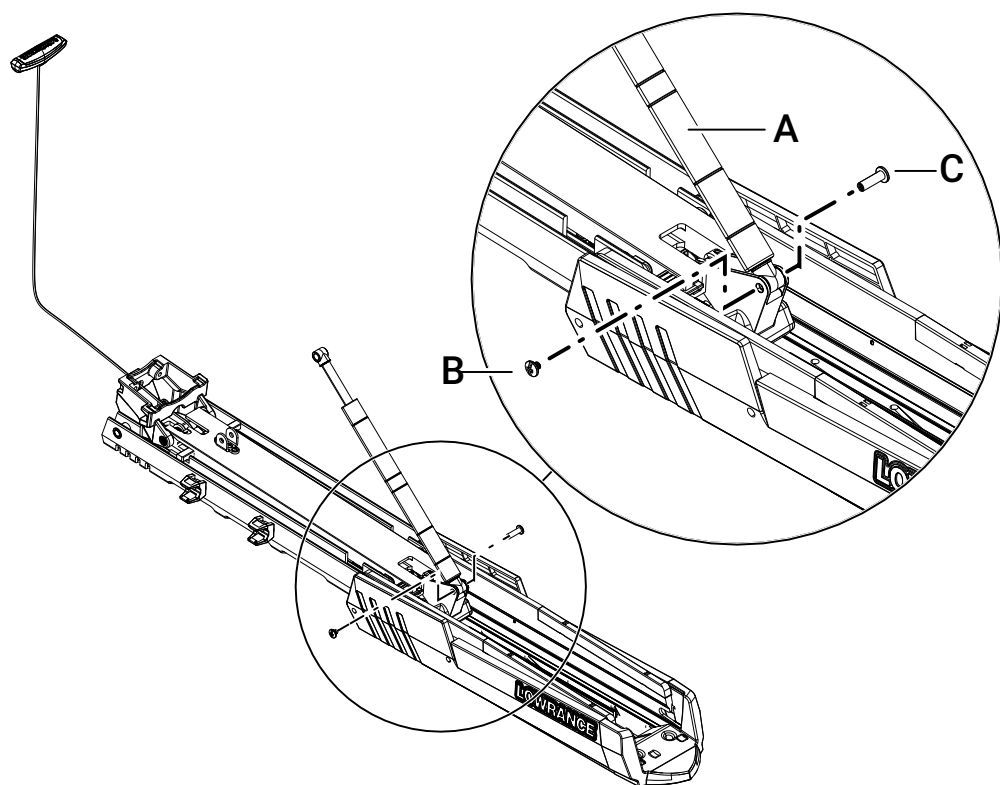
- 2x Phillips screwdriver #3

Procedure

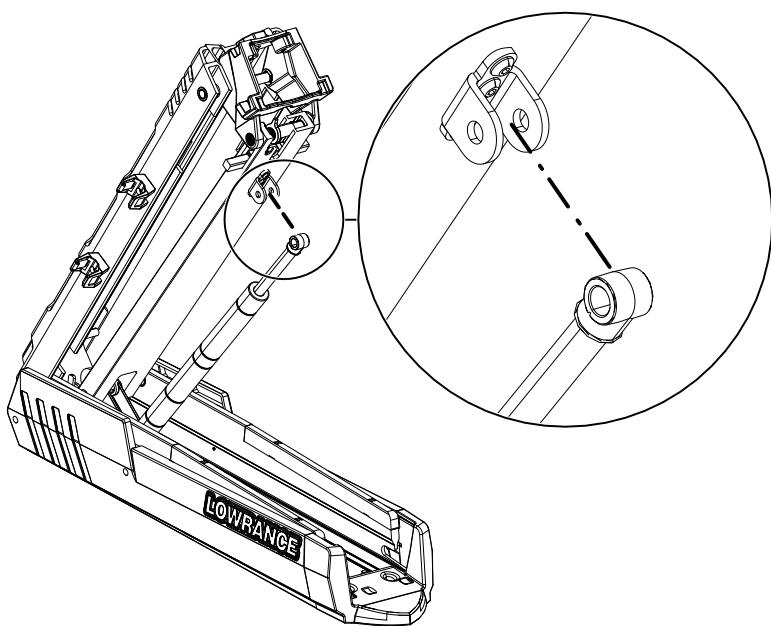
- 1 Position the trolling motor in the stowed position. Place the stow and deploy assist spring and two washers in the lower bracket (**E**). Ensure that the direction arrow on the spring is pointing to the top part (pull cable end) of the mount.



- 2 Secure the stow and deploy assist spring (A) using a screw (B) and binding barrel (C).



- 3 Raise the motor until the stow and deploy assist spring reaches the upper bracket. Secure the upper arm of the stow and deploy assist spring using the second screw (B) and binding barrel (C).



Stabilizer rod

The stabilizer rod is used to stabilize the trolling motor from excessive movement when the trolling motor is in the stowed position.

⚠ WARNING: If the stabilizer rod is too long it can prevent proper latching of the trolling motor in the stowed position. If the stabilizer rod is too short, it will cause inadequate support of the trolling motor. Improper latching or support may cause damage.

Parts required

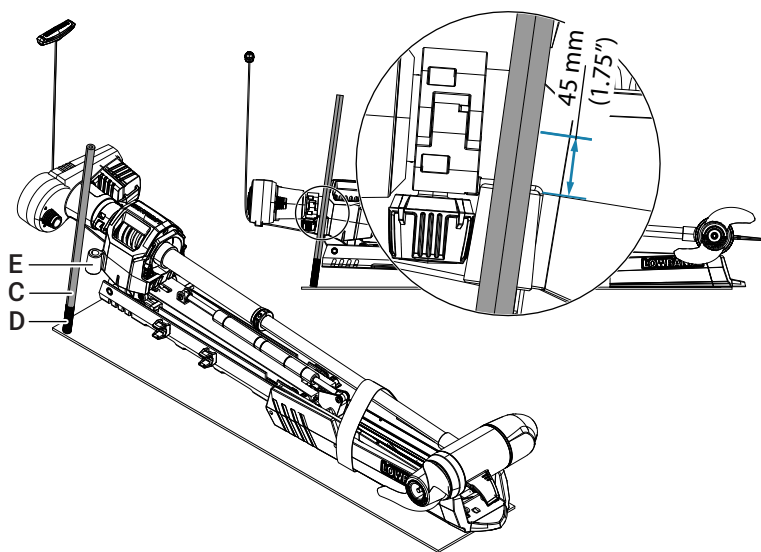
Item	Qty	Description
A	1	Top cap
B	1	Jam nut 3/4"-10
C	1	Stabilizer rod
D	1	Rubber foot

Tools required

- Hack saw
- File
- Wrench

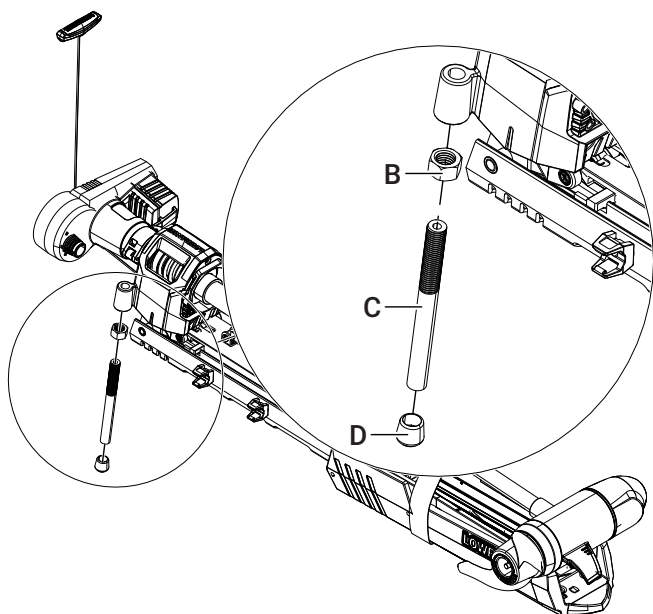
Procedure

- 1 Place the motor in the stowed position. Place the rubber foot (**D**) on the threaded end of the stabilizer rod (**C**). Measure the correct length of the stabilizer rod by placing it, with the threaded end down, onto the deck surface so that it is parallel to the stabilizer rod adapter (**E**). Mark the rod 45 mm (1.75") above the top of the stabilizer rod adapter.



- 2 Cut the rod at your mark. Use a file to remove any sharp edges around the cut. Remove the rubber foot from the threaded end of the stabilizer rod, and put it on the cut end of the stabilizer rod.
- 3 Rotate the stabilizer rod so that the end with threads is at the top.

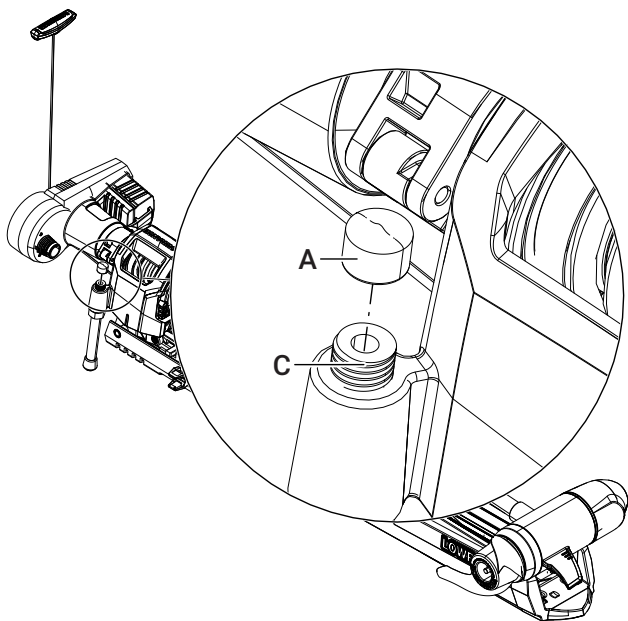
- 4 Thread the jam nut (B) all the way down the threads on the stabilizer rod (C).



- 5 Position the stabilizer rod in the adapter with the rubber foot on the stabilizer rod touching the deck of the boat. When adjusted correctly, you should be able to lift the foot approximately 10–13 mm ($\frac{3}{8}$ "– $\frac{1}{2}$ ") before you hit the rear latch. When the rod is at the correct position, tighten the jam nut up against the stabilizer rod adapter (torque approximately 16 ft-lb or 21 Nm).

⚠ WARNING: Incorrect installation could cause the mount to open in rough conditions.

- 6 Install the top cap (A) on the stabilizer rod if there are threads exposed above the adapter.



Propeller

Parts required

Item	Qty	Description
A	1	M10 nylock nut
B	1	Washer
C	1	Propeller

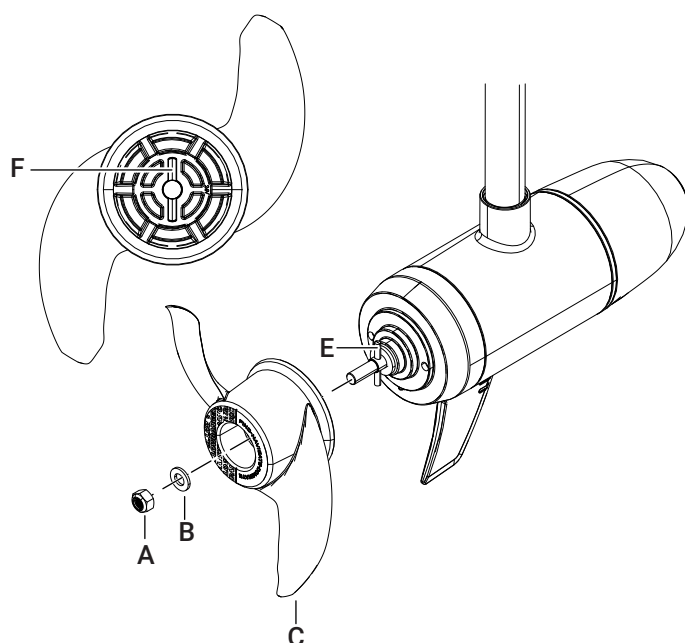
Tools required

- 17 mm deep socket

Procedure

Install the propeller (torque 13 Nm (10 ft-lb)). Make sure that the drive pin (E, pre-installed) aligns with the slot in the propeller (F). Clean threads of the propeller shaft of any pre-existing grease and debris, and install the M10 nylock nut (A).

⚠ WARNING: Do not use power tools to install the nylock nut (A). Only hand tools should be used for installation of the nut.

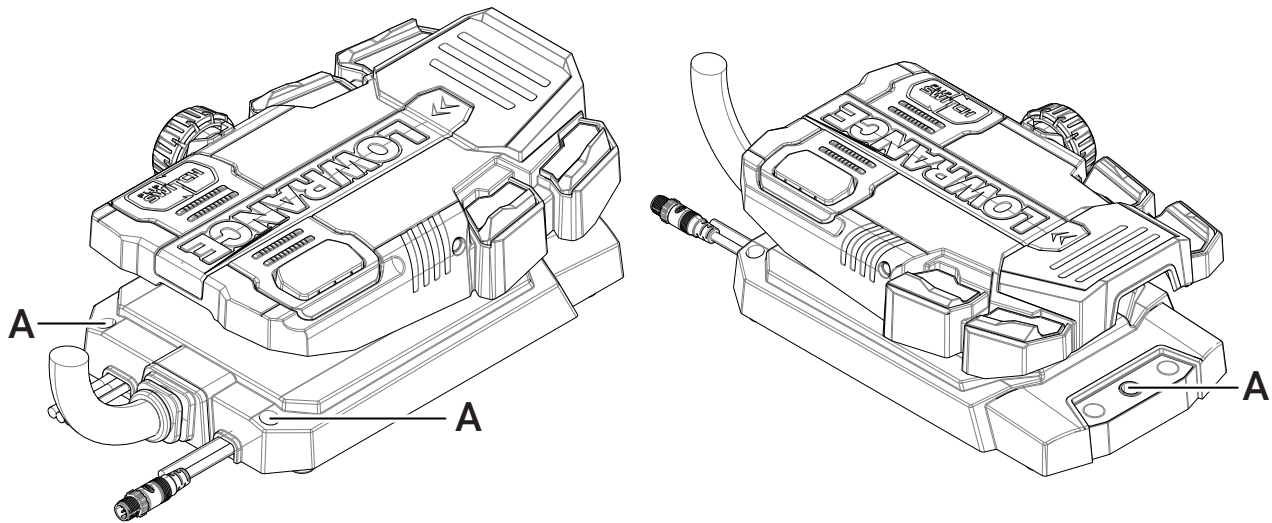


Foot pedal

We recommend mounting the foot pedal to the deck of the boat to prevent it from being damaged during transport and to make motor operation more reliable. The foot pedal has three mounting holes (A). Only tighten enough to slightly compress the bumper pads underneath the foot pedal.

For foot pedal dimensions, refer to **Dimensional drawings** on page 33.

→ **Note:** Mounting hardware is not supplied. Obtain mounting hardware that suits your boat and installation. Use screws with a diameter of 3.17–4.76 mm (1/8"–3/16").



How to use the FlipSwitch

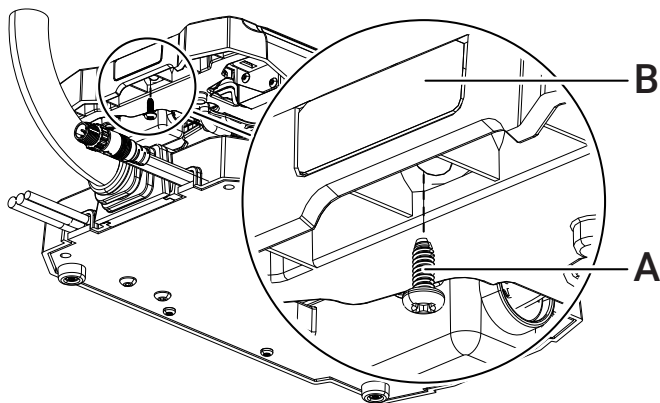
FlipSwitch allows you to operate the momentary switch on the left or right side of the foot pedal.

Tools required

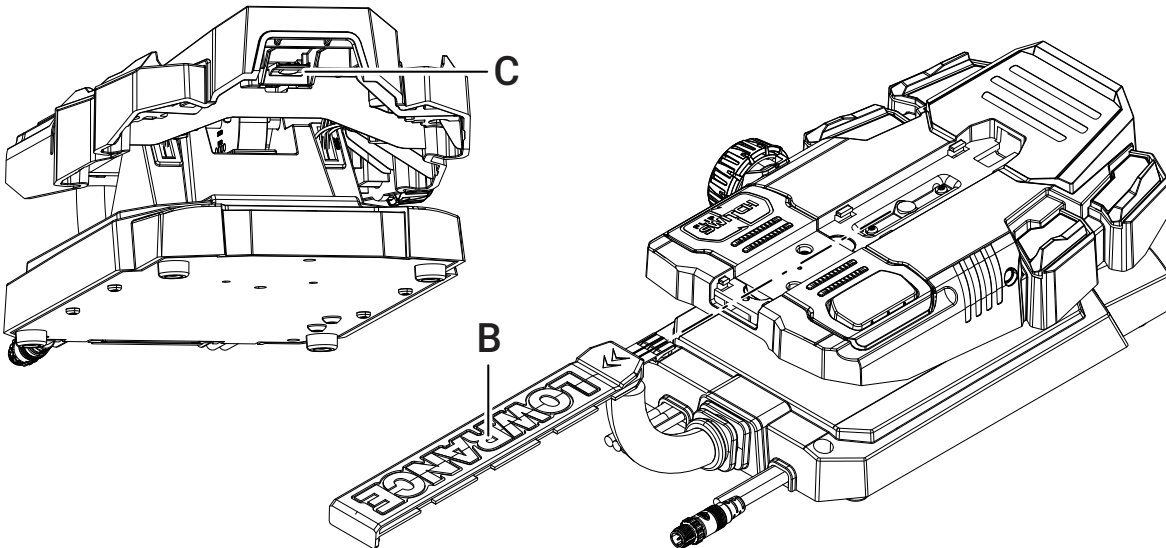
- 1x Phillips screwdriver #2

Procedure

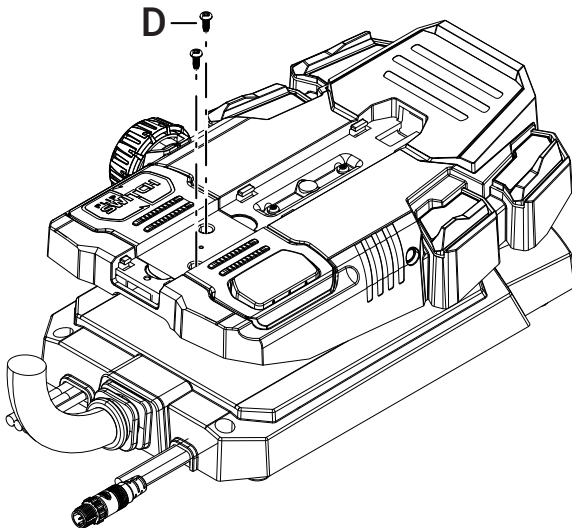
- 1 Remove the lock screw (A) that secures the cover plate (B).



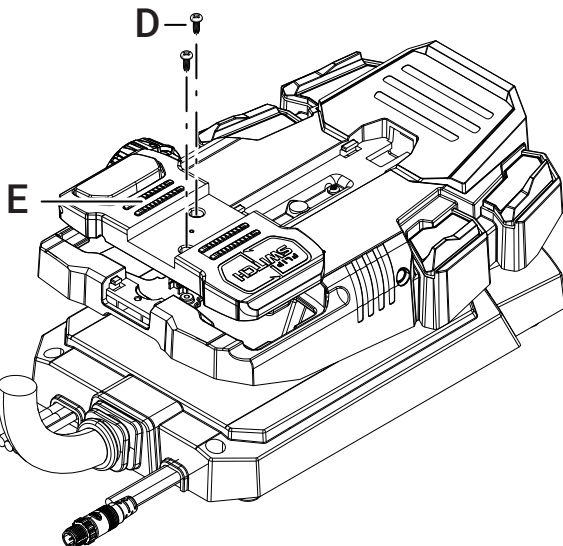
- 2 Press the locking tab (C) upwards and slide the cover plate (B) forward until it is free.



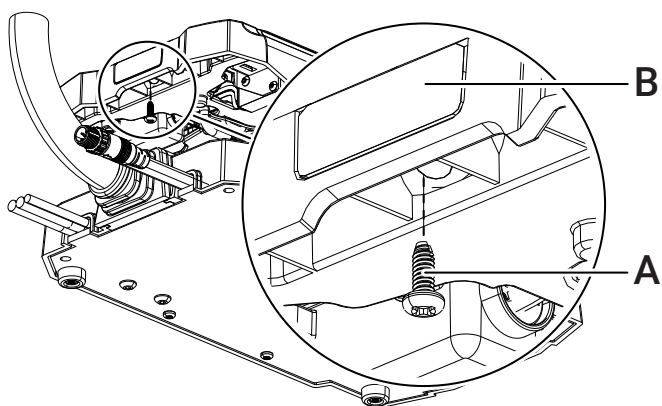
- 3 Remove the screws (D) that secure the FlipSwitch assembly.



- 4 Turn the FlipSwitch assembly (E) 180° and fasten the screws (D) that secure the FlipSwitch assembly.



- 5 Slide the cover plate (B) back in place and fasten the lock screw (A).



Trolling motor compass (TMC-1)

The compass (B) should be mounted horizontally with the arrowhead pointing forward, parallel to the keel of the boat (D).

The mounting location should be as far as possible (minimum 0.9 m (3 ft)) from disturbing magnetic influences such as engines, ignition cables, or other large ferrous metal objects such as tools. The compass location should be at least 0.6 m (2 ft) from the trolling motor head and mount. A TMC-1 extension cable (000-15582-001) can be purchased separately if necessary.

Parts required

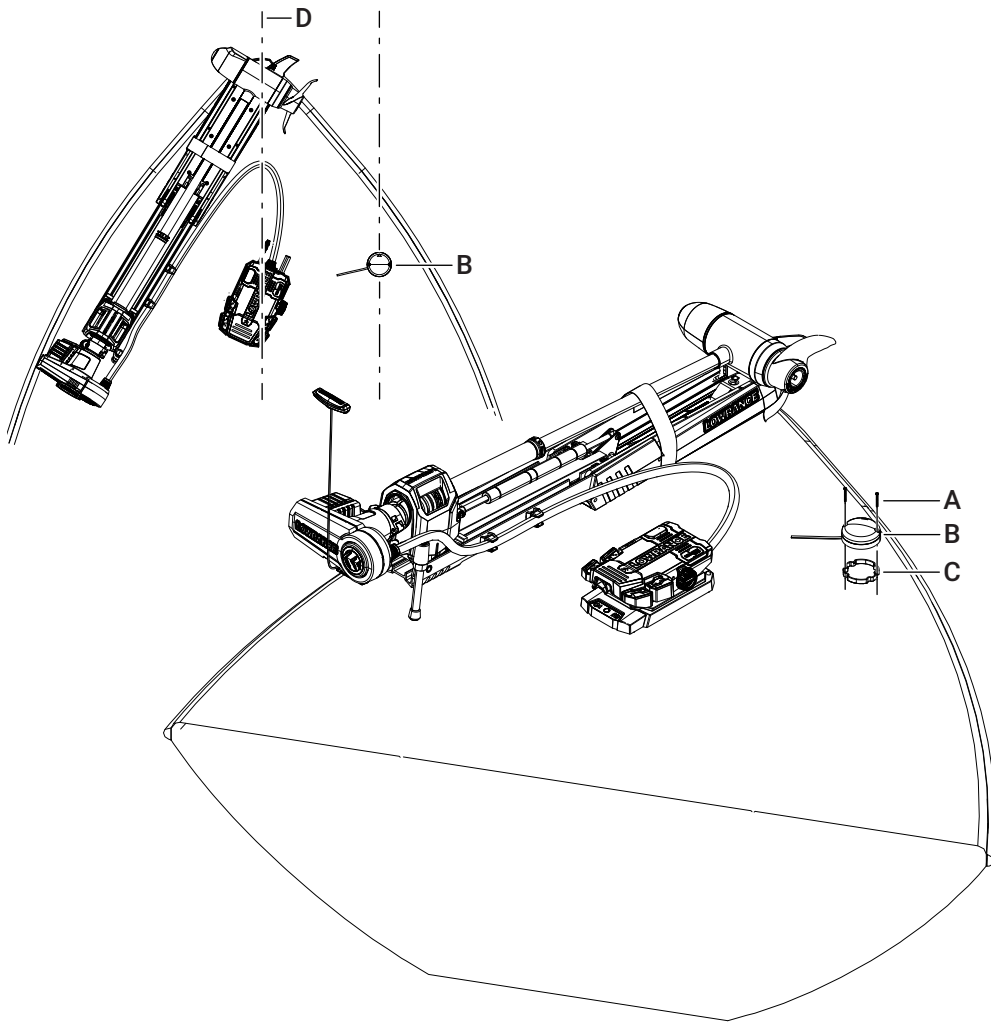
Item	Qty	Description
A	2	6-20 x 1-1/2" Phillips screw
B	1	TMC-1
C	1	TMC-1 gasket

Tools required

- Phillips screwdriver #2

Procedure

- 1 Mark the screw holes using the compass as a template.
- 2 Drill 3 mm (0.12") pilot holes.
- 3 Insert the compass gasket into the compass body.
- 4 Screw the compass to the boat.



Nose cone transducer

→ **Note:** A compatible multi-function display (MFD) is required to display the sonar signal. Refer to **Transducer** on page 29 for how to connect your transducer to your MFD.

	Ghost 47, 52, and 60 inch models	Ghost X
Transducer	HDI nose cone; pre-installed	Active Imaging 3-in-1 nose cone

Ghost 47, 52, and 60 inch trolling motors

A HDI nose cone transducer is pre-installed in the lower unit.

→ **Note:** You can replace the HDI nose cone transducer with an Active Imaging 3-in-1 nose cone transducer if you want to.

Ghost X trolling motors

Ghost X comes with an Active Imaging 3-in-1 nose cone transducer.

The nose cone transducer (or a blank nose cone) must be installed before you operate the trolling motor.

⚠ WARNING. Only operate the trolling motor with a nose cone transducer (or blank nose cone) installed. If a trolling motor without a nose cone strikes an object underwater, the front of the lower unit could be damaged and allow water to enter the lower unit.

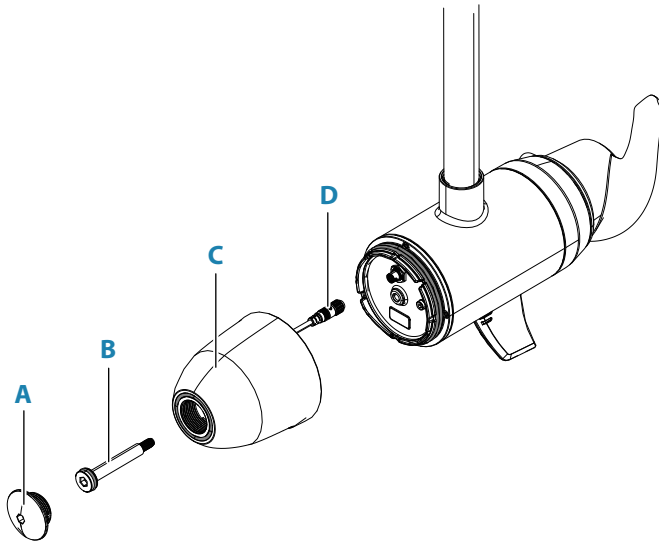
Install Active Imaging 3-in-1 transducer

→ **Note:** The following procedure can be used for replacing blank nose cones, HDI nose cone transducers, and Active Imaging 3-in-1 nose cone transducers on any Ghost Series trolling motor.

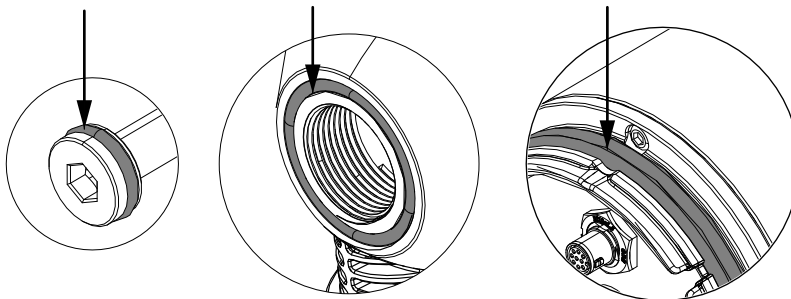
To remove the existing nose cone from your trolling motor:

- 1 Disconnect the trolling motor power cables from the battery.
- 2 Unscrew the nose cone cap (A), followed by the nose cone bolt (B).
- 3 Gently detach the nose cone (C) from the lower unit.
- 4 If the nose cone contains a transducer, rotate the connector nut on the sonar cable anticlockwise to unlock and detach the cable (D).

→ **Note:** Make sure you don't loosen the plastic nut behind the 9-pin connector on the lower unit.

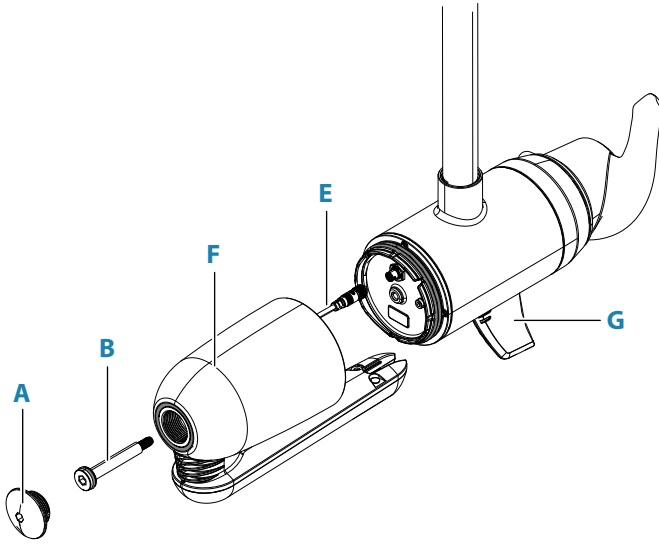


- 5 Check the O-rings fitted on the nose cone bolt, nose cone, and trolling motor lower unit to make sure they are in usable condition and properly installed. If they show damage (cracks, rough edges, voids or discoloration), discard and replace with the supplied O-rings.



To attach the new nose cone:

- 6** Align the arrow on the sonar cable connector (**E**) with the mark on the socket. Connect the sonar cable and rotate the connector nut until locked (a quarter turn).
- 7** Attach the replacement nose cone (**F**) to the lower unit, underside aligned with the skeg (**G**).
- 8** Insert the nose cone bolt (**B**) and secure using a 8 mm (5/16 in) Allen key. Tighten to torque 7.5 Nm (5.5 ft-lb).
- 9** Screw on the nose cone cap (**A**) and tighten to torque 3.5 Nm (2.5 ft-lb).



WIRING

Wiring guidelines

Do not:

- Make sharp bends in the cables
- Run cables in a way that allows water to flow down into the connectors
- Run the data cables adjacent to radar, transmitter, large/high current carrying cables, or high frequency signal cables
- Run cables so they interfere with mechanical systems
- Run cables over sharp edges or burrs

Do:

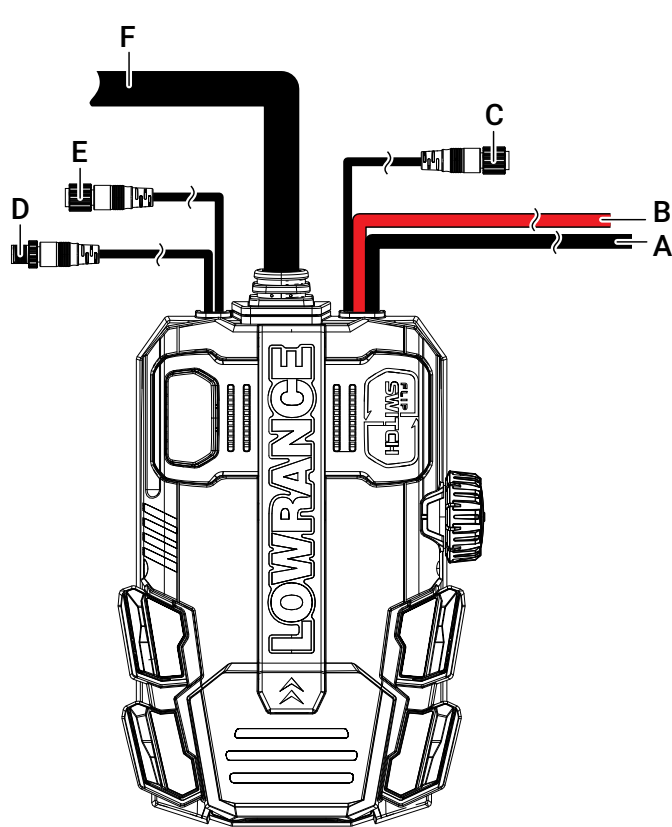
- Make drip and service loops
- Use cable-tie on all cables to keep them secure
- Solder/crimp and insulate all wiring connections if extending or shortening the cables
- Ensure the correct wire diameter is used
- Keep joins as high as possible to minimize possibility of water ingress
- Leave room adjacent to connectors to ease plugging and unplugging of cables
- Make sure that the insulation of the power cables is not damaged

 **WARNING:** Before starting the installation, be sure to turn electrical power off. If power is left on or turned on during the installation, fire, electrical shock, or other serious injury may occur. Be sure that the voltage of the power supply is compatible with the unit.

 **WARNING:** The positive supply wire (red) should always be connected to (+) DC with a fuse or a circuit breaker (closest available to fuse rating).

Wiring overview

All wiring is made to and from the foot pedal.



- A Power input, negative (black)
- B Power input, positive (red)
- C Trolling motor compass (TMC-1) input, 5 pin female connector
- D NMEA 2000® interface, Micro-C connector
- E Transducer output, mini 9-pin male connector
- F Cable to trolling motor

Power

The trolling motor can be powered from a 24 V DC or 36 V DC system. If a trolling motor plug and receptacle are installed, they should have a minimum current rating of 50 A at 16–46 V.

Batteries

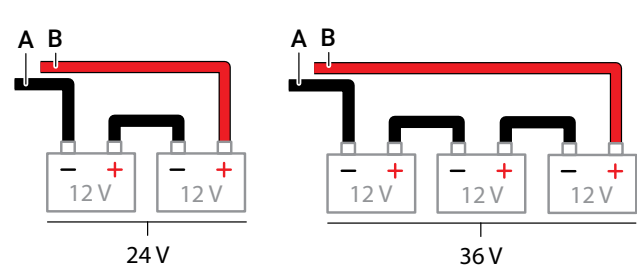
It is recommended to use deep cycle marine batteries. Use batteries with a high ampere-hour rating to get the most out of your trolling motor. Refer to the battery manufacturer for maintenance and mounting information.

Wire and circuit breaker recommendations

Electrical system	Recommended circuit breaker	Recommended extension wire size	
		Length up to 6.0 m (up to 20 ft)	Length 6.0–7.5 m (20–25 ft)
24 V DC	50 A at 24 V DC	8.5 mm ² (8 AWG)	13.5 mm ² (6 AWG)
36 V DC	50 A at 36 V DC		

Connecting the batteries

⚠ WARNING: The red (positive) wire on the foot pedal should always be connected to the positive terminal of the supply with a fuse or a circuit breaker (closest available to fuse rating).



- A Black: DC negative to foot pedal
- B Red: DC positive 24 V DC or 36 V DC to foot pedal

Trolling motor compass (TMC-1)



A Compass (TMC-1) input, 5 pin female connector on foot pedal

B Compass (TMC-1) connector, 5 pin male connector

Multi-function display (MFD)

A multi-function display (MFD) can be used to operate the trolling motor, and perform some setup tasks such as assigning functions to configurable keys.

Compatible MFDs are:

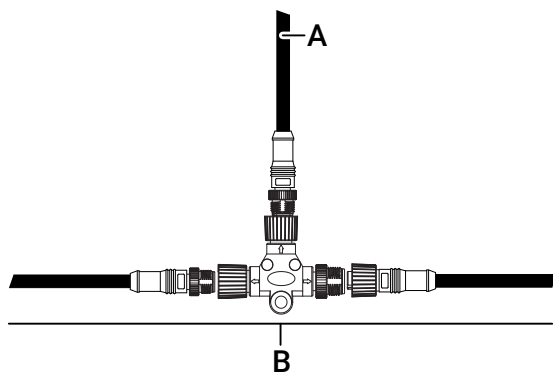
- Lowrance HDS Pro, HDS Live, HDS Carbon, or Elite FS on the latest software
- Simrad® NSS 4, NSX, NSSevo3S, or NSOevo3S on the latest software

Operation interfaces vary between models. Ensure your MFD software is up to date, and check online for updates to your MFD's documentation.

Please note, a MFD is required to:

- Display trolling motor sonar.
- Access advanced navigation functions.
- Transfer software updates to the trolling motor if your mobile device is low on battery.

Connect the trolling motor's NMEA 2000® connector (**A**, below) to the vessel's NMEA 2000® backbone (**B**) using the supplied T-connector.



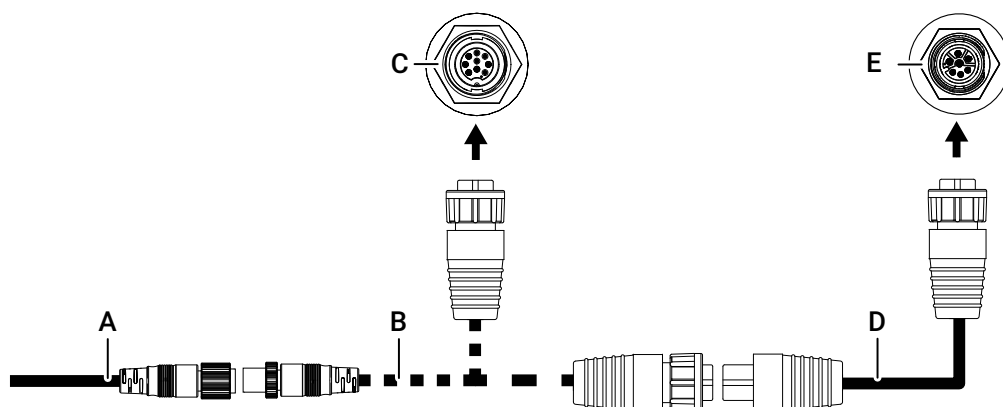
A Trolling motor NMEA 2000® interface cable, Micro-C connector

B NMEA 2000® backbone

Transducer

The output from the nose cone transducer (A) is accessed at the trolling motor foot pedal, and has a mini 9-pin connector. You need a mini 9-pin to regular 9-pin adapter (included, B) to fit the sonar input on a compatible multi-function display unit.

→ **Note:** If your multi-function display unit has a 7-pin sonar input, you will need a 9-pin to 7-pin adapter cable (not included) as well.



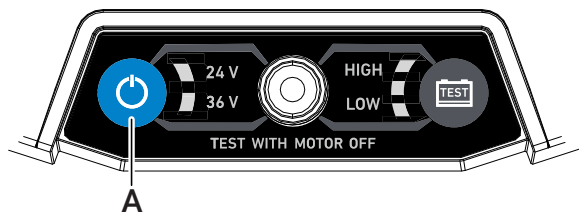
- A Transducer output, mini 9-pin male connector
- B Mini 9-pin to regular 9-pin adapter (included)
- C Display unit (sold separately) with 9-pin sonar input
- D 9-pin to 7-pin adapter (sold separately)
- E Display unit (sold separately) with 7-pin sonar input

Refer to the documentation for your display unit for instructions on how to use and adjust the sonar display.

SETUP AND COMMISSIONING

Power the trolling motor ON or OFF

Press the power key (A) to power the trolling motor ON or OFF.



Configuration mode

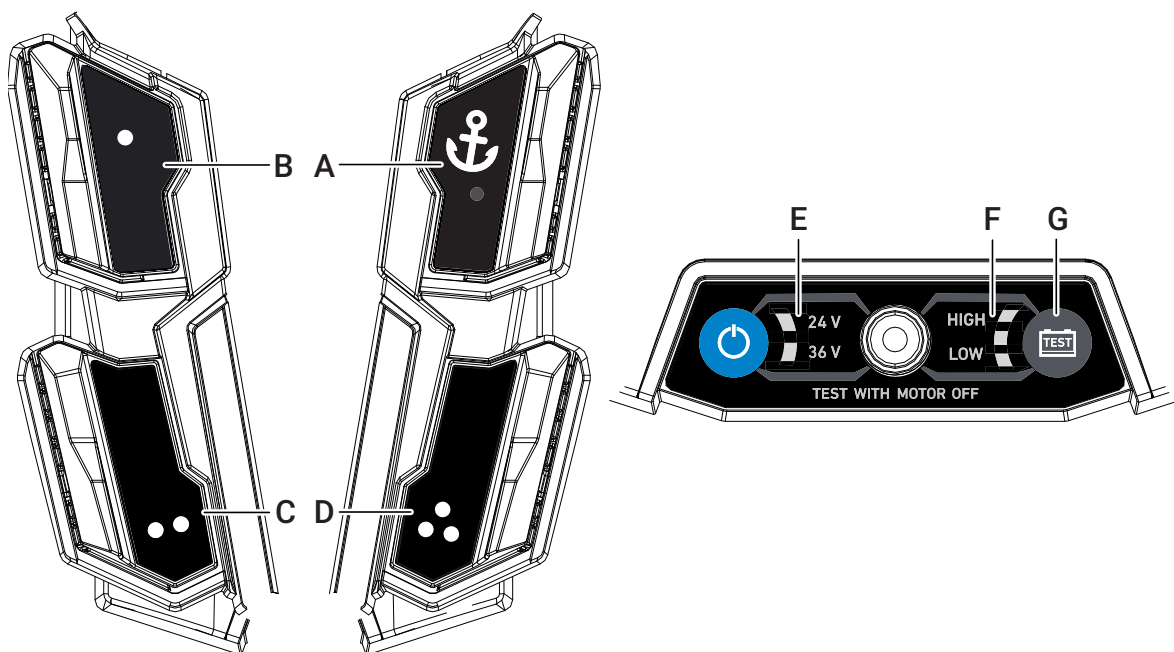
All setup is done in configuration mode.

Enter or exit configuration mode

To enter configuration mode, press and hold both Configurable keys 2 and 3 (C and D) until the Power LEDs (E) start blinking. The direction indicator on the upper unit flashes two times and two long beeps sound.

You need to exit configuration mode once you have completed the procedures. To exit configuration mode, press and hold both Configurable keys 2 and 3 (C and D) until the Power LEDs (E) stop blinking. The direction indicator on the upper unit flashes three times and three long beeps sound.

Key and LED functionality



- A Anchor key
- B Configurable key 1. Default function: none.
- C Configurable key 2. Default function: none.
- D Configurable key 3. Default function: none.
- E Power LEDs
- F Battery status LEDs
- G Battery test key

Select voltage input level

- 1 Enter configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) start blinking.
 - 2 Press the Battery test key (**G**) repeatedly until the Power LED matching your supply (24 V or 36 V) lights.
 - 3 Press and hold the Battery test key (**G**) to save. The direction indicator flashes three times and three long beeps sound.
 - 4 Exit configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) stop blinking, or proceed with other calibrations.
- **Note:** The trolling motor default voltage setting is 24 V. An incorrect voltage setting will not damage the trolling motor.

Calibrate the bow-mount offset

- **Note:** Before starting the calibration, raise the lower unit as high as is safely possible, to allow you to see the direction of the lower unit.
- 1 Enter configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) start blinking.
 - 2 While watching the lower unit, use the foot pedal to align the lower unit parallel to the centerline of the boat.
 - 3 When the lower unit is parallel to the centerline of the boat, press and release the Anchor key (**A**) to calibrate the bow-mount offset. The direction indicator flashes three times and three long beeps sound.
 - 4 Exit configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) stop blinking, or proceed with other calibrations.
- **Note:** Misalignment between the lower unit and the heading sensor after calibration will cause poor performance in automatic steering modes.

Calibrate the TMC-1 compass

Calibration compensates for the local magnetic field on board the boat, and adapts the sensors to Earth's magnetic field strength (deviation) for optimal resolution.

- **Note:** For optimal performance, recalibrate if the boat has traveled far from the location where the TMC-1 was last calibrated. This is because the strength of Earth's magnetic field varies in different locations.

The calibration of the compass should be done in calm conditions, with minimal wind and current, to obtain good results. Ensure that there is enough open water around the vessel to make a full turn. The turn should be carried out using the boat's outboard engine, if one is installed.

- 1 Enter configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) start blinking.
- 2 Press and release Configurable key 3 (**D**). The direction indicator LED starts flashing and two long beeps sound.
- 3 Perform a 390 degree turn (just over one circle) with a steady, stable, low rate of turn (2°–3°/second). This process could take a few minutes. If your rate of turn is too slow or quick, two beeps sound. In this case adjust your rate of turn and perform another 390 degree turn.
- 4 Once calibration is complete, the direction indicator will stop flashing and three long beeps sound.
- 5 Exit configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) stop blinking, or proceed with other calibrations.

Bluetooth® pairing

- 1 Enter configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) start blinking.
- 2 Press and hold the Battery test key (**G**) until the battery status LEDs (**F**) start blinking. The direction indicator flashes two times and two long beeps sound.
- 3 Pair the trolling motor with your Bluetooth® device.
- 4 When the pairing is completed, the battery status LEDs stop blinking. The direction indicator flashes three times and three long beeps sound. The trolling motor is now paired with your device.
- 5 Exit configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) stop blinking, or proceed with other calibrations.

Factory reset

- 1 Enter configuration mode by pressing and holding Configurable key 2 and Configurable key 3 (**C** and **D**) until the Power LEDs (**E**) start blinking.
 - 2 Press and hold Configurable key 1 and Configurable key 2 (**B** and **C**) until the direction indicator flashes three times and three long beeps sound.
 - 3 All user settings and calibrations are now set to factory defaults.
- **Note:** *After completing a factory reset, a bow offset and compass calibration should be performed. All programmable buttons, paired Bluetooth® devices, arrival modes, system voltage, and stow direction will be restored to their default settings.*

Modes and actions

Access modes of operation using the foot pedal keys, or a compatible multi-function display unit (MFD).

- **Note:** *The direction indicator is illuminated when in Course lock, Heading lock, or Propeller constant ON mode. In Anchor mode, the direction indicator is illuminated when the propeller is active.*

Configure foot pedal keys

The configurable keys on the trolling motor foot pedal can be used to access modes or actions.

You need a compatible multi-function display unit (MFD) to configure the foot pedal keys. Refer to the documentation for your MFD for instructions.

- **Note:** Visit **www.lowrance.com** to ensure your MFD is compatible and that its software is up to date. The trolling motor and MFD must be connected to the same NMEA 2000® network.

DIMENSIONAL DRAWINGS

Foot pedal

