

## Autohelm Fitting

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Author	Message
<b>cladan</b>  Joined: 03 Dec 2004 Posts: 5	<p>Posted: 10 Jan 2005 08:57 pm Post subject: Autohelm</p> <p>I am fitting a Raymarine ST4000 wheel pilot to my Bavaria 32 (2004 model) has anyone any advice, particularly on siting the remote compass head.</p>
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<b>Asante</b>  Joined: 27 Nov 2004 Posts: 9	<p>Posted: 11 Jan 2005 10:04 pm Post subject:</p> <p>Ours (fitted by Opal) is located in the hanging locker in the aft cabin.</p> <p>Andy Horwood</p>
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<b>Sna'drap</b>  Joined: 03 Jan 2005 Posts: 3 Location: Cardross, Scotland	<p>Posted: 13 Jan 2005 10:15 pm Post subject:</p> <p>Hi,</p> <p>We have a 2 tear old B32 and the remote compas is situated in the aft loccker on the bulkhead of the engine compartment. We have no problem with interference/etc. Apparently every boat is different and exact positioning is a matter of moving and trying before fitting as hard wired. Don't know if this helps you...</p> <p>regards</p> <p>Norrie 😊</p>
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<b>Sna'drap</b>  Joined: 03 Jan 2005 Posts: 3 Location: Cardross, Scotland	<p>Posted: 13 Jan 2005 10:17 pm Post subject:</p> <p>Hi too much rush - too many typos - meant 2 year old and aft cabin .. sorry !! 😊</p>
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<b>Another Fantasy</b>  Joined: 07 Dec 2004 Posts: 8	<p>Posted: 14 Jan 2005 11:44 am Post subject: ST 4000 FLUXGATE COMPASS....</p> <p>Normal position seems to be in the aft cabin locker, mine works OK from there.</p> <p>Regards</p> <p>Ian Culley/Another Fantasy</p>
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<b>cladan</b>  Joined: 03 Dec 2004	<p>Posted: 14 Jan 2005 07:15 pm Post subject:</p> <p>Thanks for the information, Iwill try the Aft Cabin Locker</p>

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**Summer Wind**

Posted: 14 Jan 2005 08:07 pm Post subject:

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Joined: 14 Jan 2005  
Posts: 9

Hi  
mine is in the aft cabin as well, but was advised to keep metal coathangers away. Plastic only.  


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**Betty Blue**

Posted: 22 Aug 2005 04:29 pm Post subject: Autohelm Jumping out of drive!

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Joined: 11 Apr 2005  
Posts: 4  
Location: Mayflower Marina, Plymouth.

Hi, I'm steve and a Bavaria 36 owner of 7 months!! (Although the boat is 3 years old). I have found that everytime my autohelm is on in anything over a F3 with some swell, the clutch lever disengages itself. Not so helpful when making a 20 hour passage overnight to the Scillies this year!!! Tensioning the drive as detailed in the book makes it worse, so I tried taking the tension back off and a little more than what it was originally. It seemed to stay engaged this time while in a nice F5 and wind on the quater, but I'm not convinced it want's to stay engaged!! Anyone experienced this?? The Autohelm is the ST4000+.



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