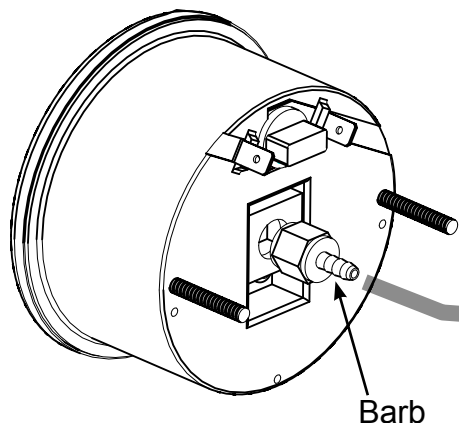


PITOT SPEEDOMETER



The pitot speedometer operates with changes in air pressure in the hose and speedometer's internal mechanism. When the boat moves, water is pushed through the pitot and into the hose, compressing the air in the hose. This pressure increases as the boat's speed increases, causing the speedometer to display increasing speeds. When the boat is still and the hose removed from the speedometer, no water should pour from the hose. If it does, blow the water back towards the pitot until air bubbles exit the pitot. Reconnect the hose to the speedometer.

Hose

Barb

Check the hose for kinks and sharp bends that may be cutting the flow of air or water.

Check that the pitot air passages are clear.

Check that the pitot has not "kicked up".

The hose should be routed through the boat constantly traveling up hill to the speedometer to minimize standing water.

The pitot is weed resistant, however, debris sometimes accumulate in its opening. Prolonged idle time in the water may attract barnacles or algae. If running in shallow water dirt or sand may also accumulate. Be sure pitot is clear.

The speedometer has no adjustments. If the above checks do not solve the problem, the speedometer must be replaced.

If adjustable air pressure is available, standard calibration speedometers should react to the following pressures:

5 psi = 20 mph, 11 psi = 30 mph, 19 psi = 40 mph, 30 psi = 50 mph.

A standard speedometer using the engine's in-foot water pick up (instead of the Veethree pitot) will lead to approximately 10% higher speedometer readings than actual.

If the hose wants to blow off the hose barb connection at the speedometer or at the pitot at higher speeds (near 80 mph), clamp a plastic wire tie over the hose on the barb.

The pitot should be mounted on the transom at least 6" from the tips of the propeller.

Every Veethree marine gauge can be identified by the part number printed on the side of the housing.

When winterizing the boat, winterize the speedometer too. Remove the hose from the speedometer head. Blow air into the hose towards the pitot to remove trapped water. Trapped water will freeze and possibly damage the speedometer. Leave the hose loose over the winter. Remember to reconnect the hose to the speedometer before launching.

Sometimes when a speedometer sits idle in the environment for a long time, as over the winter, the internal brass parts can form a micro thin coating (the process is called verdigris). The speedometer may seem sluggish at spring launching. However, the speedometer will recover with repeated use.

