

# How to Use Your Trim Tabs (continued)

## RUNNING IN ROUGH WATER

When running in a chop or heavier seas, press "Bow Down". This will bring the "V" of the hull in contact with the waves rather than having the waves pound the hull and your passengers. In a following sea or when running an inlet, the trim tabs should be fully retracted for maximum rudder response.

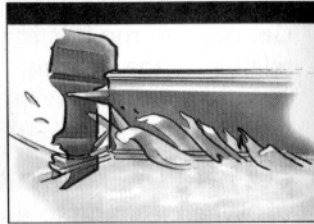
## CORRECTING FOR A LIST

Bennett Trim Tabs are operated individually so that you can correct for listing. Your control is designed so that you can use it "intuitively". Do not think about what the trim tabs are doing, just concentrate on the bow. If the port bow is high, push the port-side "Bow Down" direction. If the starboard bow is high, push the starboard side "Bow Down" direction until the boat is level.

## TRIM TABS WITH POWER TRIM – GETTING OPTIMUM SPEED AND POWER

Using your trim tabs in conjunction with your power trim will give you increased speed and power.

1. Adjust the trim tabs to achieve a planing attitude.
2. Use the power trim to position the prop path parallel to the water flow.
3. If necessary, re-adjust the trim tabs to "fine tune" your tabs. In other words, use your trim tabs to trim the boat and your power trim to trim your prop.



## CORRECTING FOR PORPOISING

Porpoising is a condition more common in faster, performance boats. As speed increases, the bow repeatedly rises out of the water until gravity overcomes lift and the bow bounces down. Press "Bow Down" in half second bursts. As the trim tabs deflect, the porpoising subsides and your speed should remain the same or increase. Only a slight amount of trim tab deflection should be necessary.

## SAFETY PRECAUTIONS

- Do not overtrim, particularly at high speeds as the bow will dig in and wave action may cause the boat to veer.
- While underway, do not move one trim tab significantly farther down than the other as undesirable listing could occur.
- Use your trim tab helm control with caution.
- For best maneuverability, trim tabs should be fully retracted in a following sea, or when running an inlet.
- Improper use of trim tabs can cause an accident or injury.

Bennett Trim Tabs have a significant effect on the operation and versatility of your boat. No one knows your boat better than you, the best learning method is to spend time getting familiar with your boat's reaction to the trim tabs. As your experience with Bennett Trim Tabs increases, so will your enjoyment. Always operate your boat with safety first in mind.

# System Specifications

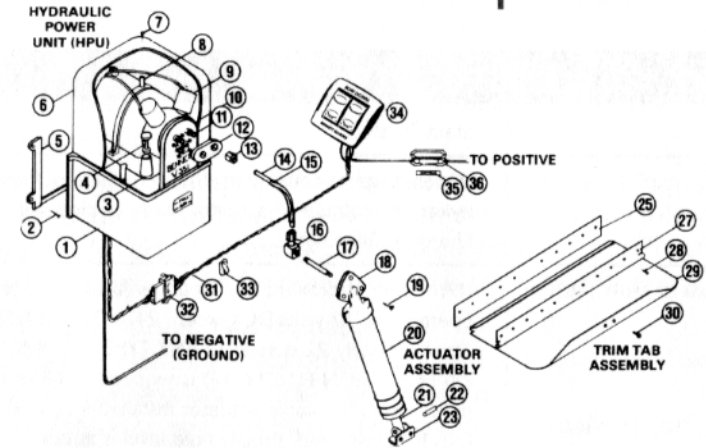


Diagram #	Description	Part #
1	Fluid Reservoir	VP1139
2	#10 x 1" Screw	H1180
3	Filler Stack	—
4	Filler Plug	VP1140
5	Mounting Bracket for HPU	H1179
6	Lexan Cover	VP1138
7	Type 25 Thread Cutting Screw	VP1154
8	Motor Strap	VP1142
9	Solenoid Valve	VP1135-R (red) VP1135-G (green)
10	Faceplate for HPU	VP1144
11	1/8 Pipe to 1/4" Tube Connector	VP1146
12	Hex Retainer	VP1141
13	Nut with Ferrule	T1127
14	Hydraulic Tubing (20' unless otherwise specified)	T112520
15	Tube Bending Clip	H1173
16	Female Elbow	H1172
17	Pipe Nipple (3" unless otherwise specified)	H11713
18	Upper Hinge	A1103
19	#14 x 1-1/2" Screw	H1174
20	Cylinder Body	A1105
21	Piston with O-Ring	A1109
22	Lower Hinge Pin	A1115
23	Lower Hinge	A1113
25	Backing Plate	varies with size
27	Hinge Plate	varies with size
28	#10 x 1-1/4" Screw	EH1071
29	Trim Tab Only	varies with size
30	1/4 - 20 x 3/4" Machine Screw	H1175
31	Wire Harness (22' unless otherwise specified)	WH1000
32	Quick-Disconnect Plug	VP1143
33	Nylon Hanger	H1177
34	Euro-Style Rocker Switch Control	ES2000
35	20 Amp Fuse (12 volt system)	H1176
36	Fuse Holder	H117

