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3-Event Mechanical

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APPENDIX

All Ball Timing Information

Warning: PerfectPass highly recommends you become familiar with the operation of your new boat prior to using the speed control. (Leave in OFF position). Once you are familiar and comfortable with the operation and handling of your boat, try the speed control in the different modes without a skier to familiarize yourself with its operation. If you feel it is not working properly or have questions, leave in the OFF position and contact PerfectPass or your dealer immediately.

USER'S GUIDE

Section 1. GETTING STARTED

INITIAL SETUP - The display will guide you through this set up. Read slowly and carefully.

Your new PerfectPass system must now complete a short set up procedure to familiarize itself with your particular boat and engine. *(This may have been performed by your dealer if factory installed)*

Step (1) The display will now show [read in MPH ^ = Yes]. It is asking you if you would like the display to operate in mph. If you do, confirm by pressing the **UP** key. If you want kph press the **DOWN** key. (We have selected mph for illustration purposes)

Step (2) [WAKE Edition ^ = Y] The display will now ask if want the system to be a WakeEdition or a 3-event Edition: For WakeEdition Press **UP**, for **Three Event** press **DOWN**.

Step (3) The display will now move into the Slalom mode, described in the next section.


GENERAL SYSTEM INTERFACE

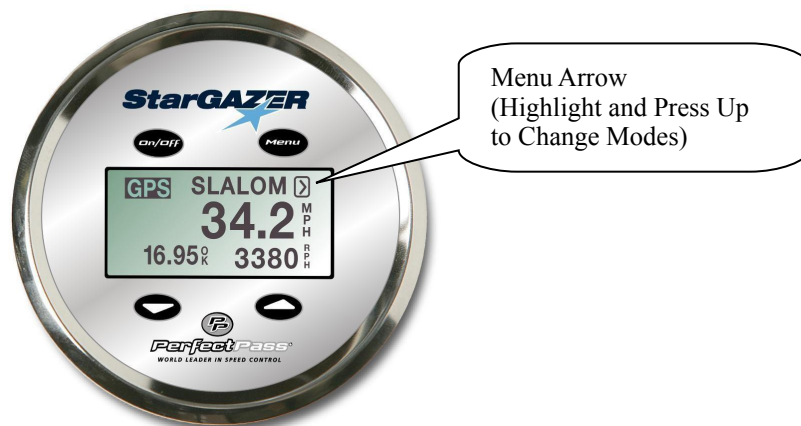
- The System will always be powered & screen active, even when in the OFF Mode.
- Turn Control On or Off while boat is in neutral or at idle is recommended.
- Engaging System- Once you select speed, simply throttle up and when the actual speed reaches the set speed, PerfectPass will take over automatically and you will hear an audible beep.
- Disengage System – Simply pull back on the throttle.

BUTTON USE

- ON/Off is used to turn control On or Off while boat is at idle or in neutral.
- The Menu Button is similar to a mouse, the Menu button moves the cursor around the PerfectPass screen.
- Up & down buttons are used to change speeds, settings, etc.
- Anytime you see the “^” used in a question such as “Read in MPH ^ = Yes” means press the Up Button “^” to confirm. The Up Key means Yes.

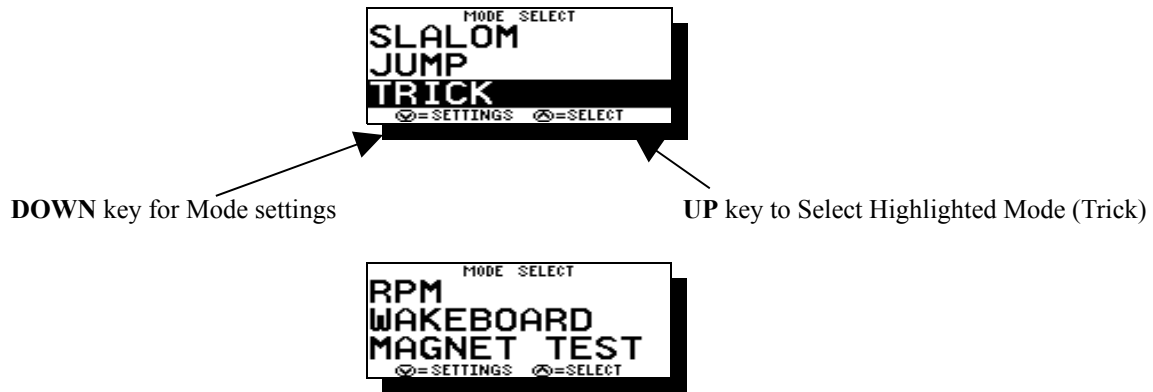
CHANGING SCREENS / MODES

To change to a different mode, simply press the Menu Button until the Menu Arrow Icon  in the upper right hand corner is highlighted. When highlighted, press the Up Key.



Once you press the Up Key and move from the Slalom Screen, the following screen will appear:

To change modes press the **MENU** key until the desired mode is highlighted. Press the **UP** key to go into the highlighted mode. In this example, you would press Up Key to enter Trick Mode. Press **DOWN** to go into the Mode's background Setting Screens.



SUBMENU SCREEN

To enter the SUBMENU press the **MENU** and **UP** keys together, on any of the main mode screens.



1. **Contrast** – To adjust the darkness of the lettering on the screen you can change the contrast. This value can be adjusted from 0-5 and is saved in the memory. The smaller the number, the brighter the screen will be in bright sun.
2. **User Settings** – Enter to change from MPH <-> KPH. See Page 22.
3. **Quick List** – You can pull or enter a name from the name list here. The full description of the Name List is in Section 10, Page 21 of the manual.
4. **System Info** – General system information can be found here. The software version, engine selection, system voltage and water temperature (not equipped on all boats) can be found here. See Section 10, Page 21. *ADDITIONAL FEATURES* for more information on this feature.
5. **Device Test** – This test allow you to test for proper control of the rope switches and for system troubleshooting of servo motor. See Section 10, Page 22.
6. **GPS Info** – For clock and longitude/latitude info, see Section 10, Page 22 for details.

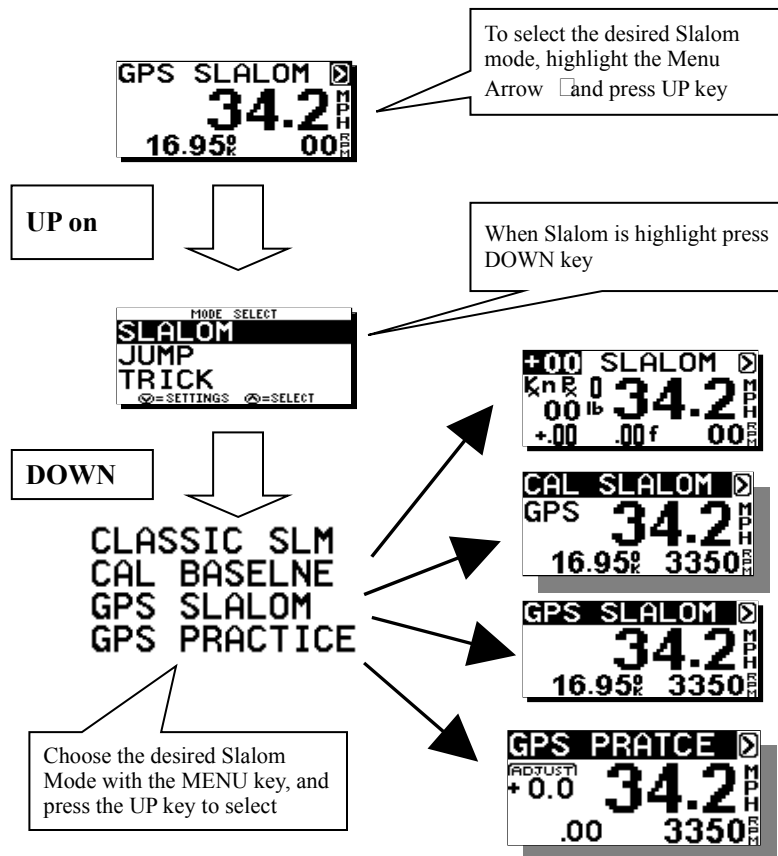
Section 2. SLALOM MODE

SELECTING SLALOM MODE

There are several slalom modes to choose from:

- **New Auto/ GPS Mode and GPS Practice Mode**
- Classic Slalom (Same as 2007 version)
- CAL BASELINE Mode

To select the Slalom Mode of your choice, simply highlight the Menu Arrow Key in upper right corner and press Up Key. When SLALOM is highlighted, press the Down Key for different modes.



There are 3 main Slalom Modes to select from:

1. **Calibrate Baseline** – Used to initially calibrate baselines
2. **Classic Slalom** – The “original” DigitalPro Slalom Mode.
3. **Auto/GPS** - The new GPS enhanced Slalom Mode.
 - New GPS Practice Mode.


Each Slalom Speed MUST BE CALIBRATED for accuracy in the CAL BASELINE MODE. Once calibrated, the calibration settings are transferred automatically to the other modes.

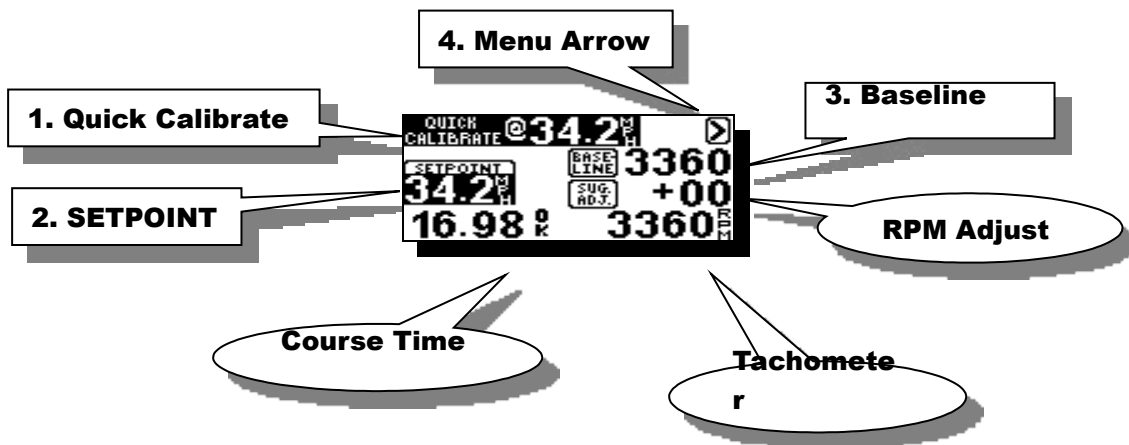
CALABRATING BASELINES

Enter the CAL BASELINE Mode to initially set up your baseline RPM settings.



Each official speed that you intend to use (24.9 – 36 mph) must be calibrated for accuracy without a skier using timing through the course. There is no need to calibrate the lower speeds. (23 mph & lower)

- Step. 1** Select Set Speed (Example: 34 mph) and enter weight of crew (Highlight the Slalom heading & press Down Key).
- Step. 2** Drive up and engage system prior to entering course. You will hear the timing start as you pass entrance gate.
- Step. 3** Stop boat and review the time on screen (Example 16.90 seconds)
If you have a valid time, highlight the Menu Arrow  in upper right hand corner and press the Down Key to access the “Quick Calibrate Screen”. In this screen, press the **Up Key** to perform the Calibration. System will confirm “RPM Baseline & Speedo Calibrated”.



The system has now been calibrated for 34.2, select a different speed and repeat procedure.

CALIBRATING WITHOUT A COURSE

You can calibrate in open water using: “Capture Mode”. Please see the Important User Info/FAQ addendum in Manual.

USING AUTO/GPS MODE



- Step.1** Enter Crew Weight (Highlight Slalom & Press Down Key)
- Step.2** Select Speed (Use Menu Key to highlight speed).
- Step.3** Tow Skier

At the end of the course the full segment time will be on the screen. For mid course or “all buoy” times, press the Down Key.

KX – This mechanical system retains the KX adjustment so older boats can firm up the control if need be. KX – Normal is standard, + or ++ will provide a more aggressive response.

PRACTICE MODE

There is a new Practice Mode which is based on the Auto/GPS Mode. In this mode, you can tweak the set speed so you can train at in-between speeds.

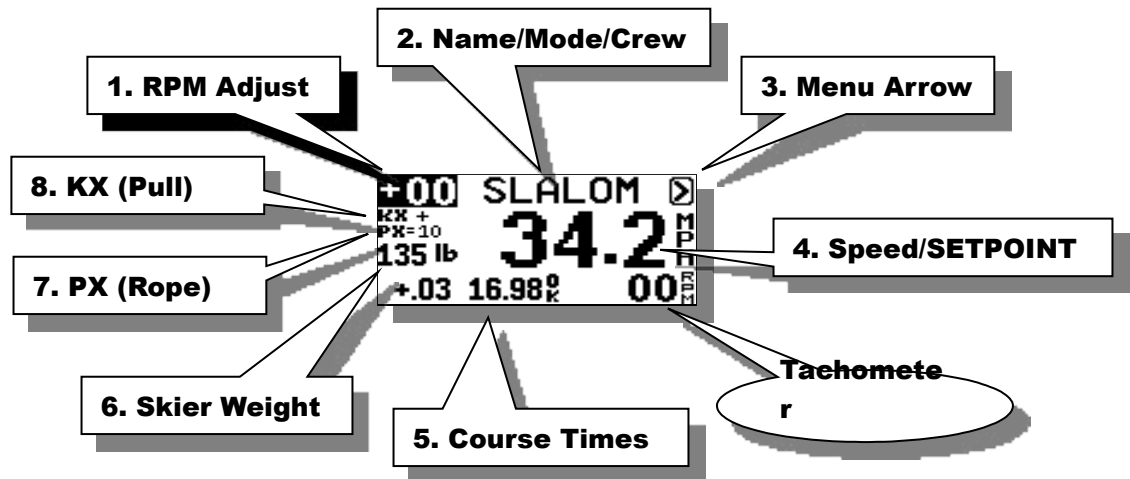
Simply highlight the word Slalom on the main GPS Slalom Screen and press Up Key.



In this mode, you can tweak the speed in small .1 mph increments.

USING CLASSIC MODE) (Non GPS Enhanced)

The PerfectPass Classic Mode is still fully approved by USA WaterSki.



- Step.1** Select speed and enter weight of crew. (Highlight slalom heading & press down key).
- Step.2** Enter the Skiers Weight on screen.
- Step.3** Tow skier through course.
- Step.4** At the end of course, review times and if slow or fast, use the RPM Adjust in upper left hand corner to tweak speed. (ie: More rpm if slow, less if fast)

PRACTICE MODE / TIMING METHOD / WT / PREV TIMES

To access these features, highlight Slalom Heading on GPS Slalom Screen & press Up Key.

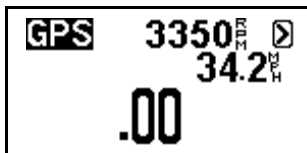
1. Practice Mode – In this GPS enhanced Mode, you can adjust set speed Up or Down as desired.
2. Here you can switch between Multi Magnet Timing or the new One Magnet Method. (Use Up or Down Key).
3. WT – To enter a Wait Time between skiers for tournament use.
4. Previous Times – To review the times from the last pass.



Use Up or Down Key to change to Practice Mode < > GPS Slalom.

Tournament Mode

If you press the Up & Down Keys at the same time, you will enter this mode which simply shows the times in a larger font.



Driving Tip: For the best pull and most accurate times, drive up smoothly and engage system as far as possible before entering course.

Timing Tip: On new system start up or after a system reset, the “One Magnet” timing mode is the default.

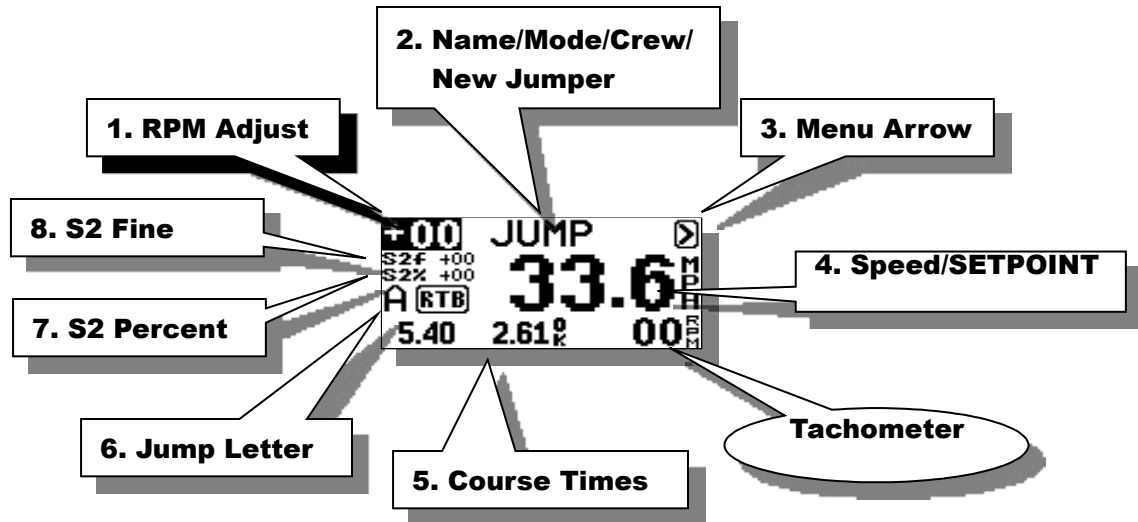
Section 3. JUMP MODE

USING JUMP MODE

WARNING: (Timing must be used in Jump mode and a proper two segment jump course is required for system to work properly. Do not use PerfectPass in Jump mode without a proper course, integrated timing and experienced operator. Because the counter cut pull and cut to the ramp are different, you must have timing activated and running as the boat heads towards the ramp.

The Jump mode is RPM based and therefore baseline values must be established just as in Slalom mode. Setting the jump baseline values must be done in a proper two segment jump course. Jump Letter must be set at A for this process.

The Jump mode main screen will appear as follows:



1. RPM Adjust

RPM adjust allows the driver to increase or decrease the overall times (1st & 2nd segment) by putting in a positive or negative RPM adjustment.

Example: If the times are running consistently slow on both segments, you could add a value such as +20 rpm and the speed will be increased. You may wish to do this for a particular jumper (a heavy puller) or for a number of jumpers if the times are drifting in a certain direction

2. Name/Mode/Crew/New Jumper

This section of the screen displays either the Mode Name or a Skier's Name pulled from the Name List.

Press **UP** key to access the Name List:



Name List is discussed in Section 10.

Press **DOWN** key to access the New Jumper and Crew Weight



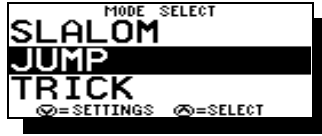
Press the **UP** key to enter a new jumper or **DOWN** key to enter or edit the crew weight. New Jumper is covered below.



Enter the Crew Weight in pounds using the **UP** and **DOWN** keys. Press the **MENU** key to confirm and continue.

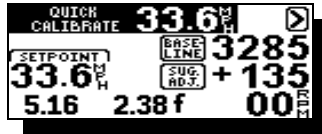
3. Menu Arrow

Press **UP** key to change modes or mode settings:



This allows you to change modes and mode settings. The Additional Jump Settings will be discussed below.

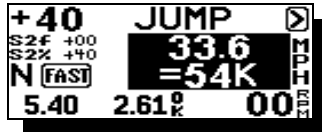
Press **DOWN** key to Calibrate system:



The calibration screen is described below in this section.

4. Speed/SETPOINT

The speed readout will turn into the SETPOINT when the engine is below 1500 RPM or the Speed/SETPOINT is highlighted. When this is highlighted the metric conversion will appear in this area of the screen. Press **UP** or **DOWN** keys to select desired SETPOINT.



5. Course Times

This section of the screen displays the timing information from the last pass. If Jump Letter is set to A and RTB, the second segment error from Return to Baseline will be displayed after segment errors as seen below:

Tolerance Indicator
 = Good Times
 = Slow Times
 □ = Fast Times

1st and 2nd Segment Times

1st and 2nd Segment Errors

2nd Segment Error from Return to Baseline Times

6. Jump Letter

The Jump Letter is a combination of Jumper Weight, Jumper Distance and ability. . This Jump Letter represents how much throttle will be applied once the Rope Switch is closed as the skier pulls. The higher the Jump Letter selected the more aggressive the pull will be. If you are unsure what Jump Letter you should use then start by using the ‘New Jumper’ feature as described below. This will automatically generate a Jump Letter based on your weight and distance.

7. Second Segment Percent (S2%)

This is a percent of the Jump Letter RPM that is applied once the boat enters the 2nd segment. Under IWSF and AWSA rules, the boat is permitted to speed up in the 2nd segment. The higher the number, the more the boat will accelerate. A typically value for S2% is +60, the higher the value, the faster the 2nd segment.

Example: If the 1st segment times are good, but the 2nd is a little slow, you would raise the number.

S2 RTB – Works similar to S2%. Used when “Return to Baseline” is selected. Only applicable if skiers are activating switch and use a Jump Letter of J or higher.

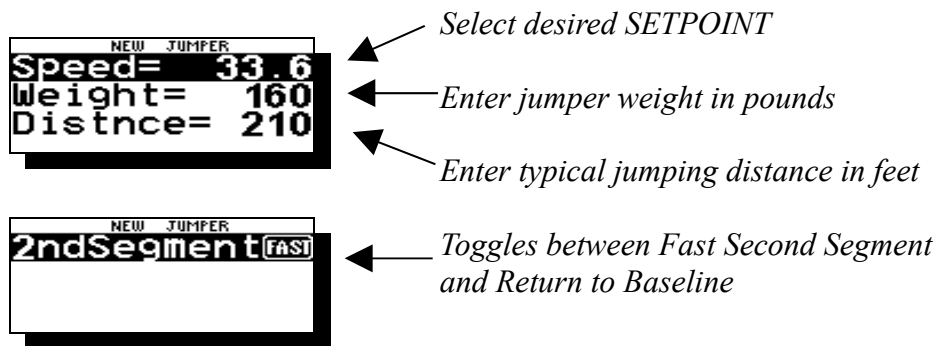
8. Second Segment Fine Adjust (S2 Fine)

This adjustment allows the driver to effectively fine adjust the 2nd segment only. It comes set at 0, which means a neutral effect. A number such as 30 would increase the 2nd segment by 30 rpm. Higher number speeds up the second segment. If skier does not trigger switch or has a letter less than J, S2 fine should be used to speed up second segment.

Example: A jumper that does not cut and does not fully activate the switch may require extra rpm in the 2nd segment to keep the 2nd segment in tolerance. (In this case, S2 Fine is more effective than S2%).

Entering a New Jumper – To enter a new jumper highlight the NAME/MODE/CREW/NEW JUMPER section of the screen and press the **DOWN** key. Then press the **UP** key to confirm you would like to enter a New Jumper.

You will be asked to enter and answer the following information after which a Jump Letter will be calculated for you and displayed on the main screen. Move to the next selection by pressing **MENU**.



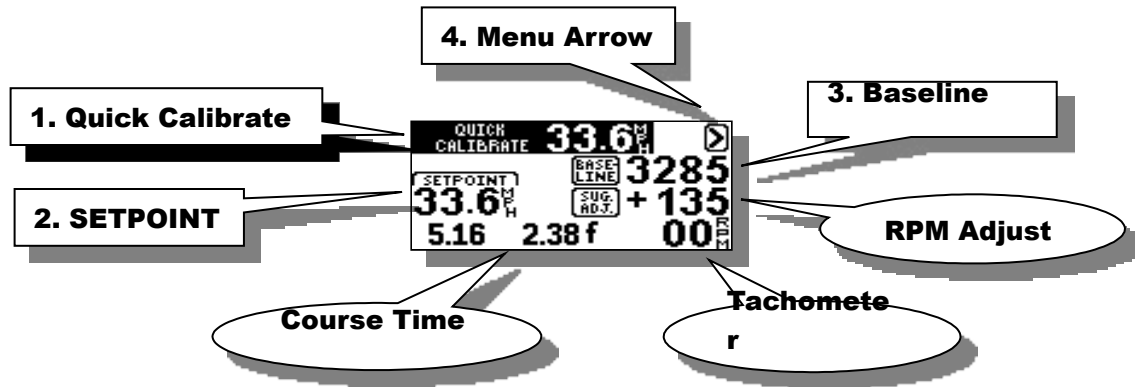
Return to Baseline (RTB) – If you selected Return to Baseline the screen will show **RTB** to the right of the Jump Letter. When RTB is selected the boat speed will immediately go to the baseline value as boat enters the second segment. If you have a skier using the switch with a value of J or higher, you can enter an S2 value which is a % of switch driven RPM. A setting above 0 will speed up boat in second segment if required to balance times. (This is similar to S2% used when Faster 2nd Segment is selected).

Fast 2nd Segment – If you selected to run the fast 2nd segment, the screen will show **FAST** to the right of the Jump Letter.

Calibrating RPM Baselines - You can set RPM Baseline values for all of the official jump speeds (28, 29.8, 31.7, 33.6, and 35.4) or just the ones you use regularly. Let us assume you wish to set up 33.6 mph (54 kph). Enter the **SETPOINT** of 33.6 mph by pressing the **MENU** key until the ‘Speed/SETPOINT’ section of the screen is highlighted, then adjust the **SETPOINT** to 33.6 = 54K. Set the Jump Letter to A. Now bring the boat smoothly up to the **SETPOINT** to engage the system. (The system engages as soon as the default RPM Baseline value is reached, the NAME/MODE section will become highlighted, and an audible beep will sound). Enter the jump course and time both segments. As you exit the course the times will be displayed and then the difference from actuals. The display screen will show the 33.6 mph times. The jump

letter is set at A, RTB (return to baseline times are used). An example of this is shown in JUMP TIMING screens shown earlier in this section.

If the times are not in tolerance or close to actuals then the RPM Baseline values will require adjustment. The easiest way to do this in Jump mode is to go to Quick Recalibrate by pressing the **DOWN** key with the **Q** highlighted. This will bring you to the Calibration screen as seen below.



Press the **UP** key on the Quick Calibrate message to recalibrate the baseline based on the times recorded from the last pass. In this example it is suggesting your RPM Baseline should be increased by 135 rpm. When you perform a Quick Calibrate the suggested adjust of 135 will be added to the baseline and saved in memory. The system will also calibrate the digital speedometer if the times are within the “OK” tolerance.

Now engage system and time boat again. If the times are still not close enough, repeat above steps until accurate. If you wish to set up RPM Baseline values for other speeds (i.e. 31.7 mph), change the SETPOINT and repeat the above steps.

JUMP DRIVING

WARNING – Using the Jump mode with Jump Switch is for experienced drivers and skiers only. Please read carefully prior to operating. The pull is very aggressive and designed for tournament water skiers only. You **MUST** have integrated timing and a proper jump course for system to operate properly.

Assuming the RPM Baseline values have been accurately set, you are now ready to tow skiers.

First enter your Jump Letter or enter a “New Jumper” as explained above. The Jump Letter can be changed by pressing the **UP** or **DOWN** keys with the Jump Letter highlighted on the screen.

The key to a good pull and good times is to get the correct Jump Letter. If the pull to the ramp is solid and the first segment time is good, you know the Jump Letter is OK. If the time on the 1st segment was slow, you will require a higher letter on the next pass and vice versa. (Once engaged, push handle to full open position to allow PerfectPass room to throttle up when pulling long distance jumpers).

If the first segment time was good, but the 2nd was slow, raise the S2%.

Important Note: If the timer is triggered prior to entering the course, it must be reset by pressing the **UP** key. Failure to reset will result in an improper pull to the ramp.


ADDITIONAL SETTINGS

Additional Jump Settings are accessed by pressing the **UP** key on the Main Slalom Screen with the **Q** highlighted. Then press the **DOWN** key when JUMP is highlighted on the Mode Select Screen. The first three options can be accessed from the Main Slalom Screen as described above as well as in the Jump Settings Screen.



Crew Weight – This setting can also be accessed on the main Slalom Screen as mentioned above or through the Jump Settings screen. This value should be set to represent the total Crew Weight in pounds in the boat. It is essential this value be properly setup to ensure you get good times.

Crew Weight Calculator - The system will add the weight of up to 3 individual crewmembers. Simply go to “Crew Adj” on the list, then press the **DOWN** and **UP** keys together, enter the weight of crew member #1, press **MENU** and do the same for crew member #2. The system will total the weight automatically.

Calibrate – Press the **UP** key to enter the Baseline Calibration screen. This can also be accessed by pressing the **DOWN** key with the  highlighted on the Main Jump Screen.

New Jumper – Details for entering a new jumper are outlined above. This should be used when unsure what Jump Letter to select.

CT (Counter Cut Time) - The maximum length of time the system will throttle once the skier pulls and closes the switch on the counter cut. Example: a value of 175 is 1.75 seconds and may be used in a tail wind. In a head wind you may want a longer pull so you could move it to 200 – 220 (2.0 – 2.2 seconds). The factory default is 190, or 1.9 seconds.

x8u and x8d - These settings were always riding in the software, but were not adjustable values. With the higher horsepower engines and strong props being produced, these values are available for adjustment if needed for high-end jumpers.

x8u – Represents the rate of throttle up on counter cut and cut for ramp once switch is activated. The larger the value, the softer the start will be. In other words, the pull will not be as aggressive on the start, but more gradual. The smaller the value, the more aggressive it will throttle up as switch closes.

Example: A strong 6 Litre engine may need a larger X8u to avoid a strong initial pull as switch closes.

x8d – Represents the rate of throttle down once skier stops pulling. The higher the value, the slower (softer) the throttle will return. The lower the value, the more aggressive it will throttle back.

Example: If a boat was not slowing quickly enough in the 2nd segment, you would lower the value.

Typical values 2008 Promo Boats with DBW PerfectPass

	5.7L	6.0L
x8u	85	650
x8d	275	275

One Magnet Timing - In the background settings, you can switch from multi-magnet to one-ball timing. If you select one- ball in Jump or Slalom, it carries over to the other mode.

Jump Settings

New Times (Faster Second Segment)

Examples for when towing jumpers over 120 Feet.

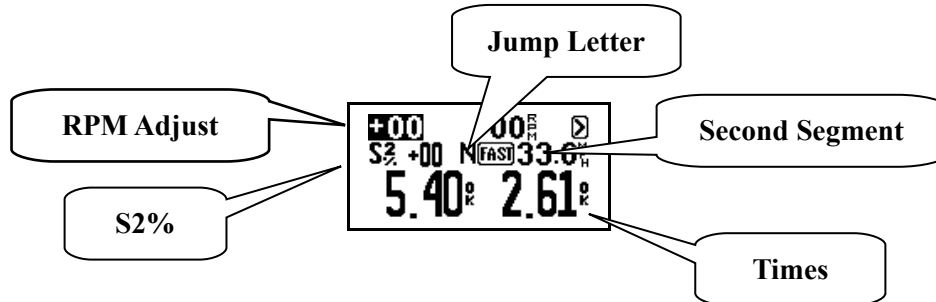
Jump Settings	S2%	S2 RTB	CT
Ski Nautique	Faster 60 – 120	Faster 10	190
MasterCraft	Faster 60 – 120	Faster 10	190
Malibu	Faster 60 – 120	Slower 5	190
Others	Faster 60 – 120	Slower 5	190

Important Tip: *Once engaged, the throttle handle should be pushed forward to provide the system with room to throttle up. For long distance jumpers, it should be moved to full open.*

Tournament Mode – Jump

If you press the Up & Down Keys together while in jump mode, the new Tournament Mode will appear. The only difference in this mode is the screen layout, particularly the size of the timing data.

Baselines should be set and established in standard jump mode.



Effective May 2008, IWSF requires R & L Class Jump Events to run the new three segment timing. PerfectPass will show this new segment, however, you must select ONE MAGNET METHOD as most courses will not have a magnet in this new location.

Jump Mode - New Three Segment Timing



R&L Class Tournaments must use the new I.W.S.F. timing rule. You must select "ONE MAGNET" method to see these times.

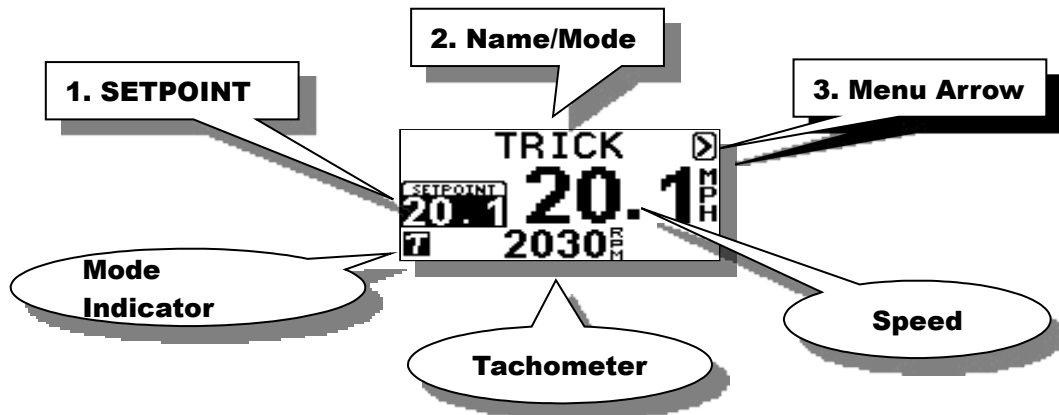
After a brief moment, the traditional two segment times will appear 5.47/2.73

Section 4. TRICK MODE

USING TRICK MODE

The trick mode is controlled via the speed signal from the GPS Receiver. (You simply select the desired speed and go. RPM values are not used and no other settings are required).

The main Trick screen will appear as:



1. SETPOINT

The speed at which would like the boat to engage and control. This number is adjusted in 0.1 mph (0.2 kph) increments. It can be adjusted while engaged (“on the fly”), or before it is engaged.

2. Name/Mode/Crew

This section of the screen displays either the Mode Name or a Skier’s Name pulled from the Name List. Press UP key to access the Name List:



Name List is discussed in Section 10.

3. Menu Arrow

Press UP key to change modes or mode settings:



As mentioned above this allows you to change modes and mode settings.

TRICK DRIVING

Using Trick mode is relatively easy. Turn control ON, select the desired speed and drive smoothly to the **SETPOINT** so PerfectPass can seamlessly take over. *If you accelerate aggressively past the **SETPOINT**, it will take the system several seconds to lock in the speed.*

You should keep your hand on the throttle to ensure it does not pull back and disengage the system. If you see the “More Throttle” on the screen, this indicates the system needs a little more manual throttle.

If the skier falls, pull back on the throttle to disengage system. Slowly return to skier and pull them back up again. System will take over automatically once **SETPOINT** is reached. Speed changes can be made “on the fly”.

When you are finished with the speed control, go to neutral and press the **ON/OFF** key.

TRICK SETTINGS

Trick Settings are accessed by pressing the **UP** key on the Main Trick Screen with the **Σ** highlighted. Then press the **DOWN** key when **TRICK** is highlighted on the Mode Select Screen.

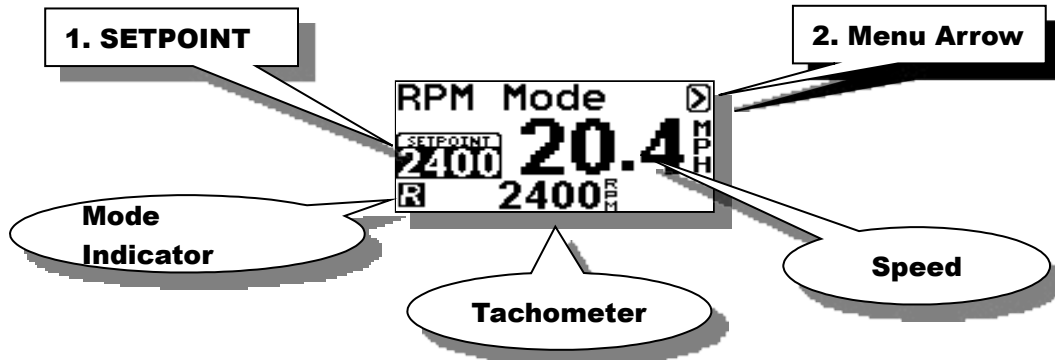
Kd – This adjustable parameter controls the “firmness of the Pull”. Higher the number, more aggressive the pull. Normal range 14 – 28.



Section 5. RPM MODE

USING RPM MODE

In this mode, the screen will appear as follows:



Operating in this mode is very similar to using the Wakeboard or Trick modes, except the system is now controlling to an RPM SETPOINT.

RPM DRIVING

Prior to towing the rider / skier, select the RPM SETPOINT by using the UP or DOWN keys with the SETPOINT highlighted on the screen. Pull the rider up smoothly and continue to accelerate up to or beyond the RPM SETPOINT so the system can engage and take control.

Changes can be made to the RPM SETPOINT while the system is engaged (“on the fly”) to fine-tune the RPM you desire.

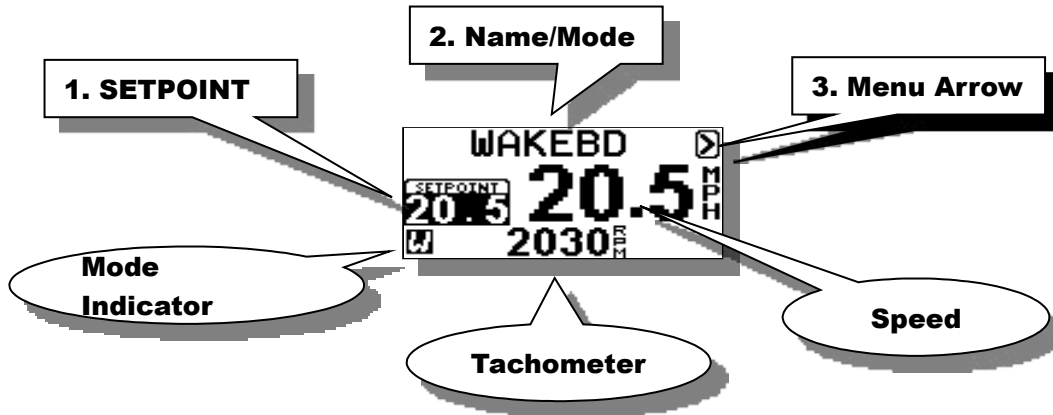
Note: You cannot enter “Names” in this mode.



Section 6. WAKEBOARD MODE

USING WAKEBOARD MODE

This is a speed-based mode using the GPS Data to control similar to the TRICK mode. The Main Wakeboard Screen will appear as follows:



1. SETPOINT

The speed at which would like the boat to engage and control. This number is adjusted in 0.25 mph (0.5 kph) increments. It can be adjusted while engaged (“on the fly”), or before it is engaged.

2. Name/Mode/Crew

This section of the screen displays either the Mode Name or a Skier’s Name pulled from the Name List. Press **UP** key to access the Name List:



Name List is discussed in Section 10.

3. Menu Arrow

Press **UP** key to change modes or mode settings:



As mentioned above this allows you to change modes and mode settings.

DRIVING WAKEBOARD

Select the desired **SETPOINT** by pressing the **UP** or **DOWN** keys. Pull the rider up normally and accelerate smoothly up to or slightly beyond the target speed. Once PerfectPass sees the actual speed reach the **SETPOINT** it will automatically take control and will notify you of this with an audible beep. (Top line will become highlighted during engagement).

While in engaged the WakeboardPro should hold a smooth steady speed in a straight course down the lake. The driver should keep their hand on the throttle for safety, and to prevent it from pulling back on its own which will cause PerfectPass to disengage.


The key to driving is to smoothly drive to the SETPOINT so the system can seamlessly take control. If you accelerate aggressively past the **SETPOINT** it will hunt around for several seconds before settling in. You will hear an audible beep when the system automatically takes control. If the rider falls, simply pull back on the throttle and the system will disengage.

To Disengage System: If the rider falls simply slow the boat down. This will disengage speed control. Return to rider slowly and pull up again. System will once again take over when **SETPOINT** is reached.

Turns / Over-riding the system: As the boat enters a turn, the engine RPM may increase to keep the craft at the **SETPOINT**. If the driver would like less throttle (so the rider does not get whipped) then simply pull back some on the throttle and help the system maintain a safe speed. As you complete the turn, move the throttle gently forward and the system will re-take control. (The driver can override the system at any time by pulling back or advancing the throttle).

Wake Surfing in Wakeboard mode is excellent in the 9 – 11 mph range. Prior to using your boat for wake surfing, check with your boat builder or dealer to confirm it is safe for this sport.

WAKEBOARD SETTINGS

Wakeboard Settings are accessed by pressing the **UP** key on the Main Wakeboard Screen with the  highlighted. Then press the **DOWN** key when WAKEBOARD is highlighted on the Mode Select Screen.



KdW (Pull Characteristic) - KdW can be changed using the **UP** or **DOWN** keys with it highlighted on the screen. Higher values = more aggressive control response. Factory setting is 80. (Example: Heavily loaded boats may need a higher value to maintain a steady, crisp pull. Try 100– 150). After adjustment, press **MENU** to proceed. (Maximum recommended setting 200).

Section 7. INTEGRATED TIMING

PLACING SMART TIMERS

The sensor should be placed as close as possible to the outside of the boat. Typically the sensor is beside and under the passenger seat in a dry location. The Velcro should hold it firmly on the carpet. Place the timer in the direction as indicated on the Timer label to match the polarity of the magnets. If you are using 2 Smart Timers they should be lined up evenly so they are across from each other in the boat.

Note: For the jump event and for all buoy timing (ABT) you may require two Smart Timers, one located on each side of the boat. Both will plug into the Master Module. If using one Smart Timer you may have to move it to the driver's side depending on where your magnets are located.

Note: Whether using the Hand Timer or Smart Timer magnetic sensor, they will not operate or register a signal unless the boat is up to **SETPOINT** and system has engaged. This feature helps to avoid false triggering.

Note: Smart Timer is designed for tournament skiing under tournament conditions. In other conditions such as **lake cruising it will likely false trigger** if you engage the system in Slalom or Jump mode. In this case you may wish to disconnect the Smart Timer when not in tournament like conditions.

False Triggering - To reduce the chance of false triggering, drive a few miles per hour below the **SETPOINT** after exiting the course and during the turning route between passes. If you are not dropping skiers between passes do not fully accelerate to SETPOINT until you have passed through the boat wakes from the previous pass. (Smart Timer will not accept signals until speed control is engaged). **In the event the timer false triggers outside the course and system is engaged, press the UP key to clear timer.**

One Magnet Timing (Slalom/Jump)

In GPS Slalom Mode, **highlight Slalom Heading and press Up Key to access the timing methods.**

Here you can switch from the standard One Magnet Method (One Magnet Method is recommended) to the Multi Magnet Method.

In this format, you only require a magnet at the entrance gate to trigger the trimming. (Total of 2 magnets)

Typically, if you have One Smart Timer installed on the passenger side, you will install the magnets on the passenger side.

As you enter the course you will hear the timer trigger (beep) and see the time start to scroll on the screen. You will see a mid course time at ball 3 and then the full course time at end.

To review the "all ball times", press the Down Key.

Tip: In the event the timer false triggers on a wake before entering course, press the Up Key to clear timer.

(Note: If you are running Slalom in one magnet mode, Jump mode will also run in this mode and vice versa)



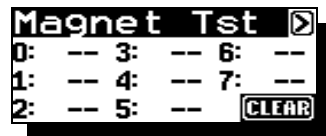
Section 8. MAGNET TEST MODE

TESTING MAGNETS

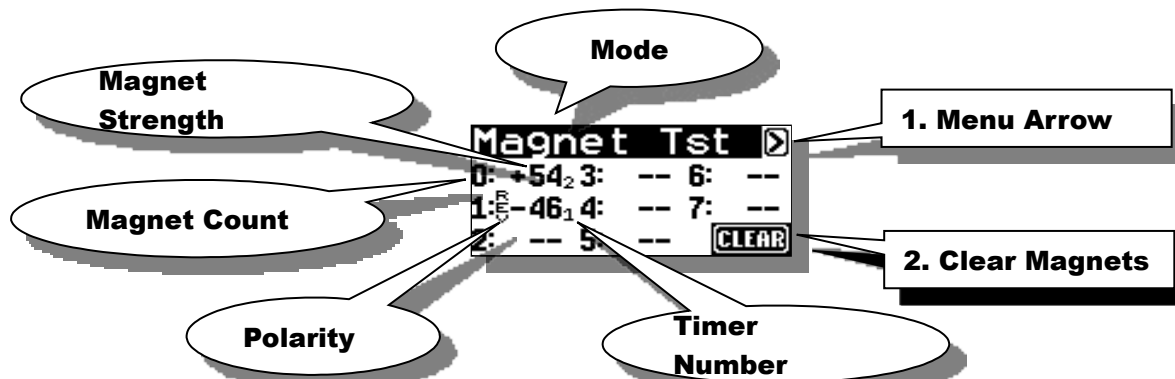
This mode allows you to test the timing magnets in the slalom and jump course for field strength and polarity. This mode uses a set RPM value (approximately 3080 rpm) to control. If you are running “All Ball Timing” or are in the jump mode, you should check that both of the Smart Timers are detecting properly, to do this you may need to drive the boat beside the course to test each sensor alone. Your test can and should be done in both directions through the course.

Note: Sitting with engine OFF in this mode will indicate if any of your timers are overly sensitive or if something in the boat is causing a magnetic signal. With engine ON and boat at idle, the timers may trigger due to alternator noise. On the fly, you can press “Clear” and complete testing.

The boat is brought up to the set RPM to engage the system and the boat is driven through the course. After engagement the screen should appear as follows:



Drive a split boat path and note the magnet strength readings. After passing two magnets using 2 Timers the system could display a message similar to the following:



Timer Number- indicates the timer which has been triggered (labeled on Master Module “Timer 1” or “Timer 2”).

Polarity - In the above example, **MAGNET #0** indicates a correct positive polarity “+” with a good strength of 54 from Timer 2. **Magnet #1** shows a Reversed Magnet with a negative polarity “-“ from Timer 1. A weak reversed magnet may only display the “REV” without the “-“ sign in front of the strength. **NOTE:** A very large or strong magnet can saturate the sensor and cause the “-“ message to occur incorrectly. In this case move the sensor towards the middle of the boat by about 16 inches and retest. Your test can and should be done in both directions through the course.

Magnet Count – Indicates the order each time a magnet is detected. Counts from 0 to 7 then scrolls back around to 0.

Magnet Strength – indicates the strength of a particular magnet. Acceptable values for magnetic strength are 30 or greater. Values below 30 may not produce accurate times. To have extremely accurate times, it is best that all magnets have a similar strength (usually within 5). You can drive back through in the opposite direction and should see similar readings. Sometimes you may need to unplug one sensor and test each one separately or run slightly wide and then slightly narrow in order to separate the sensor readings.

Understanding Magnet Test Results

One or more (not all) magnets are showing a low values or “-“ polarity

- Check the depth of that magnet.
- Check magnet polarity. See ‘Placing Magnets’.

All magnets are showing low values

- Check the depth of that magnet.
- If this course is known to be good, the Smart Timer may be failing.

All magnets are showing “-“ polarity

- Check direction of the Smart Timer. Possibly needs to be reversed.

Section 9. ADDITIONAL FEATURES (Menu & UP Keys together)

Additional PerfectPass features are accessed by pressing the **MENU & UP** keys together from any main screen. The features available vary depending on the make and model of your boat. If a feature is not present on your PerfectPass then it is not available on your system. To move to the next feature press the **MENU** key.

1. SCREEN CONTRAST

You can adjust screen contrast by pressing UP or DOWN Keys. (Setting 0-5). In bright sun, you may have to use a smaller value to improve visibility.

2. NAME LIST

This version of PerfectPass allows you to store up to eight names and their preferred speed. The Name List can be accessed by pressing the **UP** key when the NAME/MODE section is highlighted or by going into the SUBMENU and selecting the Name List. Once in the Name List press the **MENU** key to move through the list. With the desired name highlighted press the **UP** key to select the name from the list and load their settings or press the **DOWN** key to edit the name.



Creating Names – First enter the Name List. Press the **MENU** key until [NEW ENTRY] is highlighted. Then press the **UP** key to enter a new name. The following screen will then appear:

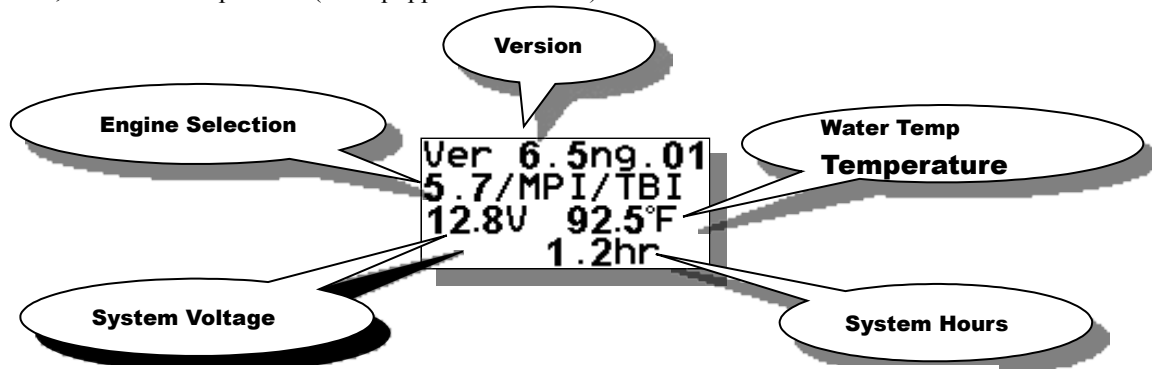


Scroll through the alphabet using **UP & DOWN** keys, and then press **MENU** to move to next position. Press the **MENU** key to move through the settings. If you are programming a JUMP or SLALOM name there will be another page of settings to enter.

Deleting/Editing Names – As you scroll through list of names, instead of pressing **UP** key to select that name, press the **DOWN** key to edit or delete.

3. SYSTEM INFO



General system information can be found here. The software version, engine selection, system voltage, system hours, and water temperature (not equipped on all boats) can be found here.



NOTE - System Hour and Water Temperature are only available on limited boats)

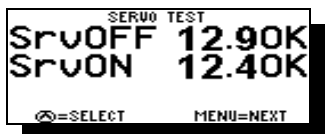
4. DEVICE TEST (Rope Switch, Servo Motor) (MENU and UP Key together)

Other test features such as Jump Switch Testing, Voltage Supply Testing and Servo Motor Testing are found here via MENU and UP Key. Test mode or through the SUBMENU. These tests can be performed with or without engine running. PerfectPass must be switched ON.

Rope Switch Test – This feature allows you to test the rope switch to be used prior to a tournament and will appear as [ROPE SWITCH TEST]. Pull hard on the rope to close switch and it will change to [ROPE SWITCH ON] and there will be an audible beep to confirm proper operation. Since it takes 250 pounds of force to trigger a Slalom Switch, it is very difficult to do. The easiest way to confirm operation is to ski with it and watch the  symbol in the upper right corner. This symbol will turn into  when the switch is activated.

Servo Motor Test – After Rope Switch Test, Servo Test will appear as follows:

Servo Motor Voltage Supply– This test will check the 12 V supply attached to the PerfectPass Servo Motor (via Master Module). Voltage level ranges will be slightly lower if the boat engine is not running.



SrvOFF 13.5 OK– The system powers down the servo motor and measures the supply voltage level. The voltage with engine running should be in the range of 13 to 14 V. If the voltage is below 13.0 V, the display will show it as low (“LO”).

SrvON 12.7 OK– The system turns the servo motor on and measure the supply voltage. The voltage should be in the range of 12.5 – 13.5 with engine running. A reading below 12.1 V will produce a “LO” indication. Press **MENU** to continue.

The difference between the voltage readings of these two tests indicates the condition of the power connections. A difference of more than 1.2 V indicates a potential wiring problem.

Servo Motor Phase Test - The servo motor will slowly rotate and continually check all phase circuits (Green, Black, Brown, White, and Red). If a circuit is bad or “Open”, the voltage will show as 00 as seen on the black phase on this example. The brown wire should be checked at the Master Module and at the servo motor white six-pin connector. If all phases show non-zero the phase test has passed. Press the **MENU** key to continue.

Servo Motor Rotate Test - This test will continually rotate the servo motor back and forth one full rotation. This is usefully when tracking intermittent wire faults. Example: ‘Servo Motor Phase Test’ checks OK but throttle feels “limp” and boat engine is unresponsive after a few minutes of operation.

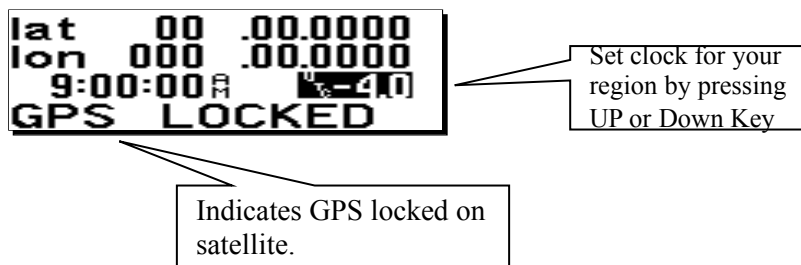
Reset Servo – This function RESETS the servo to its home position. This does not AUTO-TIGHTEN the servo.

5. USER SETTINGS/ENGINE SELECTION (Tach Signal)

Switching display to Metric (KPH \leftrightarrowMPH).

6. GPS INFO/CLOCK

Shows latitude and longitude as well as GPS Clock.



The Clock will need to be set for your region of the world.

Section 10. INSTALLATION INSTRUCTIONS

Step 1. *Installation of Servo Motor*

Using the two provided hose clamps, loosely mount the servo motor on top of the cooling water hose leading to drivers side exhaust manifold (starboard side on standard inboard engines). See Figure A. Tighten later after final positioning (or as specified in any Addendum photos).

Remove ball joint connector from throttle control lever and remove the coupling from end of Morse control / Teleflex cable. (See Figure B).

Position the servo motor throttle cable in line with the throttle control lever. Ensure the 10/32 locking nut is in place on Morse control / Teleflex throttle cable. Screw threaded brass hex connector on PerfectPass cable onto the end of the Morse control throttle cable. (Do **not** over tighten hex nut). Install L shaped brass throttle adapter to throttle control lever using identical hole as original ball joint. (L adapter must be able to swivel). Using an Allen key, tighten L shaped adapter-mounting bolt. (See Figure C). You may find it helps to move the Morse control lever into gear during installation to allow more clearance. Be sure the washer is next to the brass L-adapter and not under the nut.

Check and adjust position of servo motor ensuring the motor box cover closes properly and servo throttle cable is not in contact with any moving parts. Make sure the servo motor cable has 2 or 3 inches of free travel. Securely tighten hose clamps on servo motor. (Do not “tie wrap” the throttle cable as it must be able to move freely).

With the throttle in neutral position, adjust brass hex connector if necessary to ensure there is **no gap** between it and the end of the servo motor cable (any gap may cause engine to surge up and down in neutral). Adjust and snugly tighten all parts. (See photos, **DO NOT OVER TIGHTEN**).

Turn the black servo motor knob in a clockwise position until **snug**. With throttle in neutral, the linkage should appear as in Figure C.

Servo Motor / Cable Testing - It is vitally important that the stainless steel cable inside the plastic jacket has the ability to move freely or the system will not perform properly, may hunt and not settle down. The alignment of the PerfectPass cable and the boat’s throttle cable should be straight.

Linkage Test - An easy way to confirm proper operation after installation is to perform the following quick linkage test. With key **OFF**, push the manual throttle lever to ¾ open position. Then take the black knob on servo motor and slowly wind the knob in a counter clockwise, then clockwise direction. As you do this, the engine throttle arm will slowly open and close. This should happen very smoothly and in no place shall the cable “catch” or “hook” which will cause the servo to hunt. If the cable does “catch”, adjust servo & cable to eliminate this problem.

If the cable comes into any interference with the fuel rail, decorative engine cover or anything that causes this problem, adjust motor and cable accordingly.

The brass L bracket on the throttle linkage must be able to *swivel freely* for system to work smoothly.

IMPORTANT:

- Make sure all wires are tied away from hot or moving parts and there is adequate clearance.
- The manual throttle on your boat should operate and feel the same as before the PerfectPass was installed, or you may have to adjust hex nut.

If you have re-installed a decorative engine cover, with key “**OFF**” push the throttle down to full open and back to neutral. At no point should the PerfectPass cable “hook” or “jam”. (Never tie wrap on restrict the PerfectPass cable from free movement).

Step 2. Installation of Master Module

Mount the Master Module under the dash normally on the bulkhead accessible behind and right of the passenger seat in a dry location. It can also be installed on the left side of driver's bulkhead. The wires from under the dash pod can be easily fed across the bulkhead.

Route servo motor power cable from Master Module to servo motor and connect. A wire snake is helpful. (Use tie wraps to keep cable away from moving parts). Make sure the tips **on the plug are facing up** towards the top of the Master Module box.

Step 3. Mount Dash Display

Remove the right speedometer and install the **In Dash PerfectPass Display** and connect into Master Module. (If there is a speedo tube on back, it can be plugged using a golf tee).

If you have the **External Display**, install using supplied mounting post to the right of dash next to wind screen. In the event you have **5" gauges**, generally the PerfectPass 5" display replaces the tachometer. (On 5" gauges, refer to specific instructions sent with gauge).

Step 4. Connect Power Wire

Depending on the boat and model, there are a number of ways to connect to a switched (12 volt) power source.

1. On boats with traditional analogue gauges and posts on back of tachometer, there is a 12 volt (+) post often marked (IGN) which is an easy connection to the purple wire. The black wire end can attach to the ground (-) post marked (GND).
2. On boats with Borg Warner gauges with no posts, attach the PerfectPass purple power wire to the purple wire leading to the ignition terminal. The black wire can be securely grounded to the grounding bar or other suitable ground location.
3. **2000 – 2005 Nautiques** – There is a main wiring harness and large white plug located behind the dash pod. Connected to this plug is a purple wire carrying the switched 12 volts and a black wire which is a suitable ground connection.
4. **2002 – 2005 MasterCraft** – Power, RPM and Paddle Wheel speed is all located in the special plug and play harness supplied with each system. The MasterCraft supplied white connector is on every boat specifically for PerfectPass. You may have to remove the driver's foot panel to locate this connector in the boat's wiring harness.
5. **2005 Malibu** – The plug & play harness will provide RPM, Power and Speed signal.

Step 5. RPM Cable Installation

This connection will depend on the brand and year of boat you own.

- (1) **Standard Installation** (Older boats and boats with traditional Analogue gauges with Posts on back)

The **Gray wire** with ring terminal can be easily attached to the "SEND" post on back of tachometer. This Gray wire picks up the raw engine rpm from this post. The **Black wire** ring terminal can be attached to any suitable ground, including the ground post on the tachometer. (If there is not a post, connect to the solid gray wire coming from the tachometer).

- (2) **2002 - 2005 MasterCraft** – The custom wiring harness supplied by PerfectPass allows for plug & play for RPM and Power.

(3) **1998- 2004 Malibu** (Borg Warner Gauge System)

In behind the dash pod on most models, Malibu has left a Gray (RPM) wire that terminates at a large female spade connector. If you can locate this, you can simply attach the Gray wire on the rpm sensor cable to this connector.

Alternatively, you can locate the solid gray wire in the main wiring harness that leads into the Borg Warner control box under the dash. Use a blue “Tee Tap” connector to connect to this gray wire. You can then attach the gray rpm sensor wire to this using a push on spade connector. The black wire can be securely connected to any suitable ground.

LS-1 On this engine (pre 2002 only), you only connect the Black wire on the RPM Sensor cable to the Gray wire leading to the Borg Warner control box. (Same as LT-R MasterCraft). The gray RPM sensor wire is left un-connected.

2005 Malibu - See Plug & Play Harness.

(4) **1999 – 2001 MasterCraft, 2000 Supra, 2000-2002 Infinity (All Other Brands Using Borg Warner Gauges)**

TBI & Multi Port Engines (except LT-R) – Locate the solid gray wire in the main wiring harness that leads from the engine into the Borg Warner control box under the dash. This solid gray wire carries the raw engine rpm. Use a blue “Tee Tap” connector to connect to this gray wire. You can then attach the gray wire on the rpm sensor to this using a push on spade connector. The black wire can be securely connected to any suitable ground.

LT-R / LT-1 - On this engine the Gray wire lead on the PerfectPass RPM Sensor cable is not used and can be taped off. The separate **Black wire** end must be connected to the Gray wire located in the main wiring harness leading into the Borg Warner MDC Control box. It is on the engine side of the box that the raw rpm is located. You can attach a blue “Tee Tap” connector to this Gray wire, and attach the RPM sensor cable end to this “Tee Tap” using a supplied spade connector.

(5) **2000 – 2002 Nautiques**

Same as standard #1 above, except the rpm signal can be picked from the Gray wire coming from the back of the tachometer.

(6) **2003 - 2005 Nautiques**

Located behind the dash pod is a large wiring harness with a large white plug. The Gray wire in this plug carries the raw rpm of the engine and has been brought to the pod solely for the PerfectPass system. This gray wire is not connected to any gauge. Use a blue “Tee Tap” connector or other splice method to attach the Gray wire on the PerfectPass rpm sensor cable to this Gray wire in the harness. The Black wire (ground) on the RPM Sensor cable can be attached to the black wire in this same boat harness.

Step 6. If you have a **Smart Timer Magnetic Sensor** connected into Timer 1 plug. The Smart Timer should be mounted on the floor, along the outside wall of the boat, generally under or beside passenger seat. With the arrow on the Smart Timer pointing forward. (If you have two Smart Timers, install the second one on floor beside driver seat along outside wall). If you do not have magnets in your course, connect the hand timer into “Timer 1” port so you can time manually. Only connect Smart Timer when you have magnets.

Optional Manual “Hand Timer”. If you do not have magnets in your course, connect into “Timer 1”. If you have a Smart Timer, do not connect hand timer.

Step 7. Your manual throttle should act and feel just the same as before PerfectPass was installed. If it does not feel normal, inspect throttle and linkage connection, particularly the brass hex nut adjustment.

For assistance call (902) 468-2150.

Section 11. GPS RECEIVER - INSTALLATION INSTRUCTIONS



Installation: The GPS Receiver can be installed on the dash board looking up through the wind screen. As long as the receiver has a clear unobstructed view of the sky, it will work properly, even if sitting at an angle to the sky.

(It can also be installed under the dash looking up through the fiberglass. In this case you will need to move the Velcro to the top of the GPS Puck or use a 2-sided industrial strength tape. The puck must be mounted with top looking up to the sky).

On a new system, after connection and initial power up it will take up to 10 minutes for the GPS Receiver to find its new location. Once a proper fix has been made, **GPS** will appear in the top left of screen. (If after 10 minutes you do not see **GPS**, turn key off and back on and wait a few more minutes).

Until a fix is made, it will appear as “**No GPS Fix**”. If you see “**No GPS Data**” on screen, then the system does not see the Receiver connected. (Check plug in connection).

WARNING: ONLY connect into Master Module in port marked “GPS” or the Receiver will become damaged.



Section 12. TROUBLE SHOOTING / GENERAL INFORMATION

Detailed Trouble Shooting documents and videos can be found on line at www.perfectpass.com . See Support, “Trouble shooting”.

You can learn a lot from just turning on key and watching system start up. Every time PerfectPass is powered you will see the back light in Display glow green followed by a beep as the screen becomes active. When the Master Module sees a solid 12 volts +, the Intel processor starts which puts the data on screen and the servo motor will perform its “auto tighten” check.

A. NOT CONTROLLING

Servo Motor “Auto tighten” Test

Check: To confirm proper operation of the 4 phase servo motor, perform the following test. With key OFF, check to see if servo motor can be easily turned and that set screw in knob is snug. (It should turn freely, if not the motor may be seized) Turn knob in clockwise direction until snug, and then turn it back counter clockwise one full turn. Now turn key ON and servo should perform its “auto tighten” function and wind in the cable (approximately ¾ of a turn). (Every time system is powered, it will do an “auto tighten” which confirms all electrical phases are OK). Ideally, you should hold knob gently during “auto tighten” test to put a little extra load on the motor to check the connections.

Remember the servo motor will run very hot, particularly the gold resistor.

If motor does not wind in or just vibrates, then an electrical connection is likely bad. Unplug both connectors at servomotor and closely inspect the crimps and wiring. Gently pull on each wire to make sure the wire is securely crimped. Also check the connectors on the gray servo power cable at both ends (See servo testing in addendum for detailed testing).

If this test is OK, do a “Linkage Test” as described in section B.

- B. Linkage Test** - With key OFF, push the manual throttle open to ¾ position. Then take the black knob on servo motor and slowly wind the knob in a counter clockwise direction, then in a clockwise direction. As you do this, the throttle will slowly open and close with each step of the motor. In no place should the cable catch or hook as this will cause the system to surge. If the cable comes into contact with any part, fuel rail, cross over pipe or decorative engine cover, adjust cable and servo as required. (The cable should have a nice smooth bend and be in good alignment with the throttle connection. If you feel the cable is too long, contact PerfectPass)

The brass L adapter should freely swivel as the throttle opens & closes.

(If your boat has a plastic decorative engine shroud, you may wish to remove it temporarily and see if the problem disappears).

With key OFF, push manual throttle to full open and back to neutral. Does PerfectPass throttle cable move forward and back freely without jamming or rubbing against cover, fuel rails, etc?

- C. System surging in neutral** – Check gap between the PerfectPass cable & the Morse control / Teleflex cable. There should be No Gap. (See photo C in instruction manual).
- D. System accelerates past set point** – If the system accelerates past the set point and is very slow to work back to the set speed, the engine throttle return spring may be weak. PerfectPass can open the throttle, but depends on the engine return spring to bring it back towards neutral. A spring can be easily added. It may also be a throttle cable / mechanical problem. See Linkage Test, Section B above.

On Water Test – To confirm this, drive the boat carefully with engine cover open. Set speed at a lower setting (i.e. 20 mph) and have driver engage system and press throttle up to 25 MPH. As boat speed exceeds 20 mph, the servo should turn counter clockwise to let out cable and slow engine. If servo counter rotates, the return spring should pull throttle back towards neutral. If servo rotates but boat does not slow, the return spring is not pulling or something is preventing the throttle or cable from moving.

- E. No RPM tachometer reading** – If the display tachometer reading is 00, check to make sure rpm sensor is plugged into the correct port on Master Module. Check connections of rpm sensor. (Check installation as per instructions).

F. Blown Fuse (5 amp, 1.25 inch fuse)

The most common reason a fuse will blow is if the red wire in the servo power cable is grounded or shorted. Inspect the wire for any breaks, pinches or failure especially near the gold resistor on the servo motor.

G. System Reset – If you would like to reset the entire system to original factory specifications, you can do so by **pressing & holding the ON/OFF & MENU Keys together as you power up the system**. After about 5 seconds the display will show [System Reset ^ = Y]. Press the **UP** key to continue with a reset. The next question will be whether you wish to reset all your baseline rpm values. [Reset RPM @ ^ = Y] If you are happy with your baseline values, press the **DOWN** key and your settings will be maintained. On some systems, you will be asked to select the engine in your boat. It will then ask if you wish to run in just wakeboard modes [WAKBD ONLY ^=Y].

H. Change Display from MPH to KPH/Wakeboard only – Perform a “System Reset”.

I. Run in Wakeboard only Mode/Three Event Menu – To run in just wakeboard modes or to return to the full event menu see (I) above.

J. Display is Hard to Read – Adjust contrast.

For more Trouble Shooting details, go to: www.perfectpass.com . Click on “Support” and then go to “Trouble Shooting”. Once there you can choose your boat details and bring up the appropriate file containing the requested information to assist you.



APPENDIX

PerfectPass All Buoy Timing Version 4 IWSF Approved 2001

The All Buoy Timing Method (ABT) eliminates the need for a fall button. In Tournament Use, after a skier falls or misses during a pass, the boat is timed to the next set of boat gates. Because the boat travels only a relatively short distance before the time is measured, the boat speed does not change significantly. Thus the time is an accurate measure of the speed of the boat while pulling the skier.

If the skier runs a full pass, the full course time is used to determine if the boat speed was within tolerance. For scores less than six, a chart showing the timing tolerances for each buoy score is used. This method uses the cumulative time from the gates up to the last ball scored. With this approach, only one segment time is required.

After each pass, the PerfectPass system briefly displays the Full Course Time and then the two separate segments as in this 34.2 mph example. [**0.0 16.95 OK**] then [**7.13 9.82 OK**] If the score was less than six, then the ABT sub-menu is entered via the Down Key. The times are displayed in pairs preceded by the score identification and a colon. (Press any key to take you to the next set of scores). **For example:** if the score were four and a quarter, you would scroll through the ABT times until the 4 ID is found which would appear as: “ **4: 12.50 5: 15.19** ” The time of 12.50 would be called in. For a score of one and a half the display showing “ **0: 1.77 1: 4.45** ” is used and only the 4.45 time is reported. All of the existing rules for optional and mandatory rerides are applied to the ABT times. *(The guide is to always refer to the time segment corresponding to the score. Example: If the score starts with a 4 you look at the time following the 4 and call in that time only.*

Magnets: A minimum of eight magnets and two Smart Timers are required to run ABT, a course with ball one magnets had eight magnets already, two are on the entrance and exit gates and two Smart Timers are required for the jump event, so for many sites the equipment necessary to use ABT already exists.

(Check with our website at www.perfectpass.com for more details).

PerfectPass All Buoy Timing 36mph/58kph IWSF approved method 4

<u>score</u>	<u>score id.</u>	<u>fast in</u>	<u>actual</u>	<u>slow in</u>
0 to 0.5	0:	1.64	1.68	1.71
1 to 1.5	1:	4.15	4.22	4.28
2 to 2.5	2:	6.67	6.77	6.84
3 to 3.5	3:	9.20	9.31	9.41
4 to 4.5	4:	11.73	11.86	11.97
5 to 5.5	5:	14.25	14.40	14.53
6		16.00	16.08	16.16

PerfectPass All Buoy Timing 34.2mph/55kph IWSF approved method 4

<u>score</u>	<u>score id.</u>	<u>fast in</u>	<u>actual</u>	<u>slow in</u>
0 to 0.5	0:	1.73	1.77	1.80
1 to 1.5	1:	4.37	4.45	4.51
2 to 2.5	2:	7.03	7.13	7.23
3 to 3.5	3:	9.69	9.82	9.93
4 to 4.5	4:	12.35	12.50	12.64
5 to 5.5	5:	15.02	15.19	15.34
6		16.86	16.95	17.04

WARNING
RELEASE OF LIABILITY – ASSUMPTION OF RISK

IMPORTANT
(Detach, sign and mail immediately)

YOU MUST READ THIS!

The PerfectPass Speed Control device is a high performance mechanism designed solely for use with competitive water ski and wakeboard boats operating under ideal, calm conditions utilizing a spotter and all other safety crew and requirements of tournament water skiing. The PerfectPass Speed Control device should not be used for any other purpose or under any other conditions.

YOUR USE OF YOUR PERFECTPASS SPEED CONTROL DEVICE IS CONDITIONAL UPON YOU ASSUMING ALL RISKS, LOSSES AND DANGERS RELATING TO USE OF THIS DEVICE.

Both purchaser and/or anyone utilizing the PerfectPass Speed Control device acknowledges that their purchase and or use of this device is conditional upon them releasing and forever discharging PerfectPass Speed Control Systems Inc., its directors, officers, employees, agents and/or dealers, their heirs, and assigns **from any and all liability for personal injury or property loss** and from any other claims, demands, losses or causes of action, whether occurring prior to, during, or subsequent to or directly or indirectly connected with the use of the PerfectPass Speed Control device, **and whether caused by any persons negligence or otherwise.**

The PerfectPass release of liability, and warranty agreement shall be interpreted in accordance with the laws of the Province of Nova Scotia, Canada, and **IT IS FURTHER AGREED** that any legal proceedings that either directly or indirectly relate to the PerfectPass Speed Control device shall be conducted within the Province of Nova Scotia, Canada, regardless of where arising.

The purchaser hereby agrees to inform any subsequent purchasers or anyone using the PerfectPass Speed Control device, of the conditions of this Release of Liability, Assumption of Risk Agreement. It is agreed that there shall be absolutely no alterations to this agreement whether by implication or otherwise.

Purchaser Signature

Date

Address

Serial Number (found on Master Control Module)

Name (Please Print)

(Must be signed to affect valid purchase and activate warranty agreement, detach and mail immediately to PerfectPass Control Systems Inc., 14 Trider Crescent Dartmouth, Nova Scotia, B3B 1R6, Canada).

LIMITED WARRANTY

During the first 12 months from date of original retail purchase, any PerfectPass component that fails due to defects in materials or workmanship will be repaired or replaced at the option of PerfectPass at no charge.

All warranty claims must be authorized in advance and a Return Authorization (R/A #) issued. All packages, correspondence, documents and packing slips must reference this R/A #.

Warranty excludes components damaged by improper installation or improper use of boat. Servo Motors are water resistant, but not water proof. Servo motors may become damaged if excess water is run in a boats bilge and this may void warranty. Ensure your boat is properly “bilged” prior to operating.

Warranty Service:

1. If your PerfectPass was factory installed, any warranty issues should be directed to your authorized dealer. PerfectPass encourages all customers to contact us prior to visiting your dealer for “technical support” as many issues may be easily handled direct with customer.
2. If your PerfectPass was purchased and installed by a dealer you may contact your dealer direct or initiate a warranty claim with PerfectPass.
3. If your PerfectPass was purchased directly from the Company, contact us at the number below.

Warranty Service / Technical Support

PerfectPass Control Systems Inc.
14 Trider Crescent
Dartmouth, Nova Scotia
CANADA B3B 1R6
(902) 468-2150

(Hours: Monday to Friday 8:00 am – 4:00 pm EST)

