1 YEAR LIMITED WARRANTY

This Warranty is in lieu of all other express or implied warranties.

Seller warrants title, materials, and workmanship on equipment, except components manufactured by others for which Seller assigns, as permitted, the original manufacturer’s warranty. Seller’s warranty shall be for a period of (1) one year from the date of sale to the ORIGINAL CONSUMER PURCHASER, during which new or reconditioned equipment returned to Seller at Buyer’s expense will be repaired or replaced free of charge. Buyer must notify Seller within 10 days of discovery of defect. Seller’s Marine Products Inc. will repair or replace products found to be defective in materials or workmanship within the period set forth above, provided that (a) the product has not been subjected to abuse, contamination, neglect, accident, incorrect wiring not our own, improper installation or servicing, or used in violation of instructions furnished by Consolidated Marine Products Inc., and (b) as to any prior defects in materials or workmanship covered by this warranty, the product has not been repaired or altered by anyone except Consolidated Marine Products Inc. and (c) the serial number has not been removed, defaced or otherwise changed, and (d) examination disclosure. In the judgement of Consolidated Marine Products Inc. a defect in materials or workmanship which developed under normal installation, use and service, Consolidated Marine Products Inc. does not assume the cost of incidental or consequential damages which may arise as a result of any defect in materials or workmanship, and is upon discovery of defect, buyer shall immediately cease use of and notify Consolidated Marine Products Inc.

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This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

FIREBOY SYSTEMS DIVISION
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Grand Rapids, MI 49534

Litho U.S.A.
FEATURES
- Low standby current, may be connected directly to the battery bus.
- Light emitting diode lamp with life in excess of 100,000 hours.
- Press-to-test switch with waterproof boot!

1.0 OPERATION
1.1 With the discharge alarm properly installed and connected to +12 Volts DC, and the Fireboy system in a charged condition, the red "DISCHARGE" lamp on the control head should remain unlit and the audible alarm unit should be silent.

NOTE: In low ambient light levels, the red indicator lamp may be seen to glow dimly. This is normal and does not indicate a system fault.

1.2 Moving the test switch to the "TEST" position will cause the red "DISCHARGE" lamp to illuminate and the audible alarm to sound, thus determining the readiness of the system to respond in the event of a discharge.

1.3 In the event of a fire and the subsequent discharge of the Fireboy system, the red "DISCHARGE" lamp will illuminate and the audible alarm will sound as long as +12 volts DC remains applied.

NOTE: IN THE EVENT OF AN ACTUAL DISCHARGE AND SUBSEQUENT ALARM INDICATION, ALL ENGINE, GENERATOR, AND ACCESSORY SYSTEMS SHALL BE SHUT DOWN AND THE CAUSE OF THE DISCHARGE DETERMINED AND CORRECTED BEFORE PROCEEDING. (See Fireboy Owner's Manual)

2.0 INSTALLATION
The control head should be mounted at the helm station in a convenient location. Mounting requires a 2-1/16" diameter hole and the bracket and nuts supplied.

3.0 ELECTRICAL CONNECTIONS
CAUTION NOTE: Improper hook-up will damage unit and void warranty!

All wiring connections shall be made using #16 AWG stranded copper wire conforming to ABYC standards for marine use, as a minimum.

3.1 The RED wire (see figure 1 & 1 A) on the control head shall be connected to +12 volts DC at the ignition bus. This connection shall be fused with a 1 amper in-line fuse (maximum). NOTE: The discharge alarm in the "normal" mode (no alarm) the power drain from the +12 VDC supply is approximately .0005 amps (.5 milliamps). At this current level the drain from the battery bus is negligible and the unit may be connected directly to it, bypassing the ignition switch. In this manner the discharge alarm will be powered at all times, and ready to alert boat occupants or passersby to a discharge of the Fireboy extinguishing system.

3.2 The BLACK wire (see figure 1 & 1 A) on the control head shall be connected to a suitable ground (~12 volts) on the instrument panel.

3.3 The YELLOW wire (see figure 1 & 1 A) on the control head shall be connected to one terminal of the electrical switch on the Fireboy system. The other terminal of the pressure switch should be connected to ground at the same point as the BLACK wire from terminal 3 of the control head. (Ref. Para. 3.2).

3.4 In applications requiring multiple extinguisher systems, (i.e., separate engine and generator...