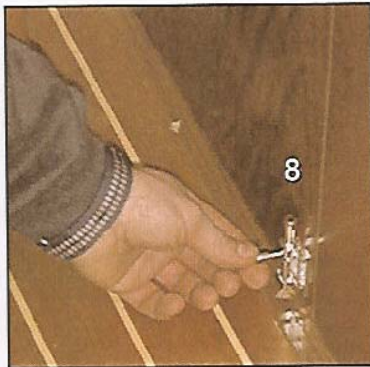


FORE CABIN CONVERSION

6



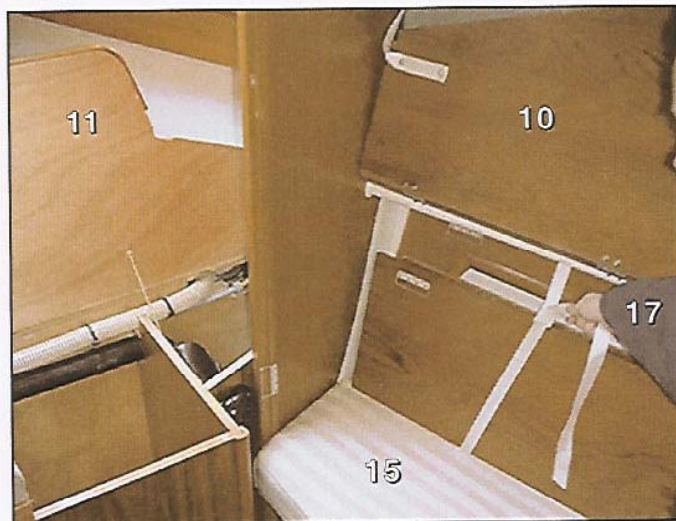
7- Unlock the bolt on the upper berth.



8- Unlock the bolt at the foot of the bulkhead.



9- Dislodge the lateral bulkhead. This bulkhead is hinge mounted and can be folded up. Put it aside.



10- Fold the upper berth.

11- Open the starboard fore locker.

12- Remove the lower mattress.

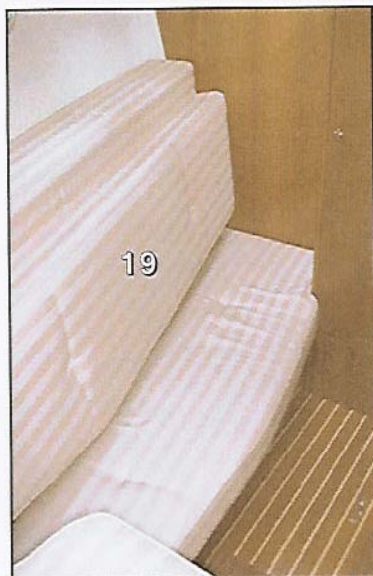
13- Prepare the supporting straps.

14- Put first the bulkhead nbr 5.

15- Put back the lower mattress in place.

16- Put the bulkhead nbr 6 and then 9.

17- Stap up the bulkheads.



18- Unlock the upper berth support strap snap hook.

19- Turn the berth into seat back.



20- Put the door 1 in the hanging locker : Wedge it between the pieces of wood and fasten it with the shockcord.

indice 0



21- Take the door 4 off its hinges to position the door frame.

22- Brooch the door frame and screw the covers (see 2).

23- Hinge the door.

accommodations

PLUMBING



WATER TANK FILLING

FRESH WATER SYSTEM

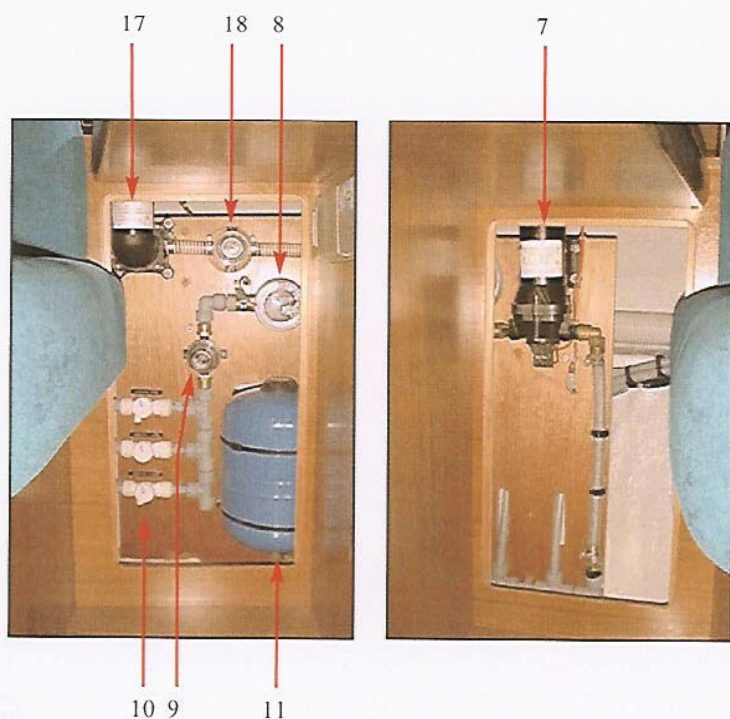
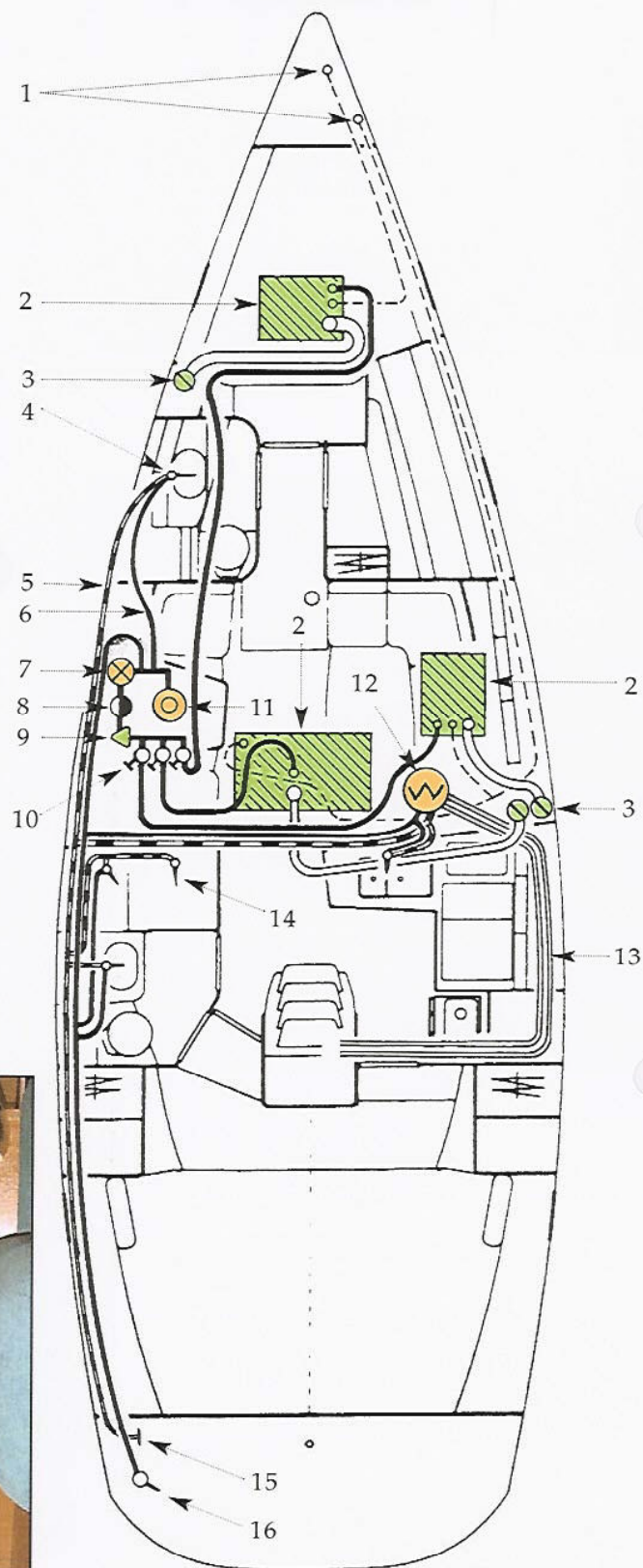
GAS SYSTEM

WATER DISCHARGE

SANITARY APPLIANCES OPERATION

FRESH WATER

- 1- Tank breather
- 2- Water tank
- 3- Deck filler
- 4- Mixer tap
- 5- Hot water hoses
- 6- Cold water hoses
- 7- Water pressure unit
- 8- Water meter
- 9- Fresh water filter
- 10- Water tank select valves
- 11- Accumulator tank
- 12- Water heater
- 13- Engine cooling fluid hoses
- 14- Shower
- 15- Hot water inlet available
- 16- Deck transom shower
- 17- Bilge pump (Refer to Drainage)
- 18- Bilge pump filter (Refer to Drainage)



Same places for other
accommodation versions



WATER TANK FILLING

In order to obviate any handling mistake, never fill the water and fuel tanks at the same times.

During filling, avoid handling contaminants near the filling plugs.

Open and close the filling plugs with the special spanner.

Check the filler plug seals for condition during filling.

The tanks are fitted with overflow outlets and vents.

To prevent a pressure build-up in the system, never press the water filling hose deep into the system.

RECOMMENDATIONS / MAINTENANCE

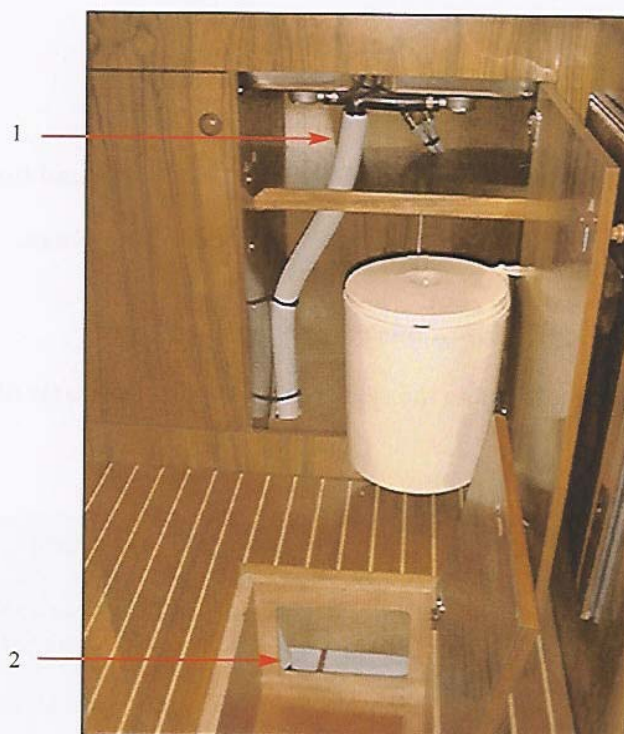
The tanks can be sterilized by adding a "clonazone" tablet (available from chemists).

Purify the tanks and pipes with acetic acid or white vinegar if the boat is to stay unmanned for a long period.

Inspection ports are provided on tanks through which internal cleaning can be performed.

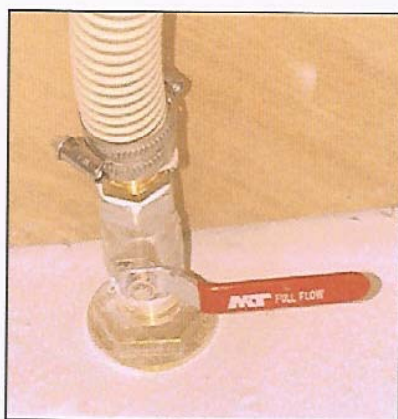
Refer to chapter 11 for winter precautions.

GALLEY SINK DRAINAGE

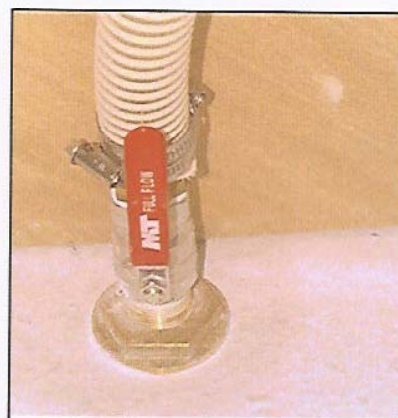


- 1 - Sink drainage
- 2 - Seacock with valve

SEACOCK



Closed seacock



Open seacock



FRESH WATER SYSTEM

PRECAUTION

Never run the water system if the valve is closed or the tank is empty to avoid damaging the electrical equipment. Check the water filter for condition as instructed in the manufacturer's manual.

GAS SYSTEM

(Refer to Chapter 2 « Safety »)

Refit the cap in place on the pressure reduction valve screwed section to avoid corrosion, when changing the cylinder.
Change the hose on schedule.

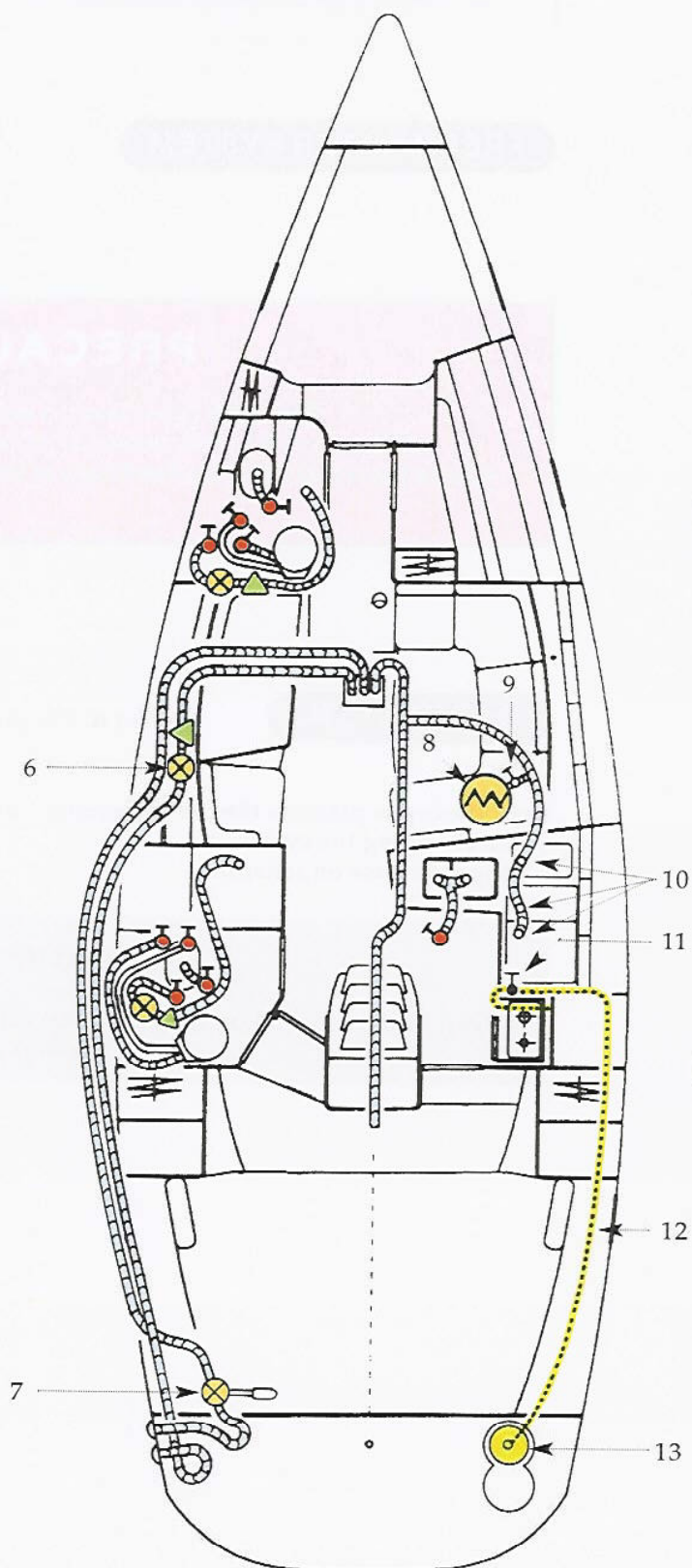
RECOMMENDATIONS

Don't forget to shut off the gas safety valve and pressure reducing valve when the heater is not in use.

DRAINAGE & GAS SYSTEM

-  1- Seacock with valve
-  2- Electric pump
-  3- Filter
-  4- Sea water intake hose
-  5- Drainage hose

- 6- Sump electric pump
- 7- Manual bilge pump in cockpit
- 8- Water heater
- 9- Water heater drainage valve
- 10- Iceboxe drainage
- 11- Gas circuit valve
- 12- Gas hoses
- 13- Gas bottle



Same places for other
accommodation versions



WATER DISCHARGE

Waste water from the sink, wash basins and the closets is discharged by sea chests, fitted with quarter turn valves (when the valve handle is perpendicular with the pipe, the valve is closed, and open when along the pipe centreline).

All floors include water courses (limber holes). (A waterproof carter under the engine receive the possible oil leaks).

A main sump located above the ballast collects the water from the floor and is drained by means of an electric pump or the manual pump in the cockpit.

RECOMMENDATIONS / MAINTENANCE

Check the valves and sea cocks for water tightness and operation regularly.

Shut the valves when the system is not in use.

Check the clamps and hose pipe couplings and seals for condition.

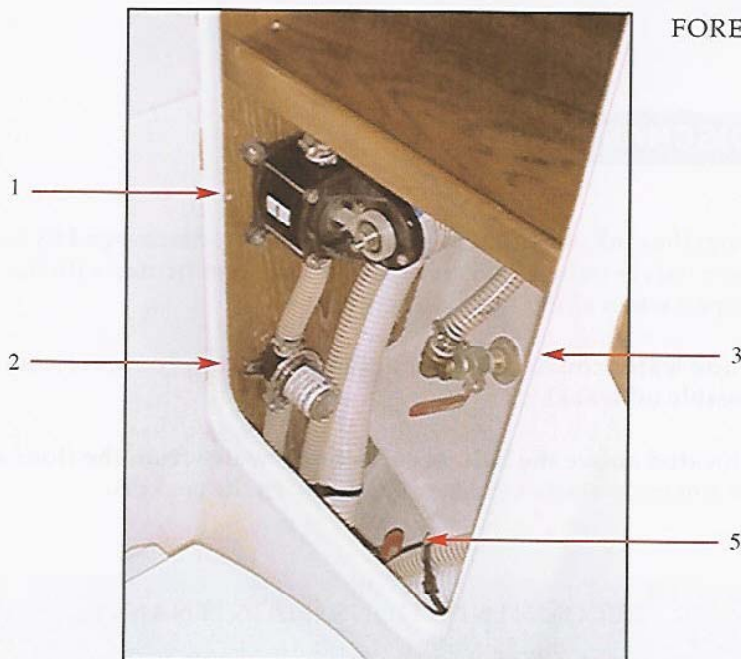
Ensure regularly that the bilge and strum-boxes are perfectly clean.

If one pump should be running while all water supplies are shut,
switch the power off immediately.

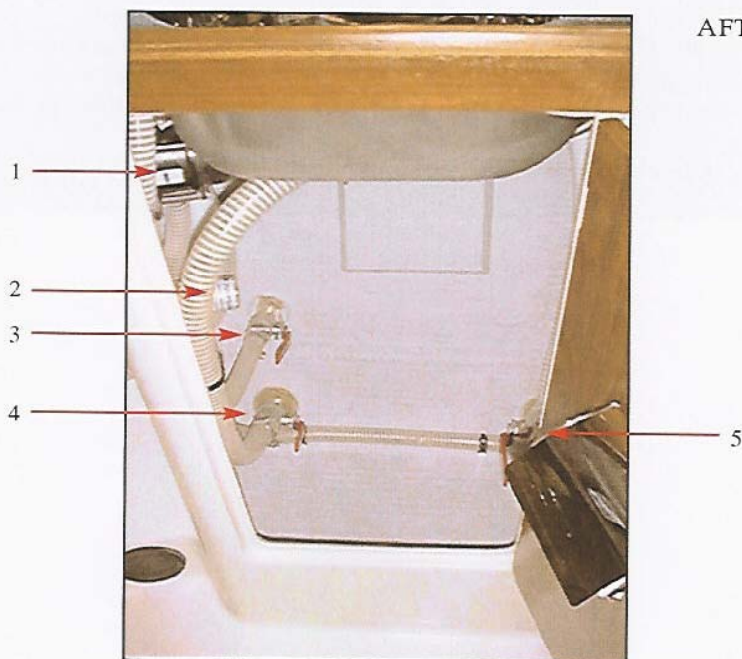
Check the water system and eliminate the breakdown.

BATHROOM DRAINAGE PRINCIPLE

FORE BATHROOM



AFT BATHROOM



- 1- Shower tub drainage
- 2- Filter
- 3- Seacock with valve, shower outlet pipe
- 4- Seacock with valve, sink outlet pipe
- 5- Seacock with valve, sea water intake for closets



SANITARY APPLIANCES OPERATION

MARINE CLOSETS OPERATION :

Ensure that the water supply and discharge valves are open before using the appliance. To drain the bowl, set the pump lever to "FLUSH" and actuate the pump. To strip the bowl, set the pump lever back to "DRY" and actuate the pump.

Use exclusively absorbing paper to avoid clogging the closets and rinse the system regularly with fresh water.
Shut the valves after every use and especially when the boat is unattended.

WASH BASINS AND SHOWERS OPERATION :

The valves and cocks should be closed after use. To drain the shower tub, actuate the pump switch.

RECOMMENDATIONS

During shore stay, use if possible the club-house sanitary appliances.
Waste water rejection is restricted in some country or marina ;
Waste tank is necessary.



BATTERY MASTER SWITCHES

BATTERIES

OPERATION

220V CIRCUIT

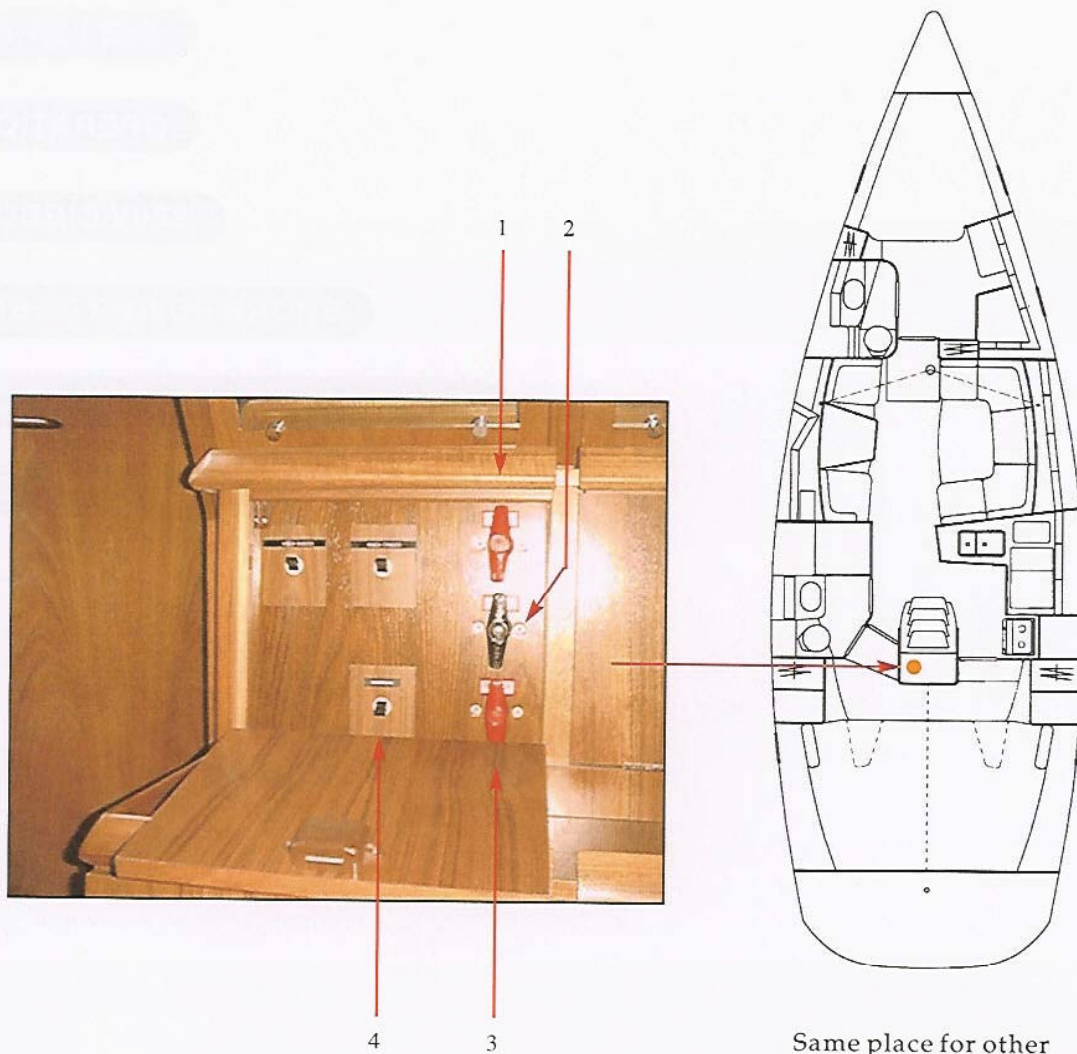
SHORE POWER CABLE

MAST HARNESS CONNECTION

ELECTRONICS

DRAWINGS & DIAGRAMS (end of chapter)

BATTERY MASTER SWITCHES





BATTERY MASTER SWITCHES

Electric installation : 12V DC.

The circuits can be used simultaneously or separately should the need arise.

Turn the master switches on to energize the system.

The master switches energize the engine and house electrical systems.

PRECAUTION

Shut all master switches if the boat is unattended.

BATTERIES

The engine driven generator is used to charge the batteries.

Use your battery charger (optional extra) during shore stay in order to sail off with properly charged batteries.

Never drained beyond 70% of the rating, to ensure a satisfactory service life.

Always check the condition of both the batteries and the loading system before you set sail.

RECOMMENDATION / MAINTENANCE

- Keep the batteries clean and dry to obviate premature wear,
- Check regularly the electrolyte and top up with distilled water if required,
- Check the acid degree in the battery after extended idle time,
- Secure and smear regularly the terminals with petroleum jelly,
- Disconnect the batteries and remove them for the winter storage or when they are not used for a long time.



OPERATION

The electrical switchboard does not require any routine maintenance.

PRECAUTION

Never leave the boat unattended when the electrical system is energized, except for automatic switch bilge pump and protection circuits against fire or robbery.

Disconnect the 220V before opening the electrical switchboard.

In case an electrical unit should not be energized, check :

- The main power supply (batteries, master switches),
- The switches and fuses along the line,
- The relevant electrical unit.

WARNING

Never work on a live electrical fitting.

Use the automatic reset switch to read the fuel gauge, to obviate electrolytic problems.

PRECAUTION

Only a technician, skilled in marine electricity, is entitled to alter a fitting and the relevant diagrams.

Never change or alter the amperage of the overcurrent safety devices.
Never install or replace the electrical appliances or equipments by components exceeding the circuit amperage (Watt for bulbs).

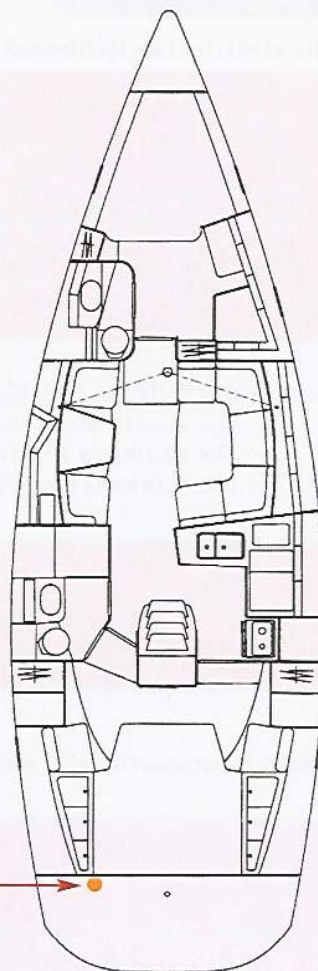
220V CIRCUIT

As far as possible, use electrical appliances with a double insulation or three conductors. Connect the casings or metallic cases of the fitted electrical appliances to the earth of the boat : this conductor is green with yellow stripes.

wiring



SHORE POWER PLUG





SHORE POWER CABLE

DANGER

Never let the end of the shore power cable hang in the water. It may entail an electric field liable to hurt or kill people swimming close by.



wiring

PRECAUTION

- In order to reduce the risks of electric shock and fire :
- . Switch off the electric panel connected to the shore power plug on shore before you connect or disconnect the shore power cable.
 - . Connect the shore power cable in the boat before you plug it in the power point on shore.
 - . Disconnect the shore power cable first on shore side then close tightly the power point on shore.
 - . Do not change the connections of the shore power cable.

MAST HARNESS CONNECTION

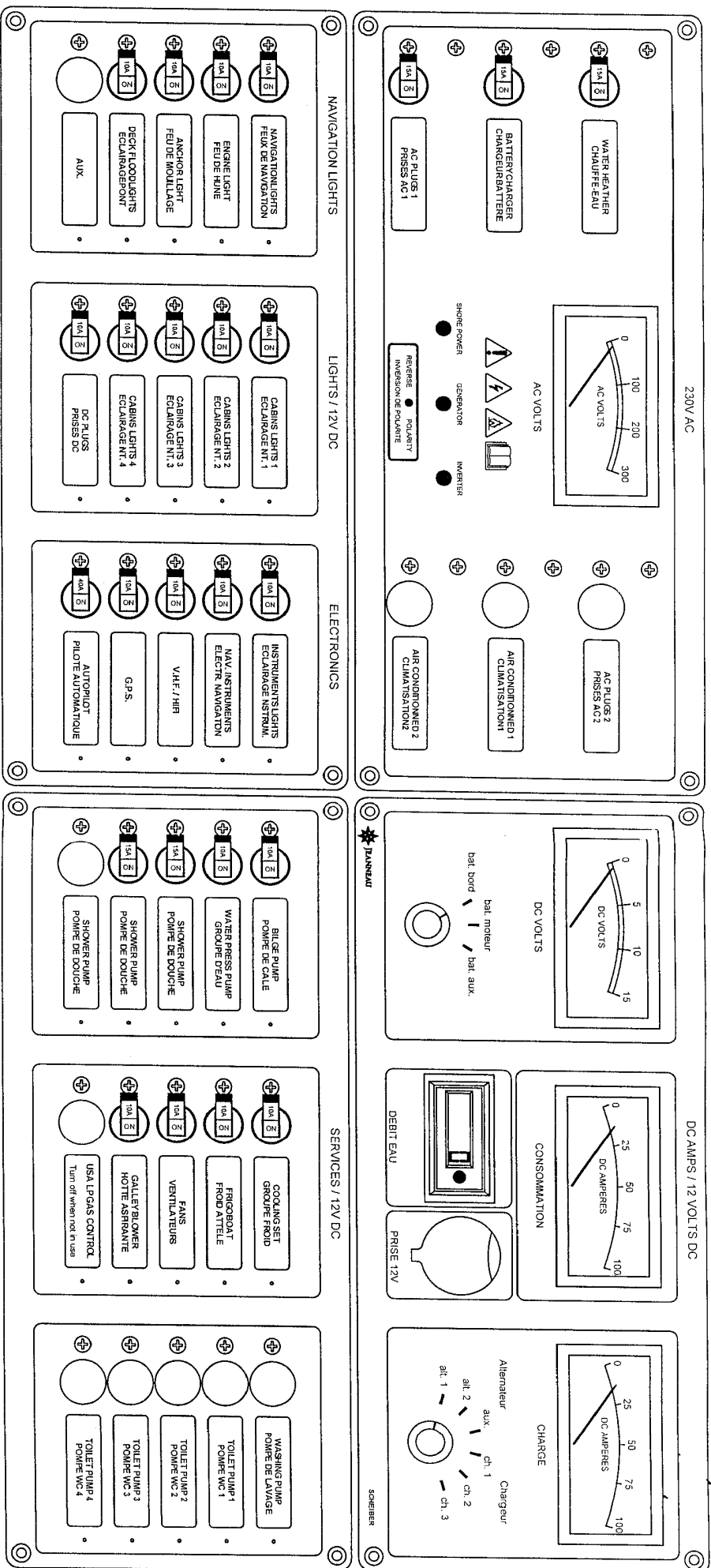
Connect the harness after installation of the mast.
Access to the harness can be gained through the pillar boxing in the forward cabin, after inserting them in the cables outlets in front of the mast step.

ELECTRONICS

Special sleeves are available to complement the boat's equipment (refer to drawing).
Never install electronic instruments or repeaters less than 1.50m away from the radio loudspeakers.

SUN ODYSSEY 43DS

TABEAU ELECTRIQUE VUE AVANT



SUN ODYSSEY 43DS

TABLEAU ELECTRIQUE 12V DC

CONNECTEUR	POSITION DANS LA BROCHE	REPERE DU FIL	CORRESPONDANCE SECTION DU FIL	FONCTION
	1	B1A	1,5	Alim éclairage cabine avant et cuisine avant
	2	D2	1,5	Alim éclairage salle d'eau
	3	D1A	1,5	Alim éclairage cuisine et cabine
	4			
	5			
	6			
	7			
	8	R2A	1,5	Alim accès cuisine et cabine
	9			
	10	R1A	1,5	Alim éclairage cabine arrière

Représentation des trous vus côté des fils

1	D1A	m 1,5	Alim feux de route avant
2	D1C	m 1,5	Alim feu de coucave
3			
4	H1A	m 1,5	Alim éclairage contacts
5	J1A	m 1,5	Alim contacts
6	ALT1	m 1,5	Guindeau - Alternateur
7			
8	APC	m 1,5	Guindeau - Alternateur
9	E1A	m 2,5	Option died de mal - Feu de hune
10	F1A	m 2,5	Option died de mal - Feu de couchage
11	OPT	m 2,5	Option died de mal - Alim circuits
12			
13	G1A	m 2,5	Option died de mal - Eclairage pont
14			

Reperage des fils vue coté des fils

814F

Représentation des trous vus côté des fils

Inter pompe de douche arrière			
1	N1A	m 4	
2	H1A	m 4	Réglo et lecture CD
3			
4	M1A	m 4	Groupe d'eau
5	CH3	m 1,5	Shunt chargeur
6	CH3	m 1,5	Shunt chargeur
7	APC	m 1,5	Guindeau - Alternateur
8	ALT1	m 1,5	Guindeau - Alternateur
9	CH1	m 1,5	Shunt chargeur
10	CH1	m 1,5	Shunt chargeur
11	CH2	m 1,5	Shunt chargeur
12	CH2	m 1,5	Shunt chargeur
13	CH2	m 1,5	Shunt chargeur
14	CH2	m 1,5	Shunt chargeur
15	CH2	m 1,5	Shunt chargeur
16	CH2	m 1,5	Shunt chargeur
17	CH2	m 1,5	Shunt chargeur
18	CH2	m 1,5	Shunt chargeur
19	CH2	m 1,5	Shunt chargeur
20	CH2	m 1,5	Shunt chargeur
21	CH2	m 1,5	Shunt chargeur
22	VA	m 1,5	Volts/mètre sauterie mouger
23	VA	m 1,5	Volts/mètre sauterie auxiliaire
Inter pompe de douche avant			

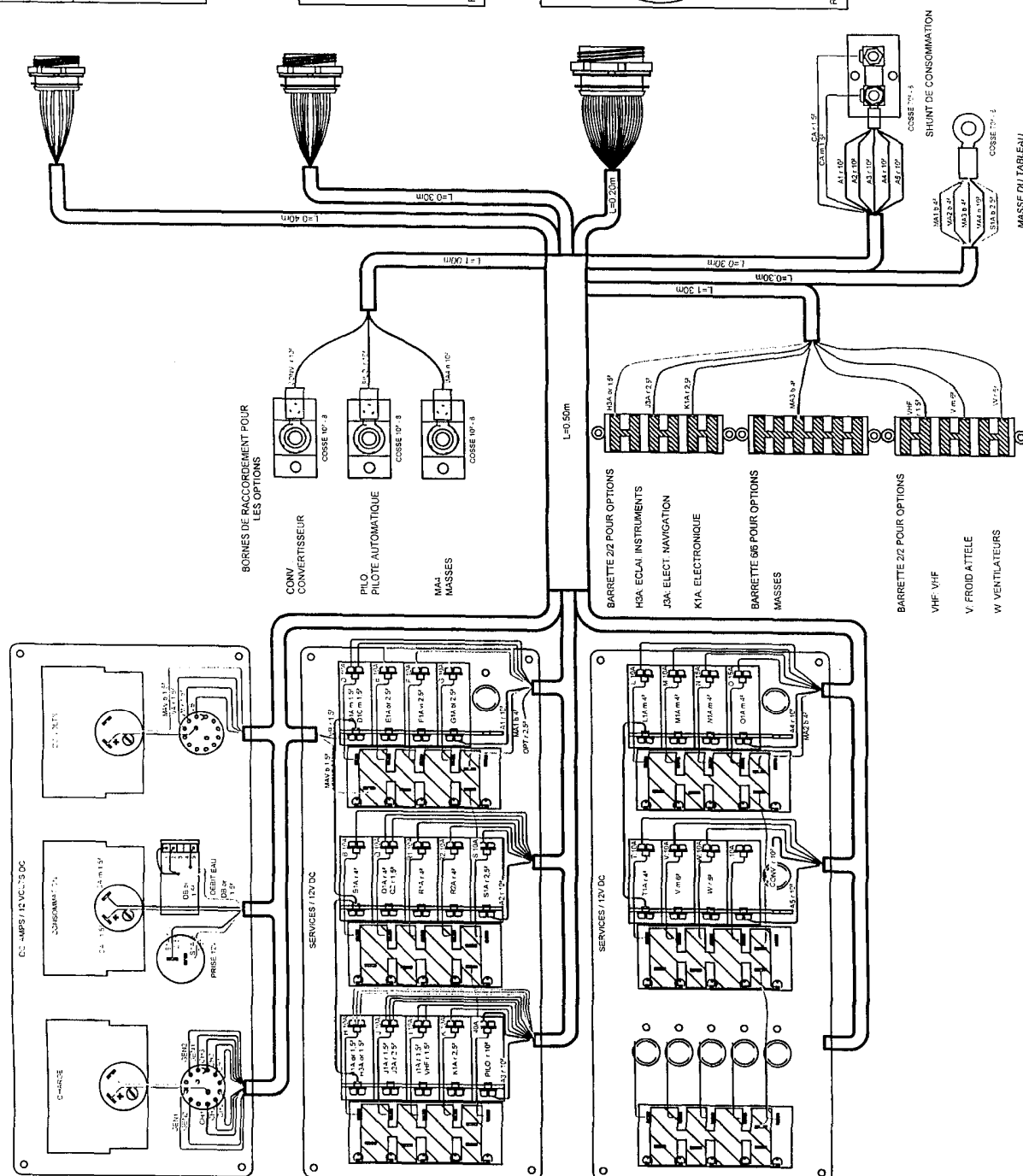
Diagram of a 23-pin connector. The pins are arranged in a circular pattern. The numbering is as follows: Pin 1 is at the top. Pins 2 through 11 are arranged in a semi-circle on the left. Pins 12 through 23 are arranged in a semi-circle on the right. The diagram shows the physical layout of the pins, with some pins having additional markings like '1', '2', '3', '4', '5', '6', '7', '8', '9', '10', '11', '12', '13', '14', '15', '16', '17', '18', '19', '20', '21', '22', '23'.

B23F

Logo des vins du sud des filis

Représentation des trous vus côté des fils

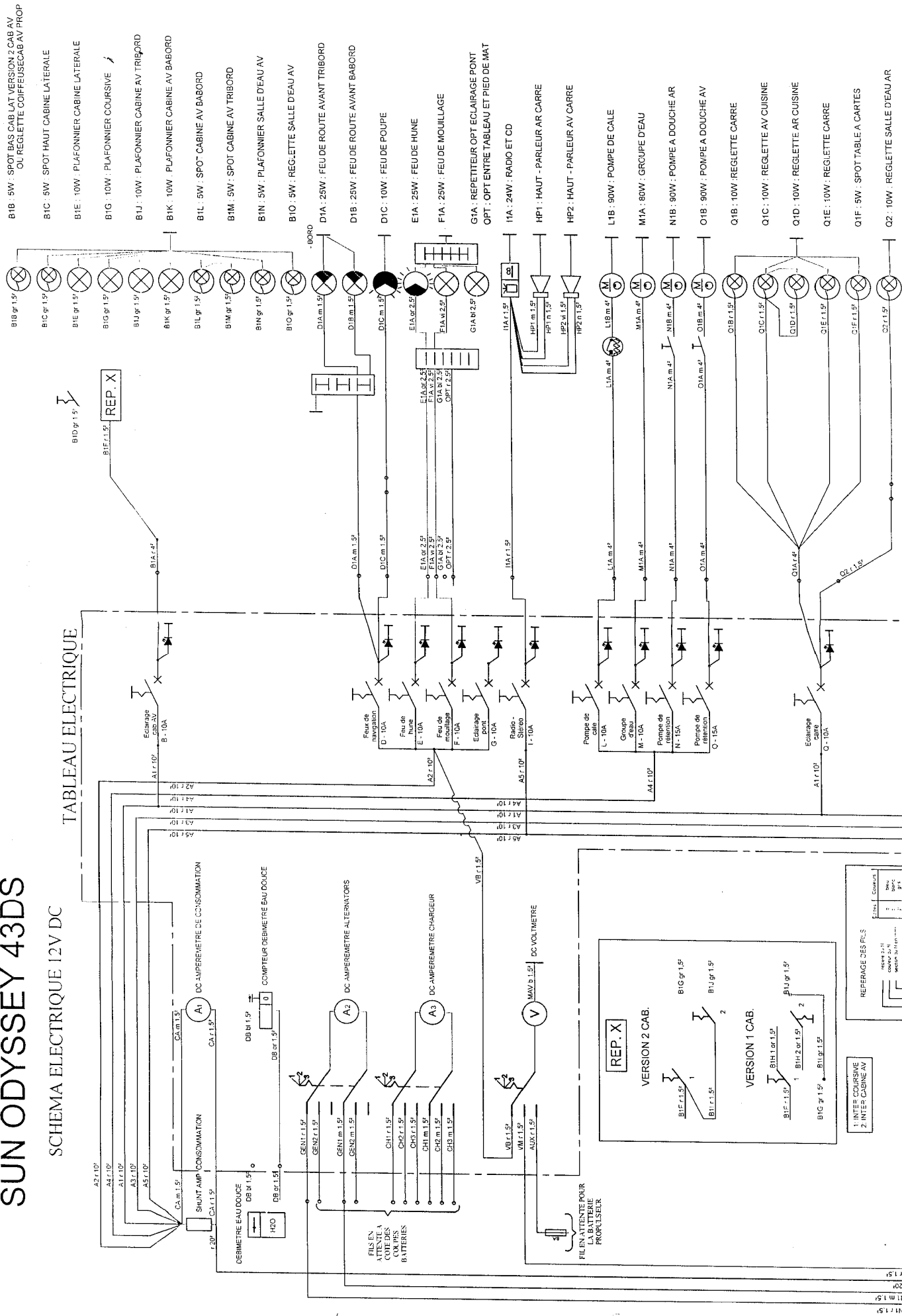
REPERAGE DES FILS	COULEURS
repère du fil	bleu
couleur du fil	bleu
section du fil en mm²	bl
	gr
	ja
	mar
	n
	or
	orange
	rouge
	violet



SUN ODYSSEY 43DS

SCHEMA ELECTRIQUE 12V DC

TABEAU ELECTRIQUE





SUN ODYSSEY 43DS

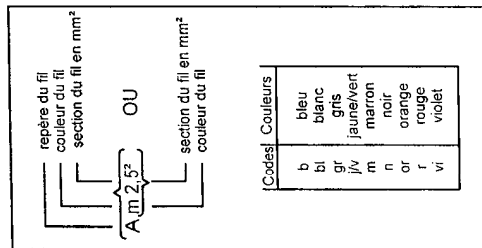
INSTALLATION ELECTRIQUE 12V DC

N°	REPERE	DESIGNATION	N°	REPERE	DESIGNATION	N°	REPERE	DESIGNATION
1	R1C	SPOT AR CABINE AR BABORD	31	B1K	PLAF CABINE AV BABORD	60	APC	DEMARREUR DU MOTEUR THERMIQUE
2	H1A	ECLAIRAGE COMPAS	32	ALT 1	BOTIER SECURITE GUINDEAU	60	ALT	DEMARREUR DU MOTEUR THERMIQUE
3	H1A	ALIMENTATION COMPAS	33	APC	BOTIER SECURITE GUINDEAU	61	N1B	POMPE DE DOUCHE SALLE D'EAU AR
4	R1B	SPOT AR CABINE AR TRIBORD	34	D1A	BARRETTE CONNEXION FEUX DE ROUTE AV	62	XXXXX	FUSIBLE GENERAL BORD
5	R1E	SPOT LECTURE CABINE AR TRIBORD	35	R1H	PLAF COUCHETTE CABINE AR TRIBORD	63	N1A - N1B	INTER POMPE DE DOUCHE SALLE D'EAU AR
6	R1D	SPOT LECTURE CABINE AR BABORD	36	R1I	PLAF CABINE AR TRIBORD	64	VE1	VENTILATEUR DE CALE
7	R1K	PLAF COUCHETTE CABINE AR TRIBORD	37	R2B - R2C	INTER VA ET VENT CARRE COTE ENTREE	65	XXXXX	CONNEXION RAPIDE PONT-COQUE
8	XXXXX	INTER OU VA ET VENT CABINE AR TRIBORD	38	R2L	INTER CUISINE	66	XXXXX	BORNIER DE MASSE TABLEAU ELECTRIQUE
9	R1J	INTER OU VA ET VENT CABINE AR BABORD	39	Q1D	REGLETTE AR CUISINE	67	XXXXX	TABLEAU ELECTRIQUE
10	R2G	PLAF AR CARRE BABORD	40	Q1C	REGLETTE AV CUISINE	68	XXXXX	BORNIER WAGO
11	R2N	PLAF AR SALLE D'EAU AR	41	R2M	PLAF AR CARRE TRIBORD	69	XXXXX	ANTENNE FM ELECTRONIQUE
12	O2	REGLETTE SALLE D'EAU AR	42	R2E	PLAF AR CARRE TRIBORD	70	I1A	RADIO K7 ET/OU CD
13	R2H	PLAF CARRE BABORD	43	O1B	REGLETTE CARRE	71	L1B	POMPE DE CALE
14	R2O	PLAF AV SALLE D'EAU AR	44	R2F	PLAF AV CARRE TRIBORD	72	M1A	GROUPE D'EAU
15	XXXXX	CONNEXION RAPIDE AV AR	45	B1B	SPOT BAS CABINE AV OU REGLETTE COIFFEUSE	73	DB	DEBIMETRE
16	XXXXX	CONNEXION RAPIDE AV AR	46	B1C	SPOT HAUT CABINE LATERALE	74	L1A - L1B	FLOTTEUR
17	XXXXX	CONNEXION RAPIDE AV AR	47	B1D - B1E	INTER CABINE LATERALE	75	O1B	POMPE DE DOUCHE SALLE D'EAU AV
18	R21	PLAF CENTRAL CARRE BABORD	48	B1E	INTER CABINE LATERALE	76	O1A - O1B	INTER POMPE DE DOUCHE SALLE D'EAU AV
19	Q1F	SPOT TABLE ACARTES	49	XXXXX	INTER OU VA ET VENT CABINE AV	77	AUX	TENSION AUX BORNES DU PROPULSEUR
20	R2J	PLAF AV CARRE BABORD	50	B1J	PLAF CABINE AV TRIBORD	78	XXXXX	GUINDEAU ELECTRIQUE
21	Q1E	REGLETTE CARRE BABORD	51	D1B	FEU AV BABORD	79	XXXXX	RELAIS GUINDEAU ELECTRIQUE
22	G1A	NEGATIF PIED DE MAT	52	D1A	FEU AV TRIBORD	80	XXXXX	BOTIER DE COMMANDE GUINDEAU ELECTRIQUE
23	E1A	FEU DE HUNE	53	D1C	FEU DE POUPE	81	XXXXX	COUPE BATTERIES - NEGATIF
23	F1A	FEU DE MOILLAGE	54	XXXXX	PARC BATTERIES MOTEUR	82	XXXXX	COUPE BATTERIES + MOTEUR
23	G1A	ECLAIRAGE PONT	55	XXXXX	COUPE BATTERIES BORD	83	VE	ALIMENTATION VENTILATEUR DE CALE
23	OPT	ALIM OPTION PIED DE MAT	56	XXXXX	COUPE BATTERIES + BORD	83	THV1	ALIMENTATION VENTILATEUR DE CALE THERMO-CONTACT
24	R2C - R2D	INTER VA ET VENT CARRE COTE CABINE AV	57	XXXXX	DISJONCTEUR GUINDEAU	83	APC	ALIMENTATION RELAIS VENTILATEUR DE CALE
25	XXXXX	INTER OU VA ET VENT COURSIVE	58	GEN1	SHUNT ALTERNATEUR	84	T1A	GROUPE FROID
26	B1G	PLAF COURSIVE	58	GEN2	SHUNT CHARGEUR	85	XXXXX	REPARTITEUR DE CHARGE
27	B1O	REGLETTE SALLE D'EAU AV	58	CH1	SHUNT CHARGEUR	86	HP1	HAUT PARLEUR AR CARRE
28	B1N	PLAF SALLE D'EAU AV	58	CH2	SHUNT CHARGEUR	87	HP2	HAUT PARLEUR AV CARRE
29	B1M	SPOT CABINE AV TRIBORD	58	CH3	SHUNT CHARGEUR			
30	B1L	SPOT CABINE AV BABORD	59	THV1 - THV	THERMOSTAT VENTILATEUR CALE MOTEUR			

LEGENDE 12V DC

	DIVERS		VENTILATEUR		CONNEXION RAPIDE		GUINDEAU
	PLAFONNIER		ANTENNE ELECTRONIQUE FM		COUPE BATTERIE		INTERRUPTEUR
	PLAFONNIER AVEC INTERRUPTEUR		EMETTEUR DU DEBIMETRE		DISJONCTEUR DE PUISSANCE		VA ET VENT
	SPOT		RELAIS		INTERRUPTEUR DE PONT		THERMOCOCONTACT
	REGLETTE ET NEON		REPARTITEUR DE CHARGE		DECLENCHEUR A BILLE DE POMPE		RADIO - K7 et/ou CD
	FEUX AVANT ROUGE ET VERT		SHUNT		THERMOSTAT		BATTERIE
	FEU DE POUPE		FUSIBLE		CADRAN (DIVERS)		TABLEAU ELECTRIQUE
	PRISE 12V		CONNECTEUR DE MASSE		JAUGE (RECEPTEUR)		
	HAUT PARLEUR		BARRETTE DE BRANCHEMENT		JAUGE (EMETTEUR)		
	MOTEUR ELECTRIQUE		DERIVATION		COMMANDE A DISTANCE		

REPERAGE DES FILS

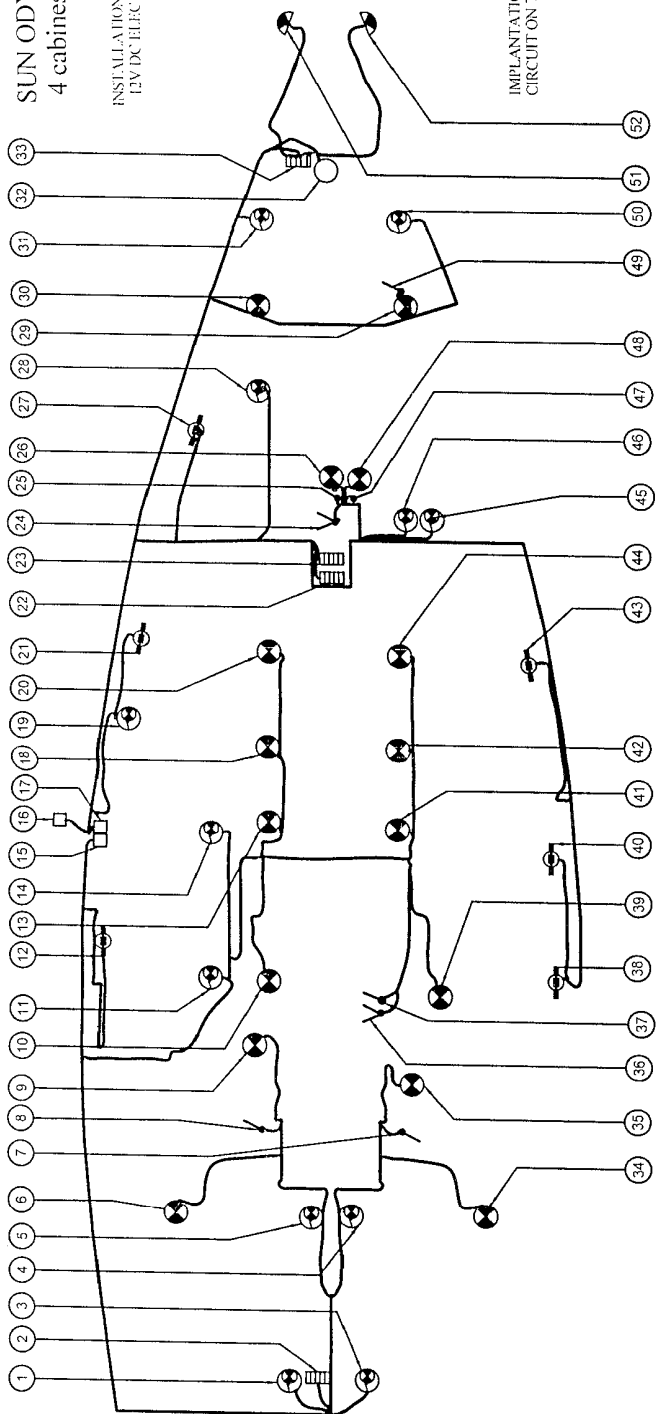


SUN ODYSSEY 43DS

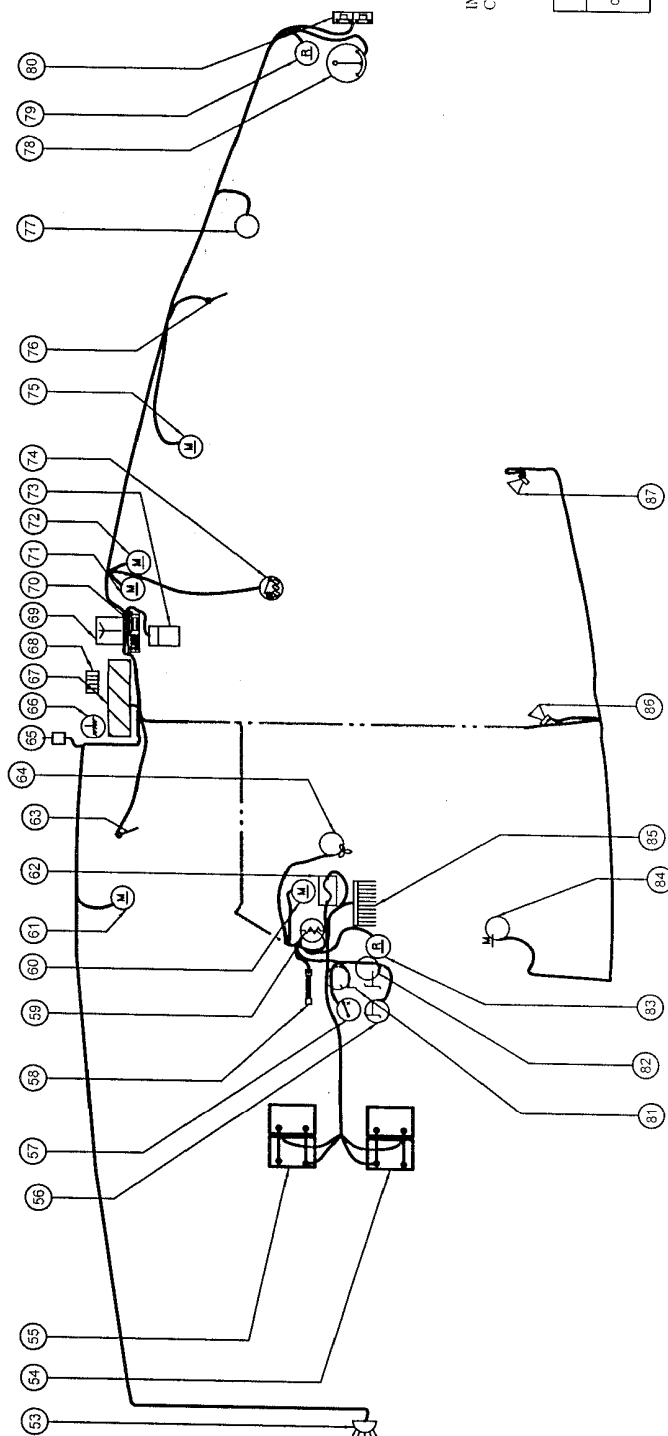
4 cabines modulables

INSTALLATION ELECTRIQUE 12V DC
12V DC ELECTRIC INSTALLATION

IMPLANTATION PONT
CIRCUIT ON THE DECK



IMPLANTATION COQUE
CIRCUIT ON THE HULL

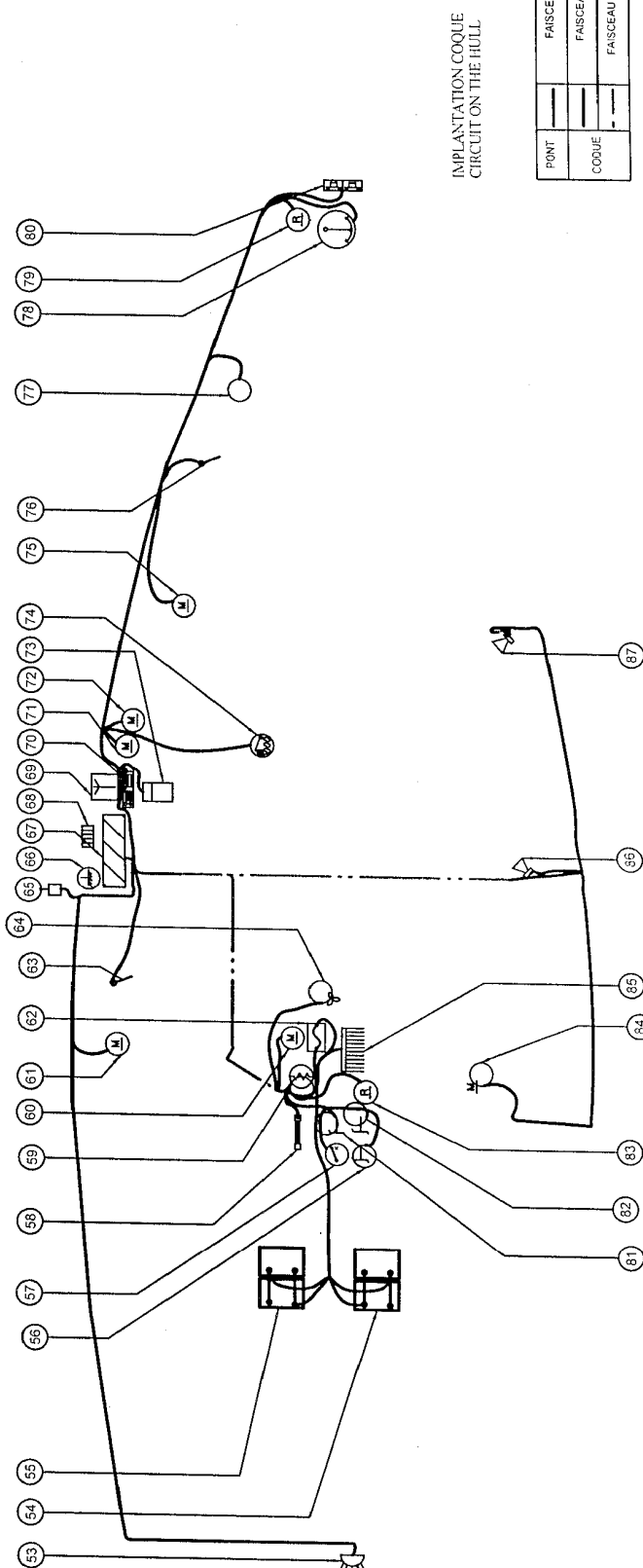
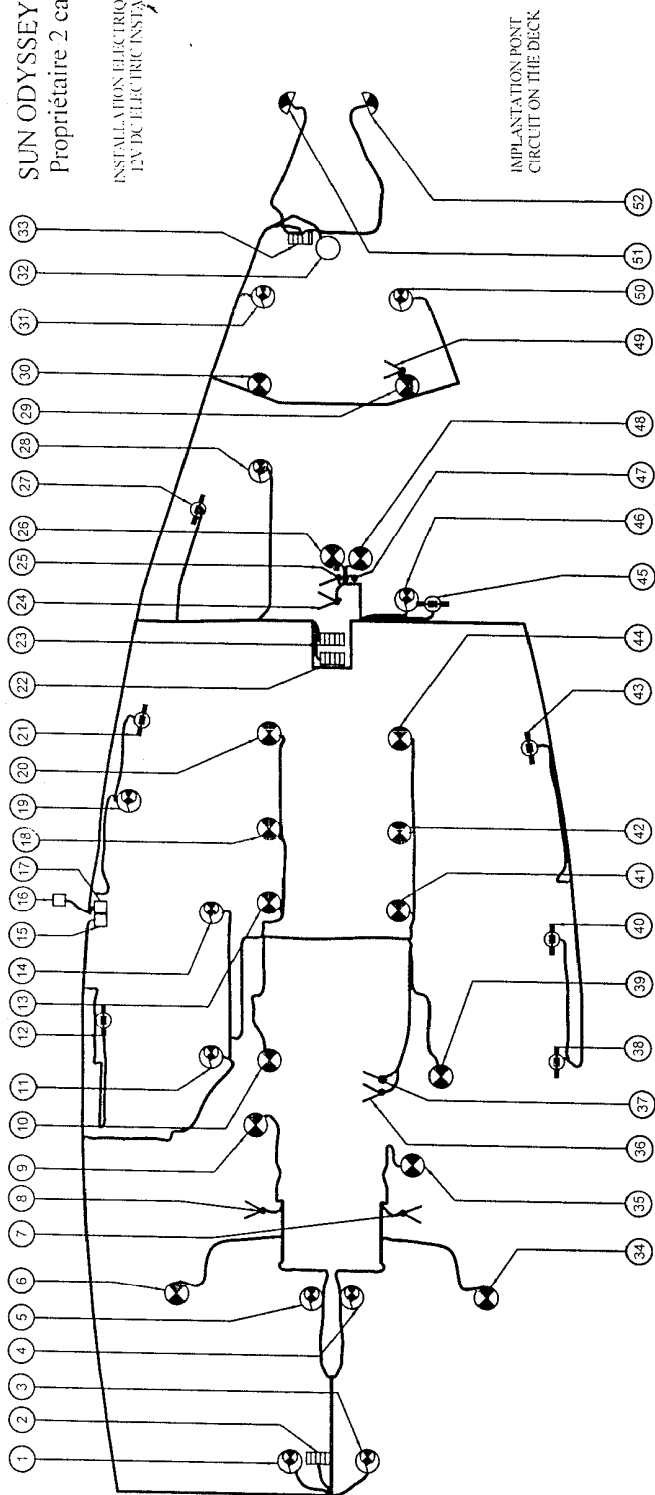


PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

SUN ODYSSEY 43DS

Propriétaire 2 cabines

INSTALLATION ELECTRIQUE 12V DC
12V DC ELECTRIC INSTALLATION



PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

PASSAGE DES GAINES D'OPTIQUE — EN FRA SHELATES CIRCUIT —

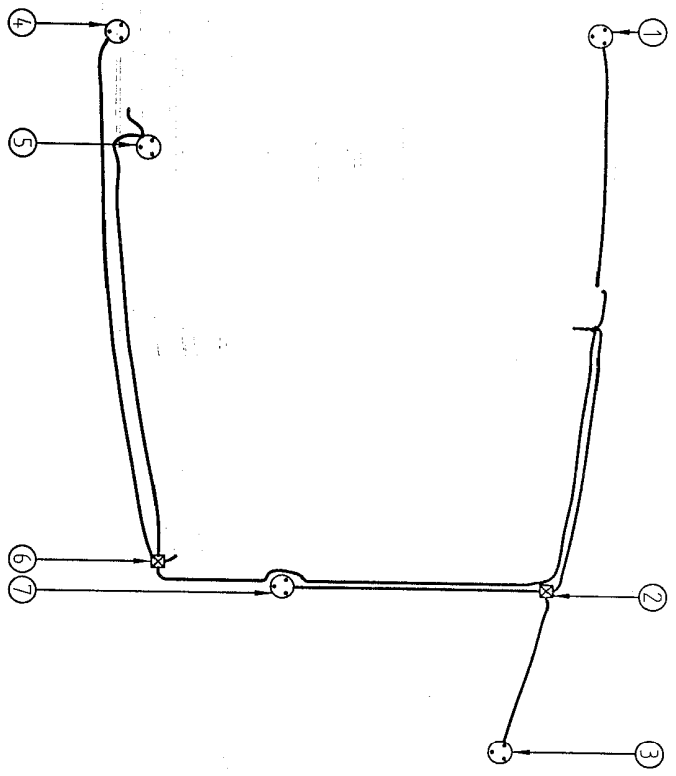
PASSAGE DES GAINES D'OPTION PONT
DECK EXTRA SHEATHS CIRCUIT

PASSAGE DES GAINES D'OPTION COQUE
HULL EXTRA SHEATHS CIRCUIT

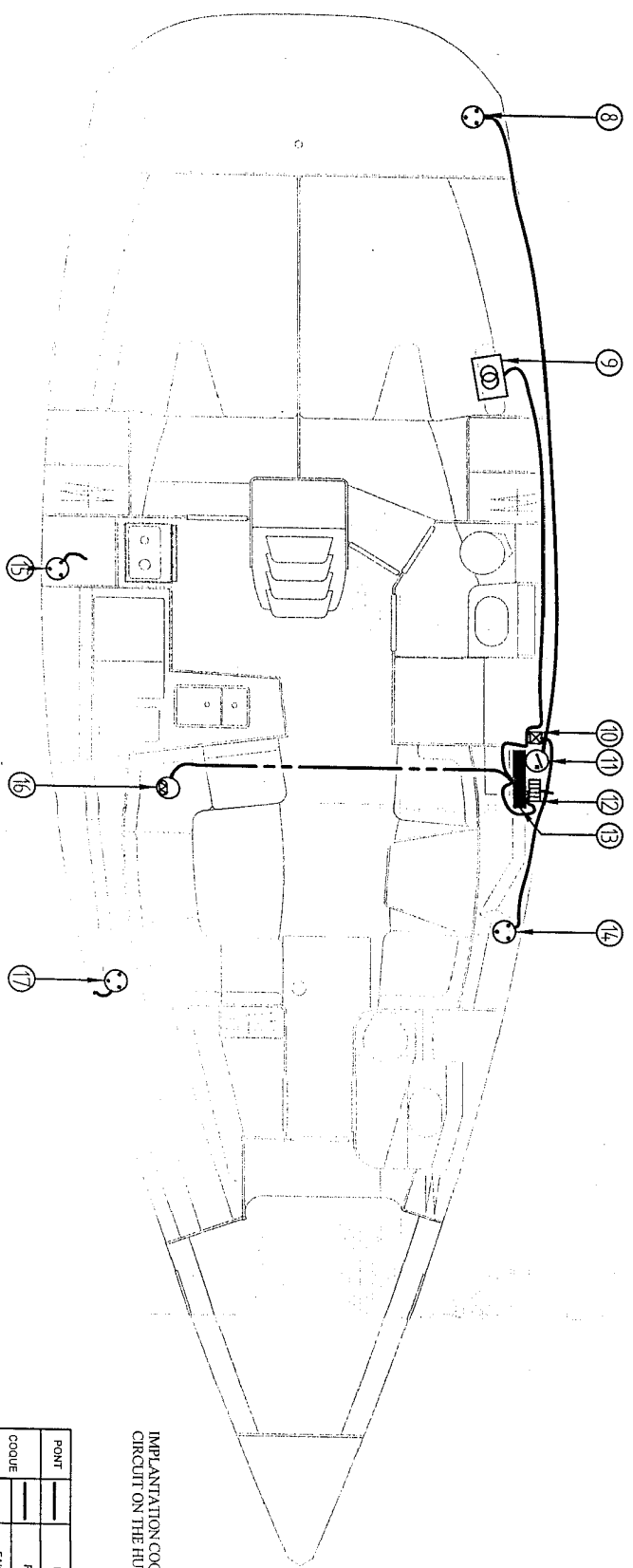
	PASSAGE TECHNIQUE SOUS PONT
	TRAPPE D'ACCES
	GAINÉ OPTION
	PASSAGE TECHNIQUE

SUN ODYSSEY 43DS Toutes VERSIONS

INSTALLATION ELECTRIQUE 230V AC
230V AC ELECTRIC INSTALLATION



IMPLANTATION PONT
CIRCUIT ON THE DECK

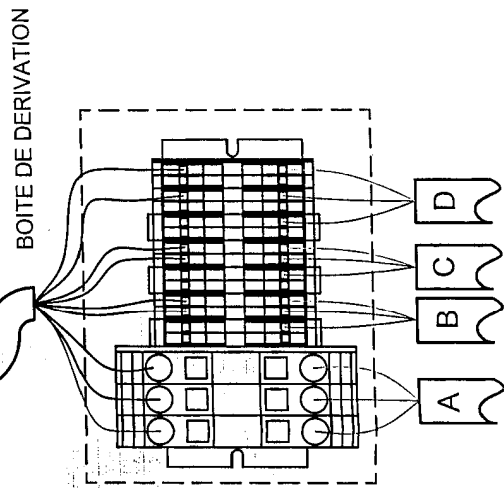
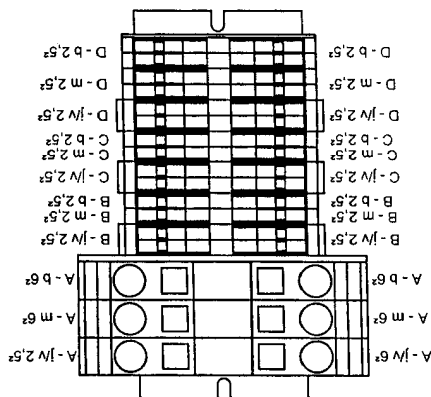
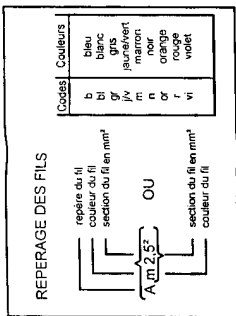
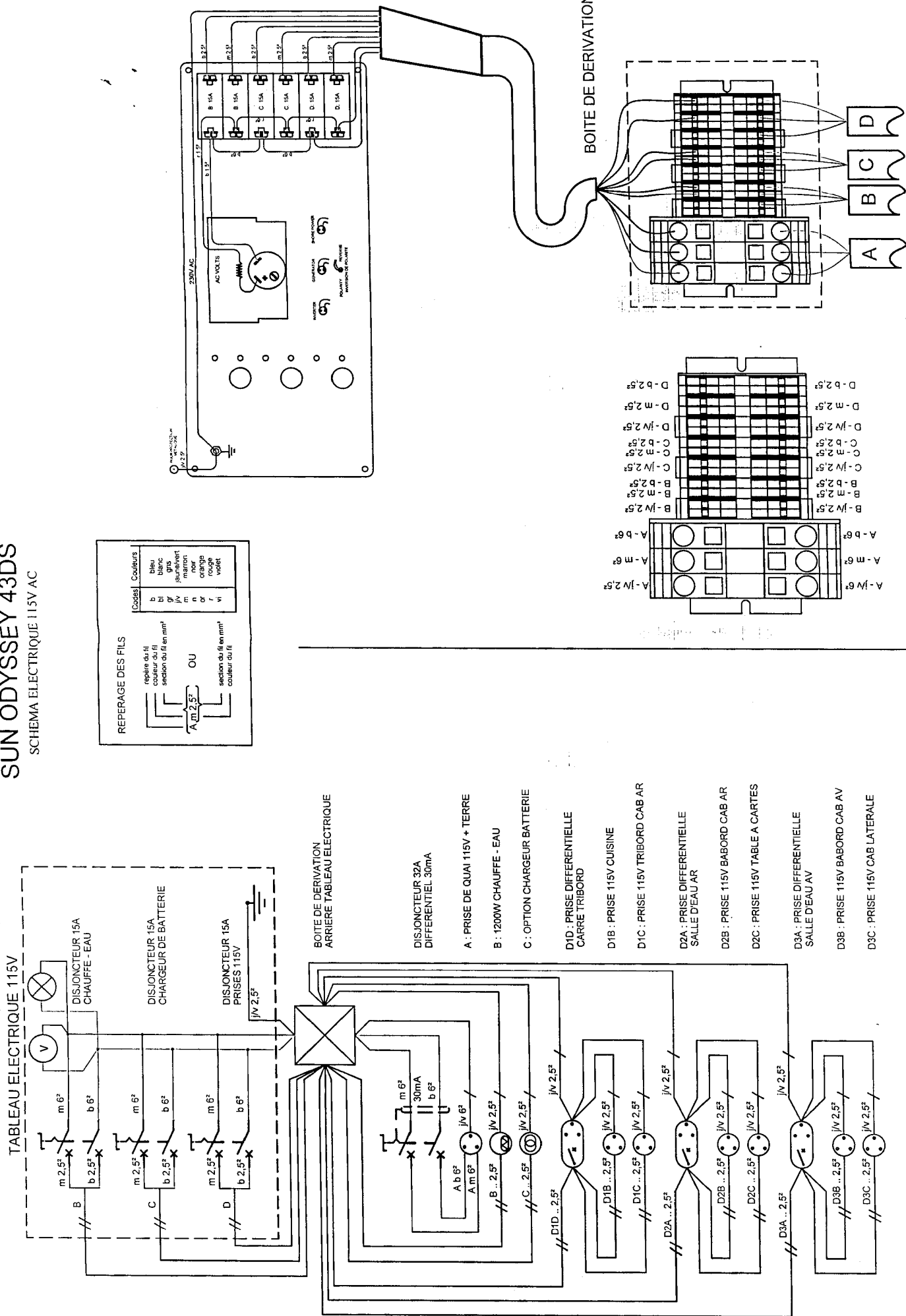


IMPLANTATION COQUE
CIRCUIT ON THE HULL

PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

SUN ODYSSEY 43DS

SCHEMA ELECTRIQUE 115V AC



BOITE DE DERIVATION
ARRIERE TABLEAU ELECTRIQUE

DISJONCTEUR 32A
DIFFERENTIEL 30mA

A : PRISE DE QUAI 115V + TERRE

B : 1200W CHAUFFE - EAU

C : OPTION CHARGEUR BATTERIE

D1D : PRISE DIFFERENTIELLE
CARRE TRIBORD

D1B : PRISE 115V CUISINE

D1C : PRISE 115V TRIBORD CAB AR

D2A : PRISE DIFFERENTIELLE
SALLE D'EAU AR

D2B : PRISE 115V BABORD CAB AR

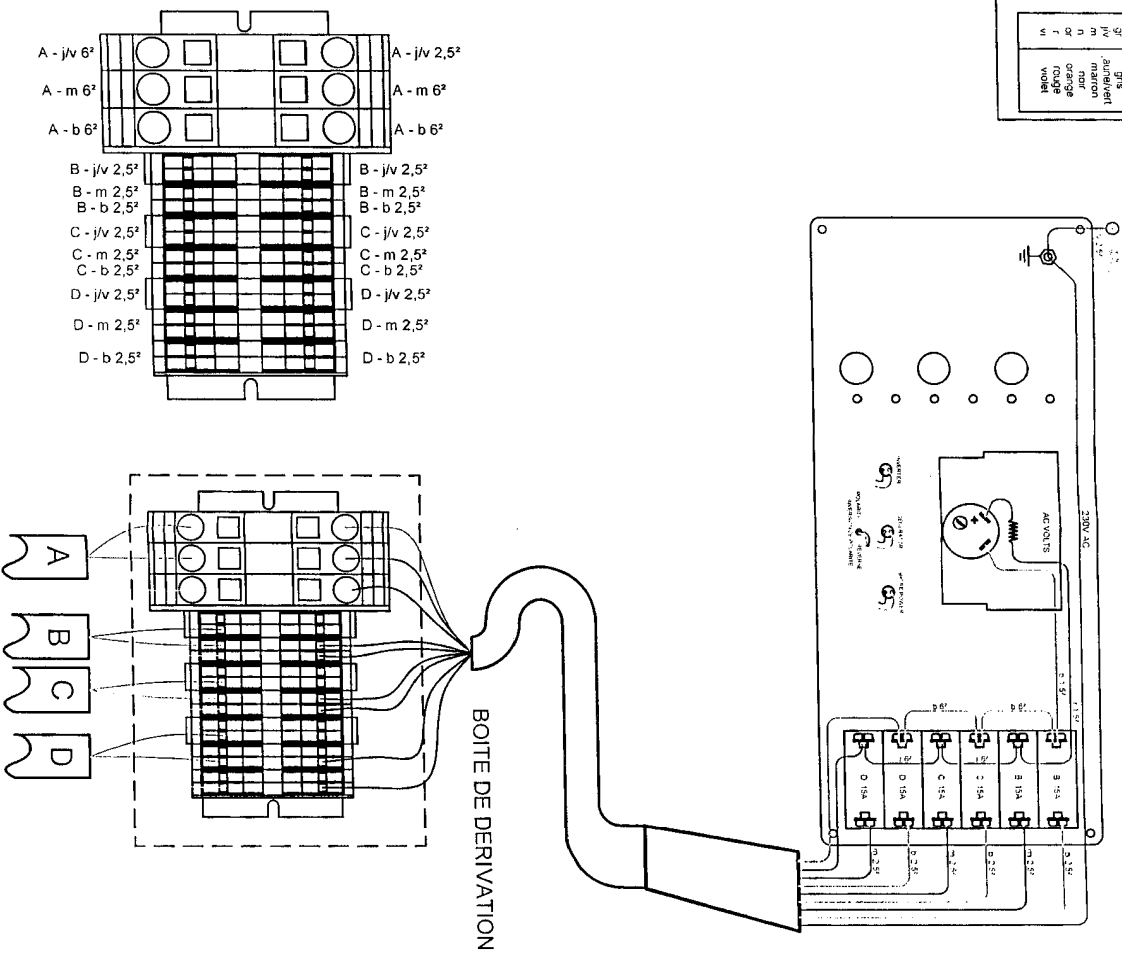
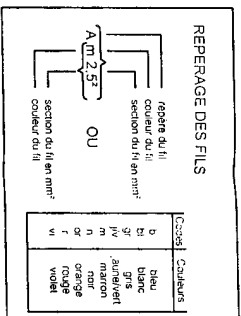
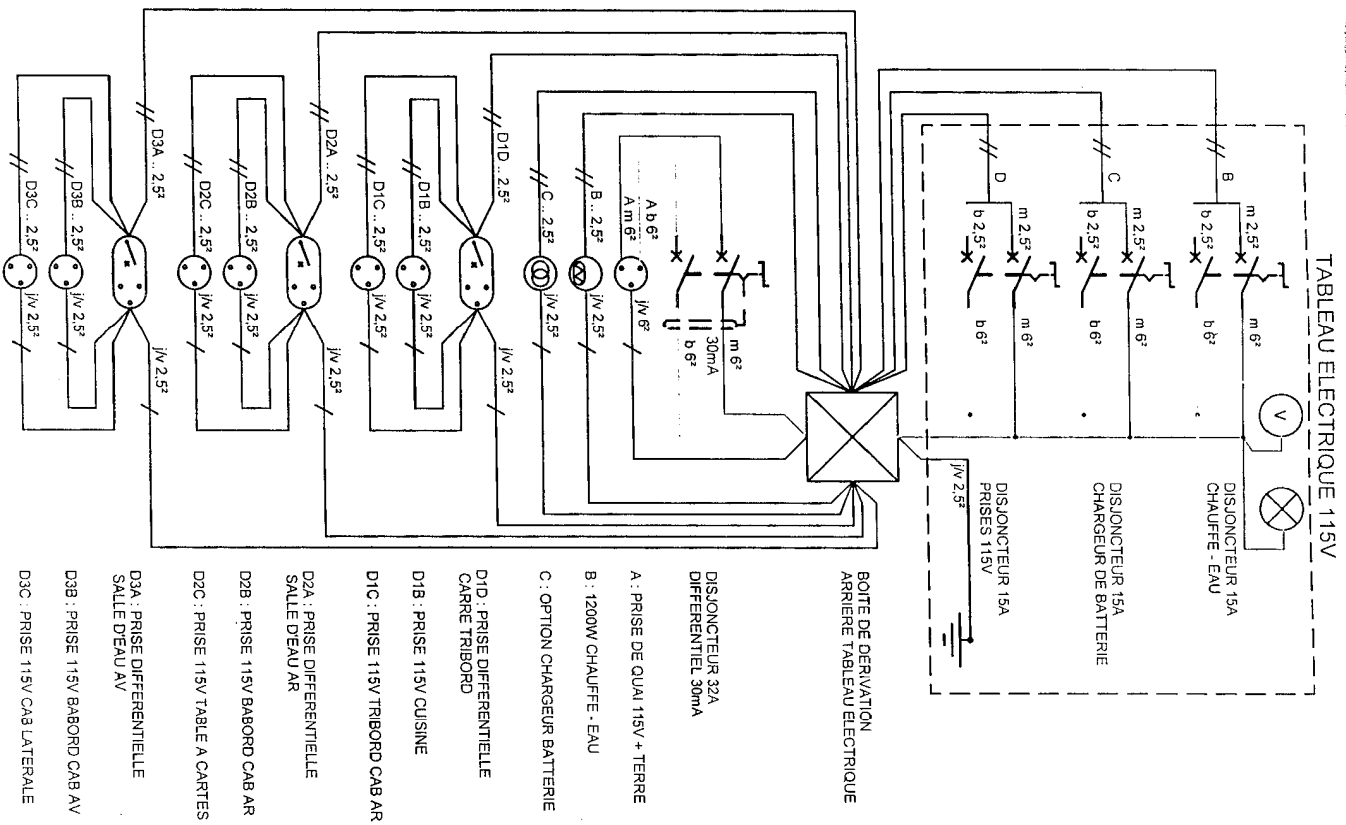
D2C : PRISE 115V TABLE A CARTES

D3A : PRISE DIFFERENTIELLE
SALLE D'EAU AV

D3B : PRISE 115V BABORD CAB AV

D3C : PRISE 115V CAB LATERALE

SCHEMA ELECTRIQUE: 115V AC



SUN ODYSSEY 43DS

INSTALLATION ELECTRIQUE 115V AC

N°.	REPERE	DESIGNATION
1	D2B	PRISE BABORD CABINE AR
2	D2A	PRISE DIFFERENTIELLE SALLE D'EAU AR
3	D3A	PRISE DIFFERENTIELLE SALLE D'EAU AV
4	D3B	PRISE CABINE AV
5	D1C	PRISE TRIBORD CABINE AR
6	D1B	PRISE CUISINE
7	D3C	PRISE CABINE LATERALE
8	A	PRISE DE QUAI
9	A	DISJONCTEUR DIFFERENTIEL
10	C	CHARGEUR BATTERIE 25A (Option)
11		BORNIER AR TABLEAU
12		TABLEAU ELECTRIQUE
13	D2C	PRISE TABLE A CARTES
14	B	CHAUFFE - EAU
15	D1D	PRISE DIFFERENTIELLE CARRE TRIBORD

LEGENDE 115V AC USA

	PRISE DIFFERENTIEL 10mA (USA)
	PRISE ET PRISE DE QUAI
	BOITE DE DERIVATION
	CHARGEUR DE BATTERIE - OPTION
	DISJONCTEUR DIFFERENTIEL 30mA
	TABLEAU ELECTRIQUE
	CHAUFFE - EAU

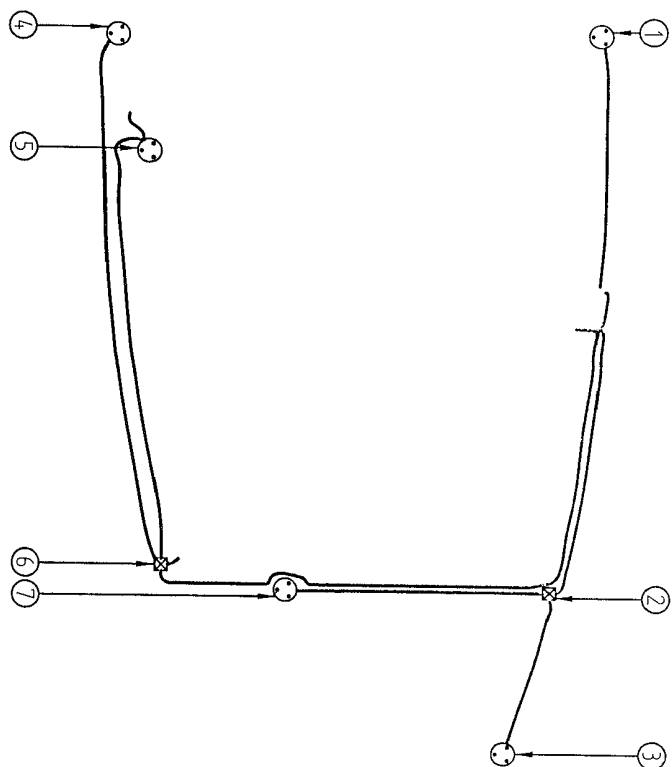
REPERAGE DES FILS

	Codes	Couleurs
	b bl gr j/v m n or r vi	bleu blanc gris jaune/vert marron noir orange rouge violet

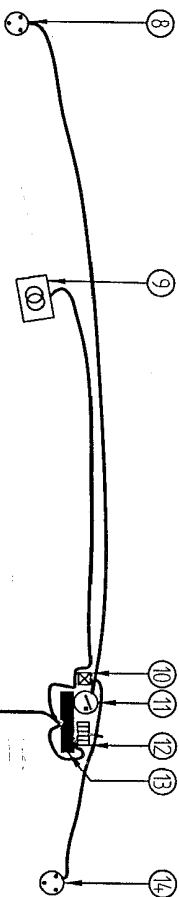
SUN ODYSSEY 43DS

Toutes VERSIONS

INSTALLATION ÉLECTRIQUE 230V AC
230V AC ELECTRIC INSTALLATION



IMPLANTATION PONT
CIRCUIT ON THE DECK



IMPLANTATION COQUE
CIRCUIT ON THE HULL



PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

SUN ODYSSEY 43DS

INSTALLATION ELECTRIQUE 230V AC

N°.	REPERE	DESIGNATION
1	D2B	PRISE BABORD CABINE AR
2	D3A	DERIVATION SALLE D'EAU AV
3	D3B	PRISE CABINE AV
4	D1C	PRISE TIBORD CABINE AR
5	D1B	PRISE CUISINE
6	D1A	DERIVATION CARRE TRIBORD
7	D3C	PRISE CABINE LATERALE
8	A	PRISE DE QUAI
9		CHARGEUR BATTERIE 25A (Option)
10	D2A	DERIVATION SALLE D'EAU AR
11	A	DISJONCTEUR DIFFERENTIEL
12		BORNIER AR TABLEAU
13		TABLEAU ELECTRIQUE
14	D2C	PRISE TABLE A CARTES
15	D1B	PRISE MICRO - ONDE (Option)
16	B	CHAUFFE - EAU
17	D1D	PRISE CARRE TRIBORD

LEGENDE 230V AC

	PRISE DIFFERENTIEL 10mA (USA)
	PRISE ET PRISE DE QUAI
	BOITE DE DERIVATION
	CHARGEUR DE BATTERIE - OPTION
	DISJONCTEUR DIFFERENTIEL 30mA
	TABLEAU ELECTRIQUE
	CHAUFFE - EAU

REPERAGE DES FILS

	repère du fil	
	couleur du fil	
	section du fil en mm²	
	OU	
	section du fil en mm²	
	couleur du fil	
	Codes	Couleurs
	b	bleu
	bl	blanc
	gr	gris
	j/v	jaune/vert
	m	marron
	n	noir
	or	orange
	r	rouge
	vi	violet

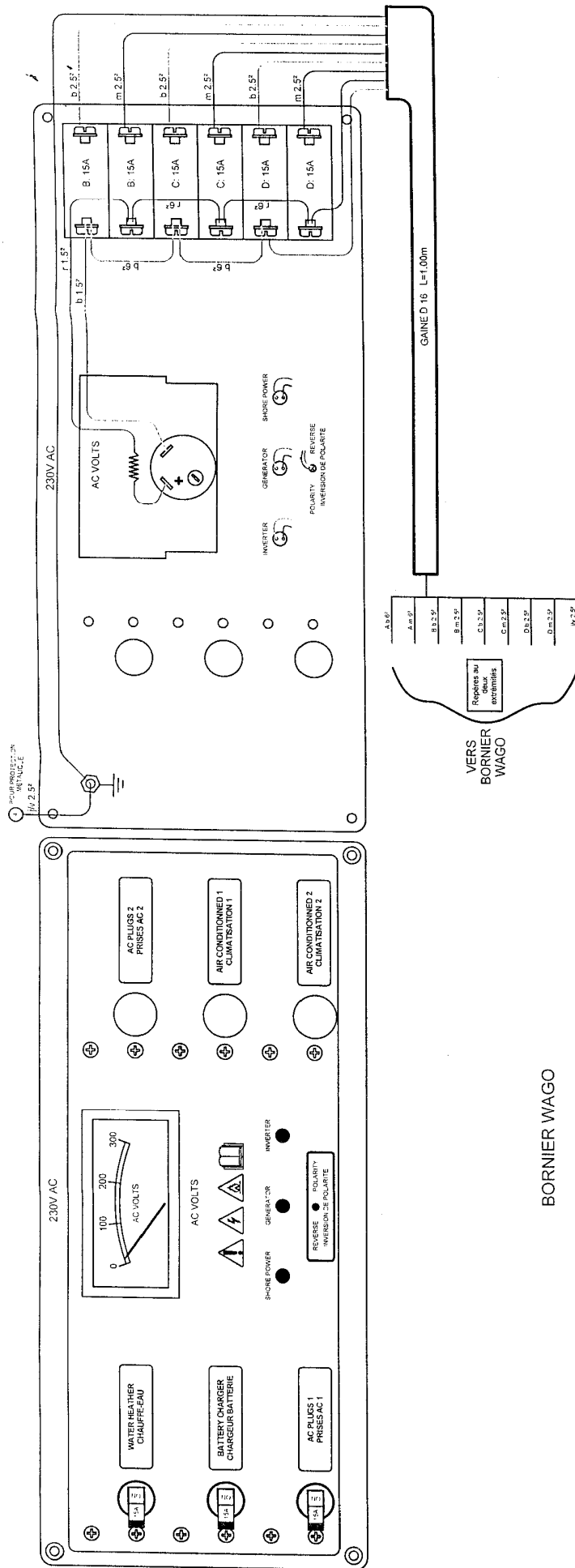
OLG/21/12/99

So43D0-F-15-A

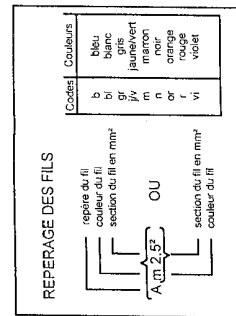
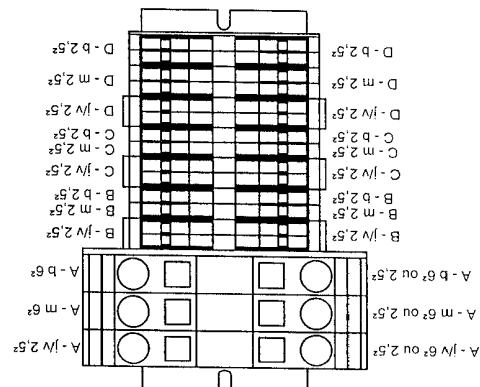
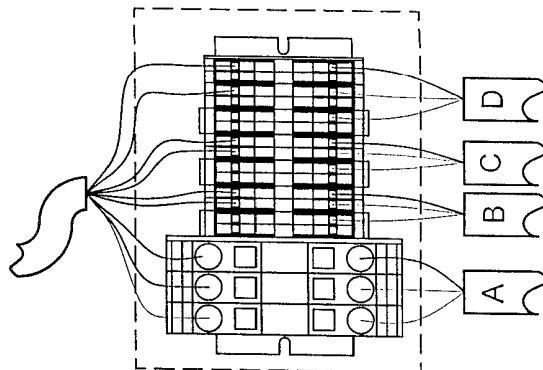
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SUN ODYSSEY 43DS

TABLEAU ELECTRIQUE 230V-115V AC

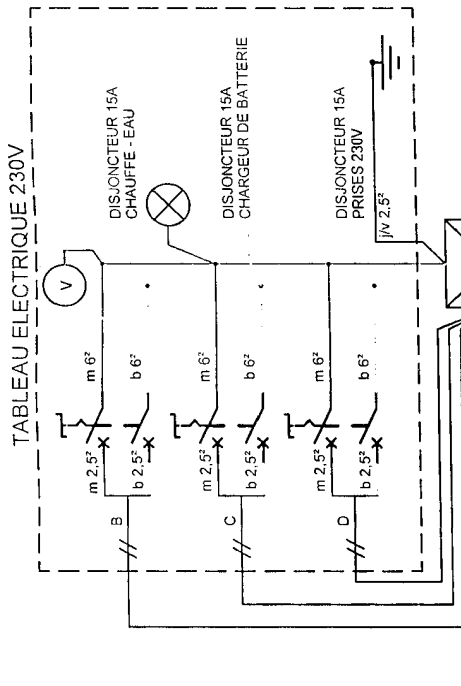


BORNIER WAGO



SUN ODYSSEY 43DS

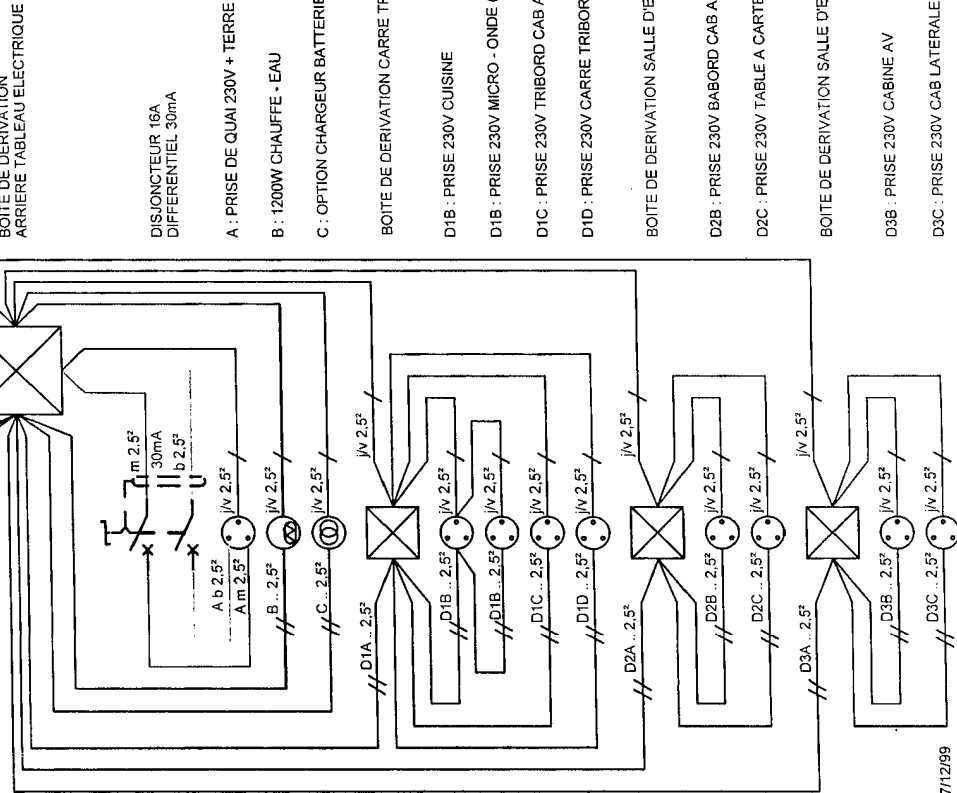
SCHEMA ELECTRIQUE 230V AC



REPERAGE DES FILS

repère du fil	couleur du fil	Couleurs
b	bleu	bleu
bl	blanc	blanc
ja	jaune	jaune
m	maron	maron
n	noir	noir
or	orange	orange
v	vert	vert
vi	violet	violet

BOITE DE DERIVATION ARRIERE TABLEAU ELECTRIQUE



DISJONCTEUR 16A
DIFFERENTIEL 30mA

A : PRISE DE QUAI 230V + TERRE

B : 1200W CHAUFFE - EAU

C : OPTION CHARGEUR BATTERIE

BOITE DE DERIVATION CARRE TRIBORD

- D1B : PRISE 230V CUISINE
- D1B : PRISE 230V MICRO - ONDE (Option)
- D1C : PRISE 230V TRIBORD CAB AR
- D1D : PRISE 230V CARRE TRIBORD

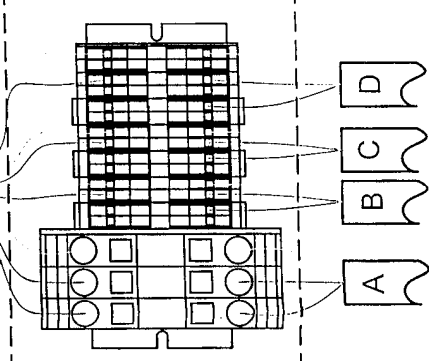
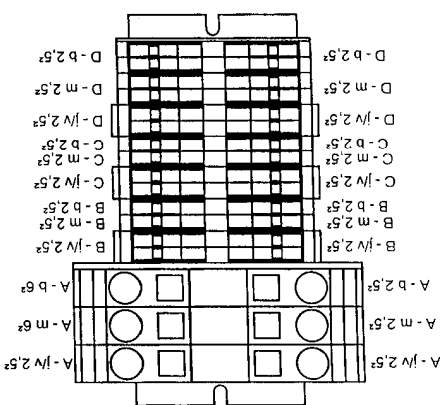
BOITE DE DERIVATION SALLE D'EAU AR

- D2B : PRISE 230V BABORD CAB AR
- D2C : PRISE 230V TABLE A CARTES

BOITE DE DERIVATION SALLE D'EAU AV

- D3B : PRISE 230V CABINE AV
- D3C : PRISE 230V CAB LATERALE

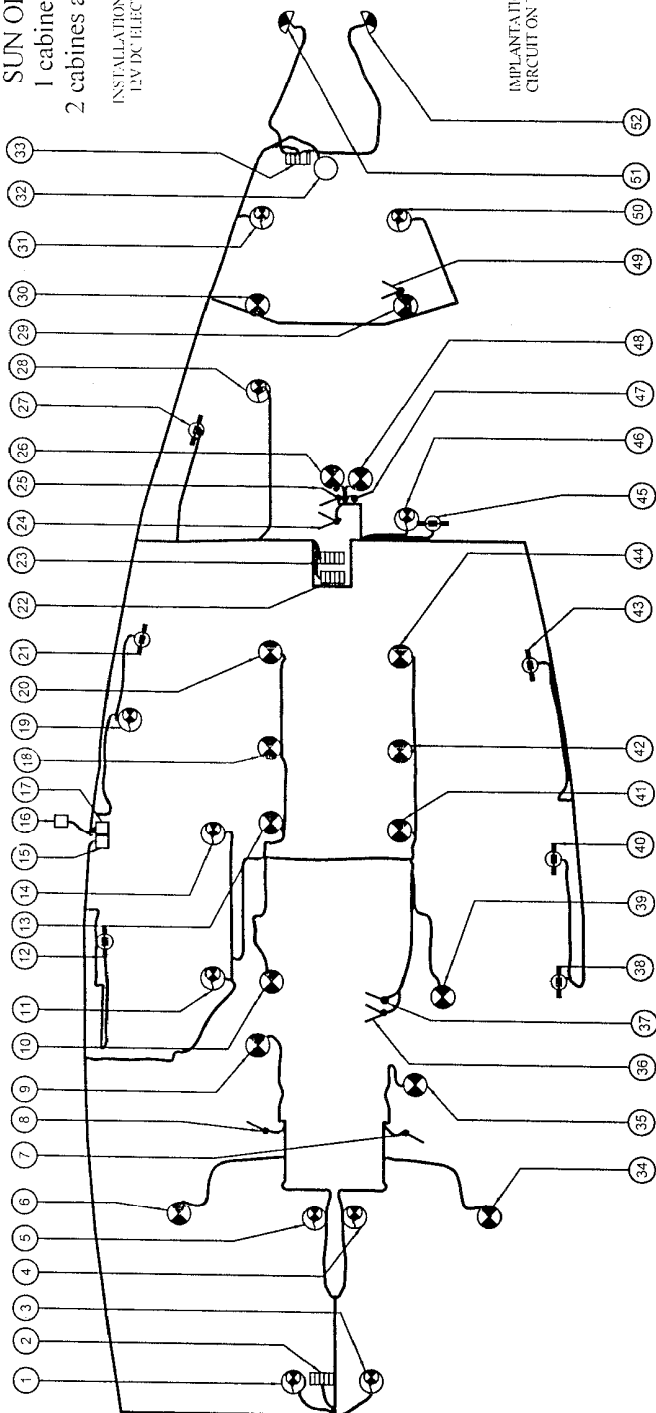
BOITE DE DERIVATION



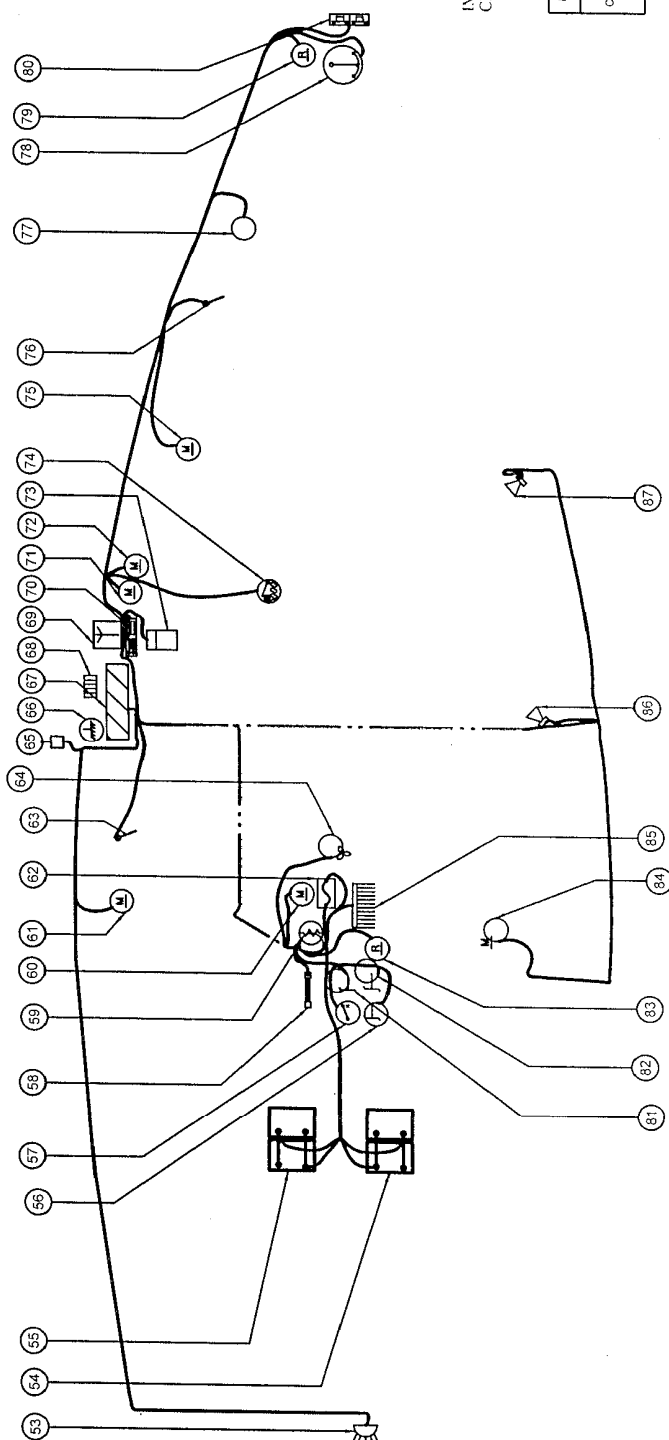
SUN ODYSSEY 43DS.
 1 cabine Propriétaire av.
 2 cabines arrière modulables

INSTALLATION ELECTRIQUE 12V DC
 12V DC ELECTRIC INSTALLATION

IMPLANTATION PONT
 CIRCUIT ON THE DECK



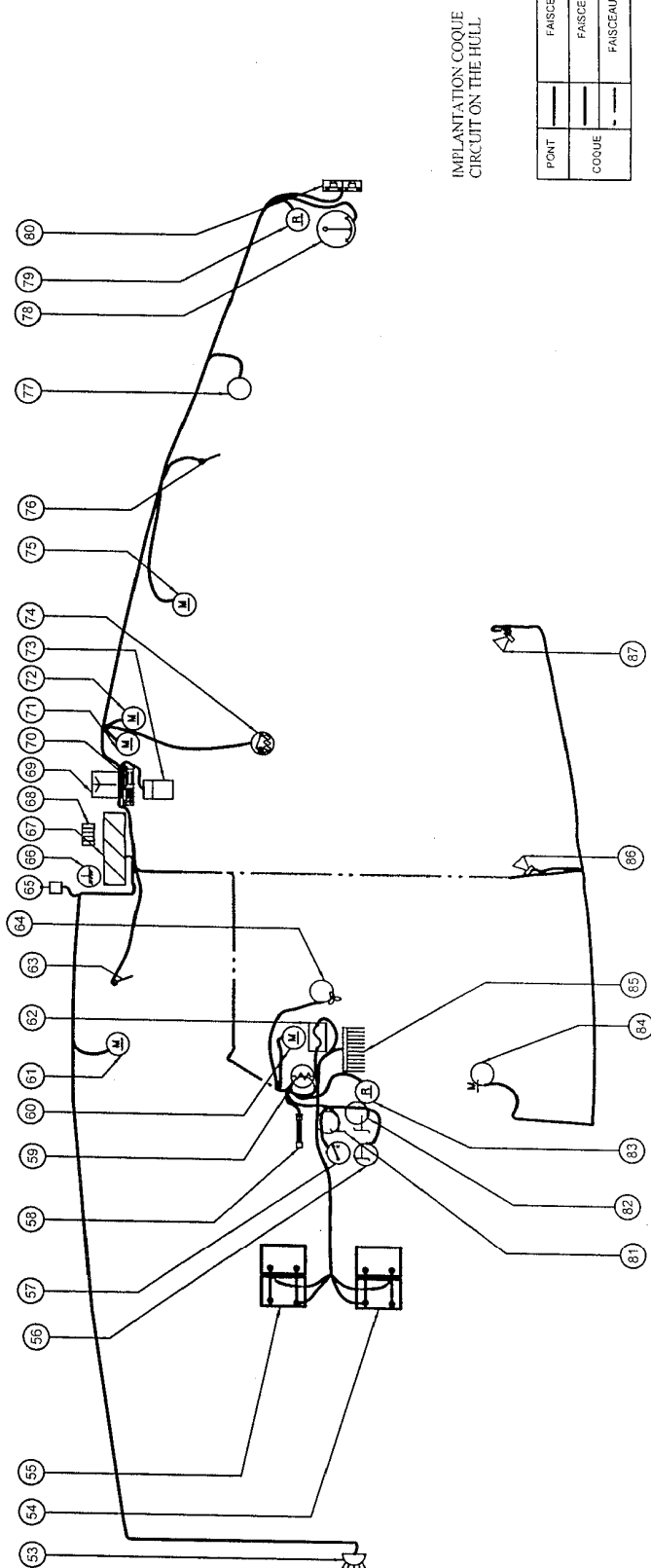
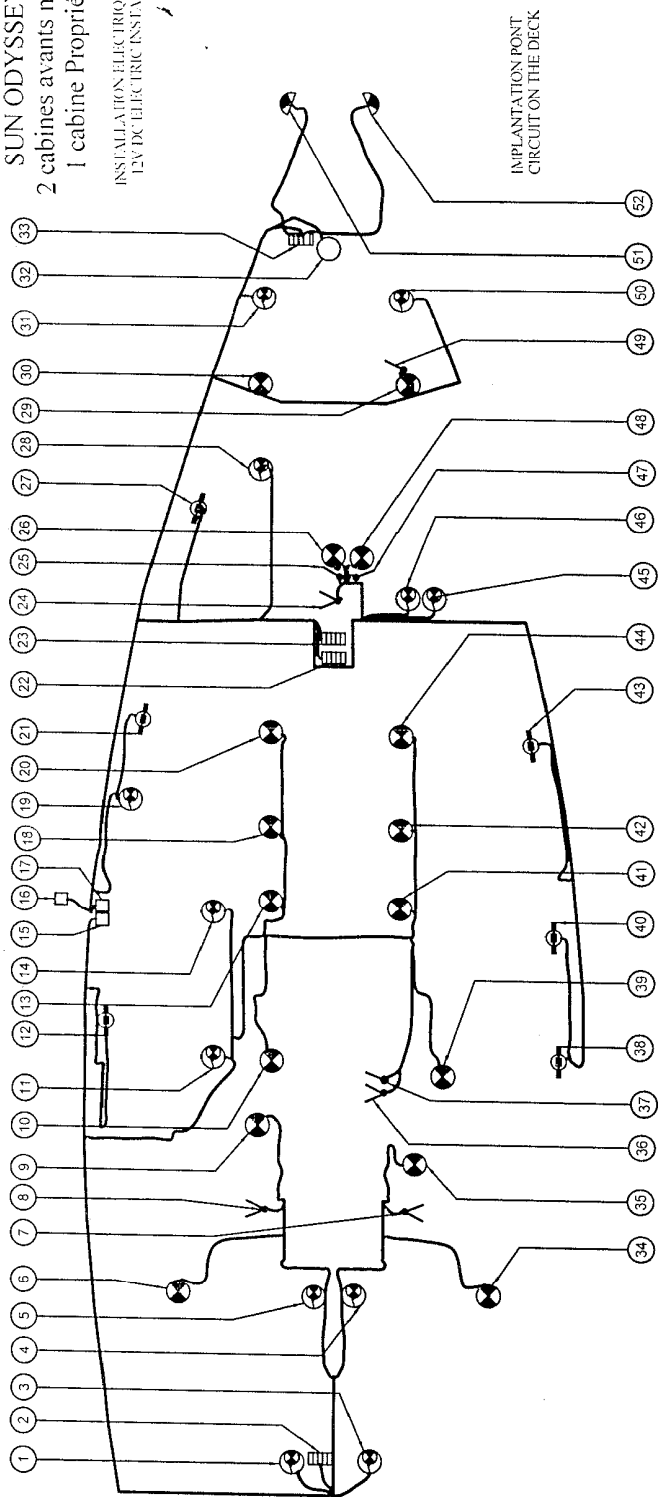
IMPLANTATION COQUE
 CIRCUIT ON THE HULL



PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER?

SUN ODYSSEY 43DS 2 cabines avants modulables 1 cabine Propriétaire ar.

INSTALLATION ELECTRIQUE 12V DC
12V DC ELECTRIC INSTALLATION

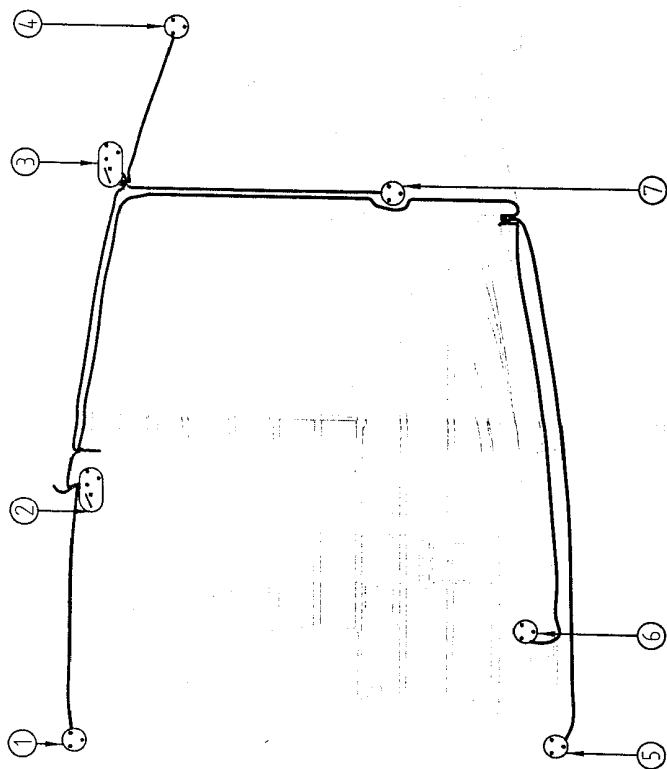


PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

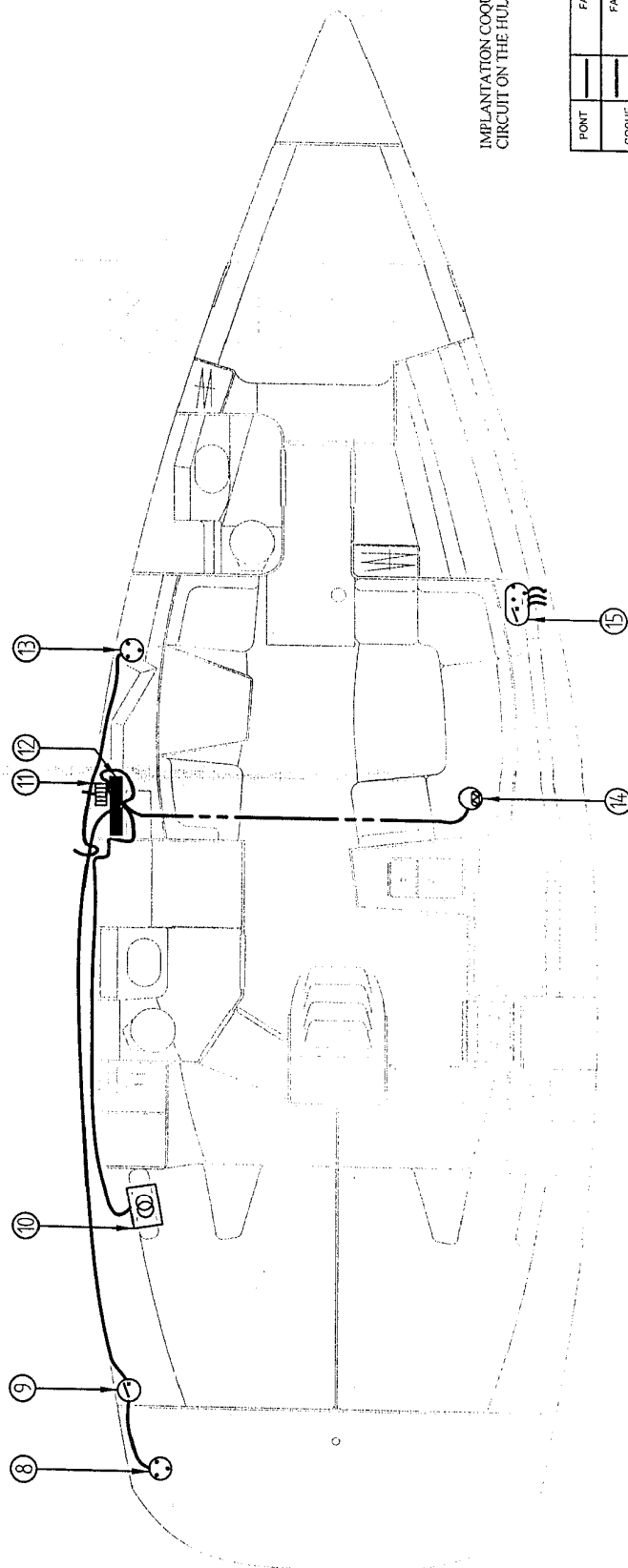
SUN ODYSSEY 43DS

Toutes VERSIONS

INSTALLATION ELECTRIQUE 115V AC USA
USA 115V AC ELECTRIC INSTALLATION



IMPLANTATION PONT
CIRCUIT ON THE DECK



IMPLANTATION COQUE
CIRCUIT ON THE HULL

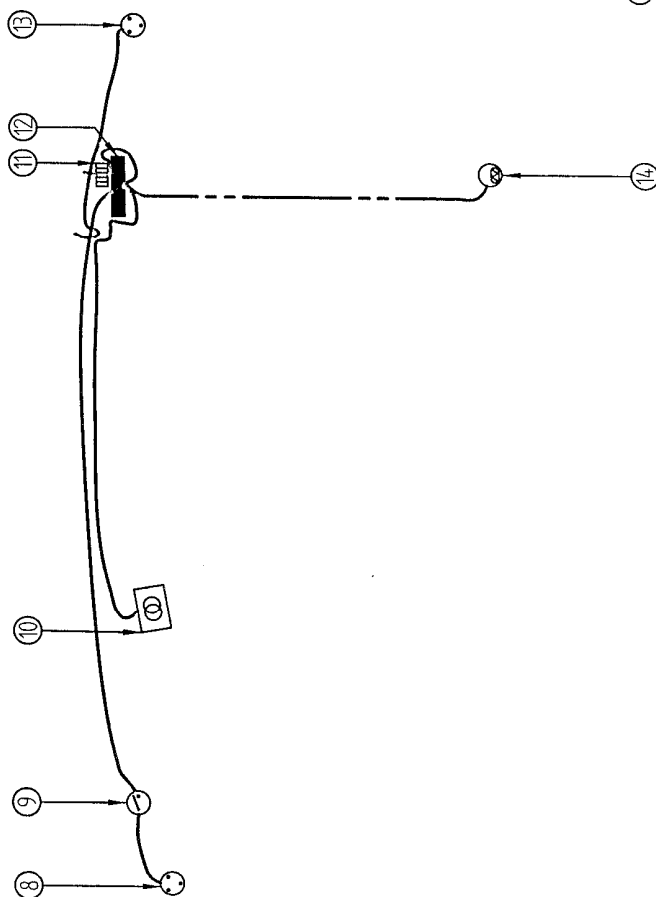
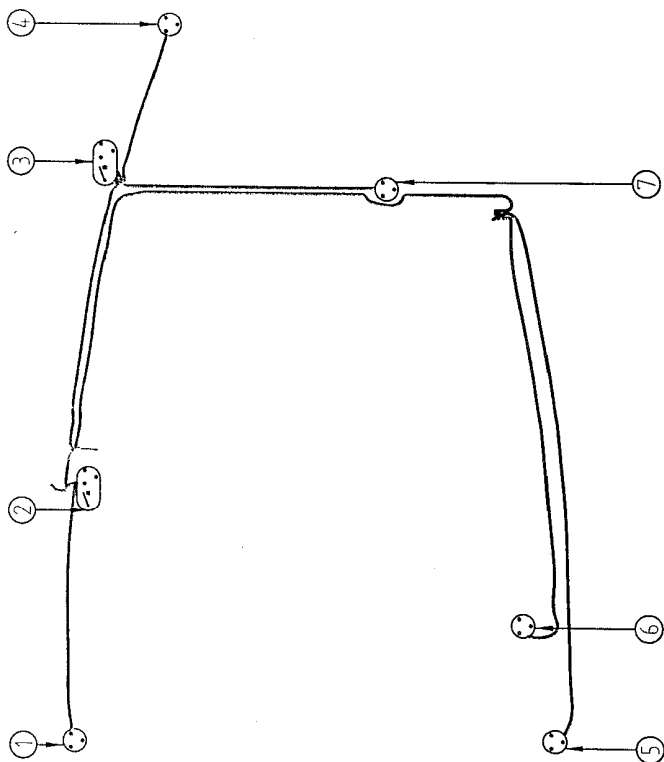
PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

SUN ODYSSEY 43DS

Toutes VERSIONS

INSTALLATION ELECTRIQUE 115V AC USA
USA 115V AC ELECTRIC INSTALLATION

IMPLANTATION PONT
CIRCUIT ON THE DECK



IMPLANTATION COQUE
CIRCUIT ON THE HULL

PONT	FAISCEAU SOUS PONT
COQUE	FAISCEAU SOUS LISSE
	FAISCEAU SOUS PLANCHER

DIESEL ENGINE



FUEL TANK

FUEL FILTER

FUEL CIRCUIT VALVE

ENGINE

DASH BOARD / CONTROL LEVER

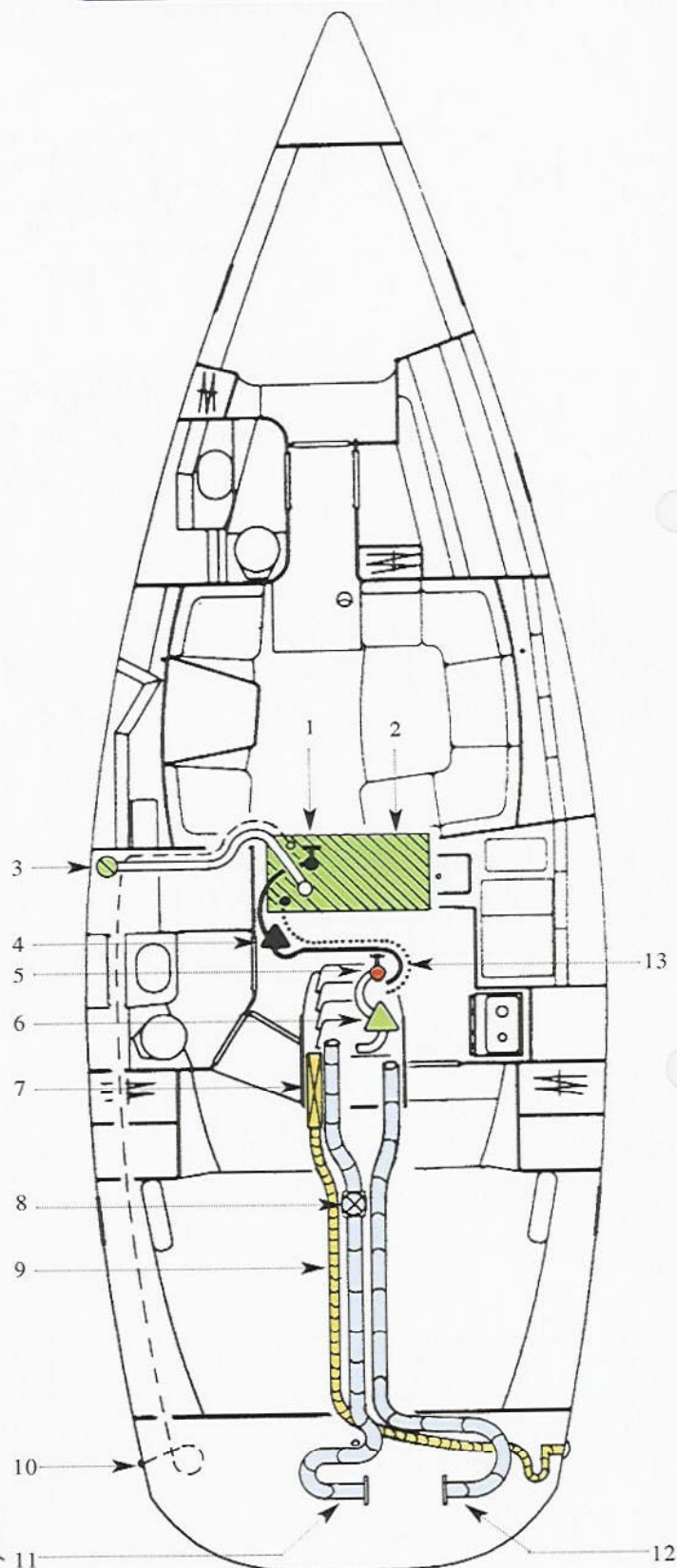
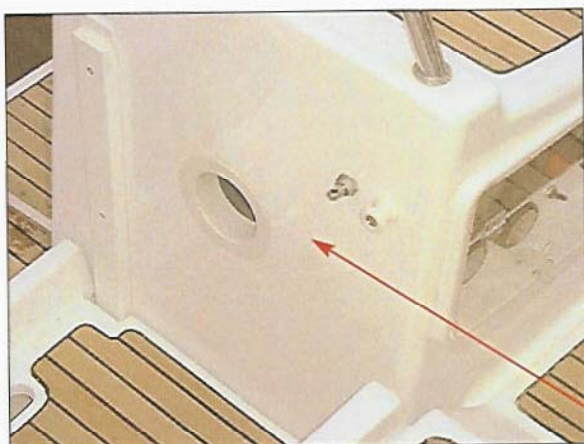
STUFFING BOX

PROPELLER

ANODE

ENGINE INSTALLATION

- 1 - Fuel circuit valve
- 2 - Tank
- 3 - Deck filler
- 4 - First-stage filter
- 5 - Engine seacock
- 6 - Sea water filter
- 7 - Exhaust muffler
- 8 - Blower
- 9 - Exhaust pipe
- 10 - Vent
- 11 - Engine compartment air exhaust
- 12 - Engine compartment air intake
- 13 - Fuel return hose



Same place for other accommodation versions



FUEL TANK

TANK FILLING :

Comply with the general precautions indicated in chapter 7 for tank filling.
To protect the deck from possible fuel splashes, wet up the area around the deck filler with sea water before taking the plug off. In case of splashes, rinse the deck liberally (after fitting the filler plug back in place).

DANGER

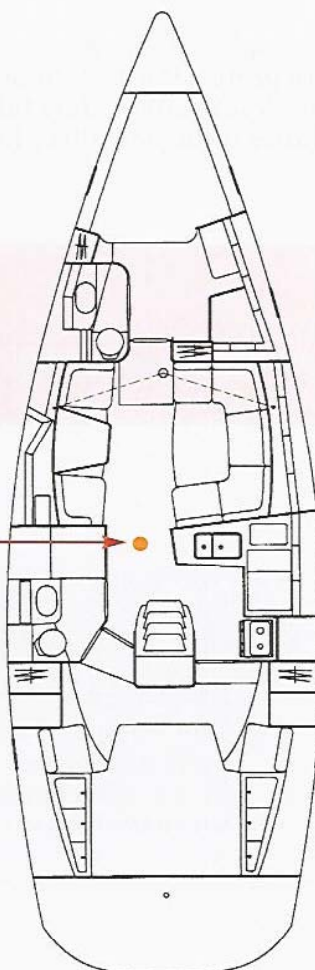
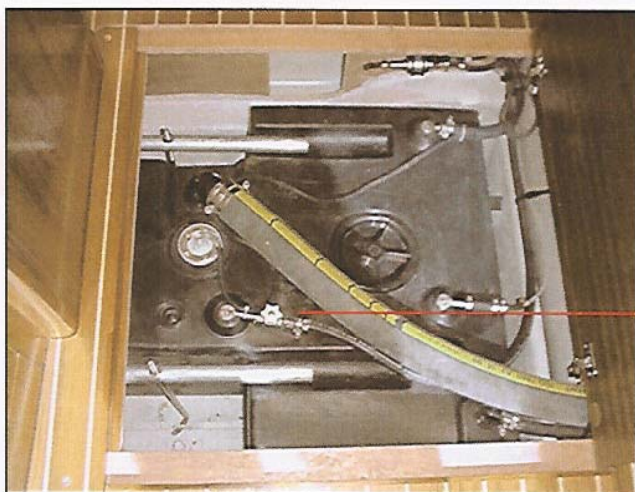
During fuel tank filling, the engine must be stopped and smoking must be prohibited.



diesel engine

RECOMMENDATIONS / MAINTENANCE

- Check regularly the filler plug O-ring for conditions to prevent water ingress,
- Don't shut the fuel valve after every utilization, except before an extended unattended period,
- Ensure that the tank is full up to maximum, to avoid condensation,
- Clean the tank every five years to remove sludge deposits.



Same place for other
accommodation versions



FUEL FILTER

Engine running problems may have several causes, amongst which dirty fuel is a major one, and the injection pump will be soon destroyed by water in the fuel.

Water results either from the condensation in an insufficiently filled tank, or seeps in through the mislocked filler plug or through a damaged seal.

The fuel is run via two filters to control the foregoing risks :

- One filter is integral with the engine to ensure fine fuel filtration (refer to the engine brochure to find out the filter renewal frequency and maintenance work),
- The other one is a first-stage filter located in the pipe system between the engine and the fuel tank.

Undo (but do not remove) the knurled screw at the base of the settling bowl, allow to flow into a tray until clean, water free fuel appears. Purge the system several times a year. Remove the bowl for access to the first-stage filter, which should be replaced at least once a year.

FUEL CIRCUIT VALVE

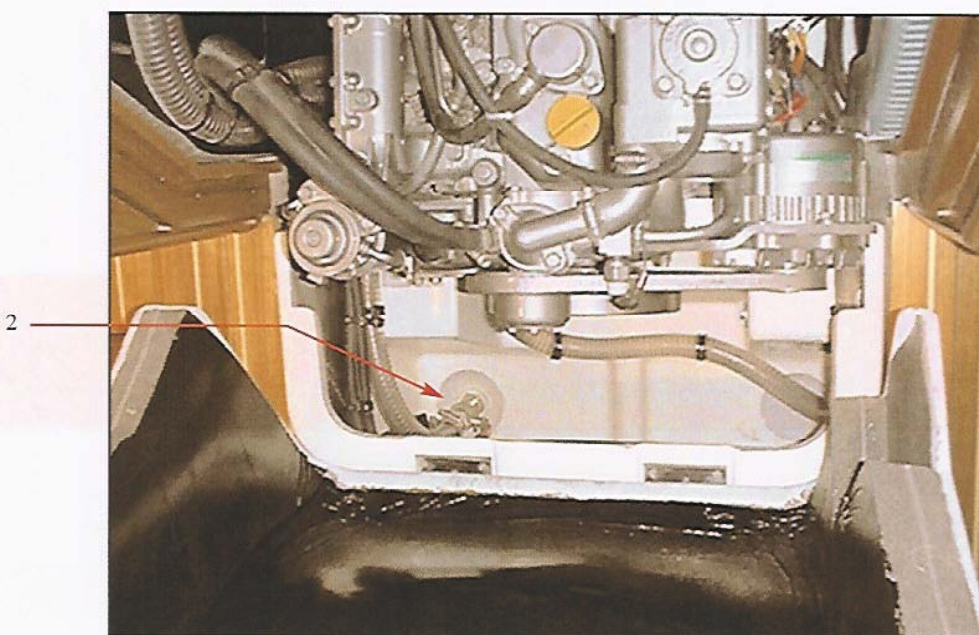
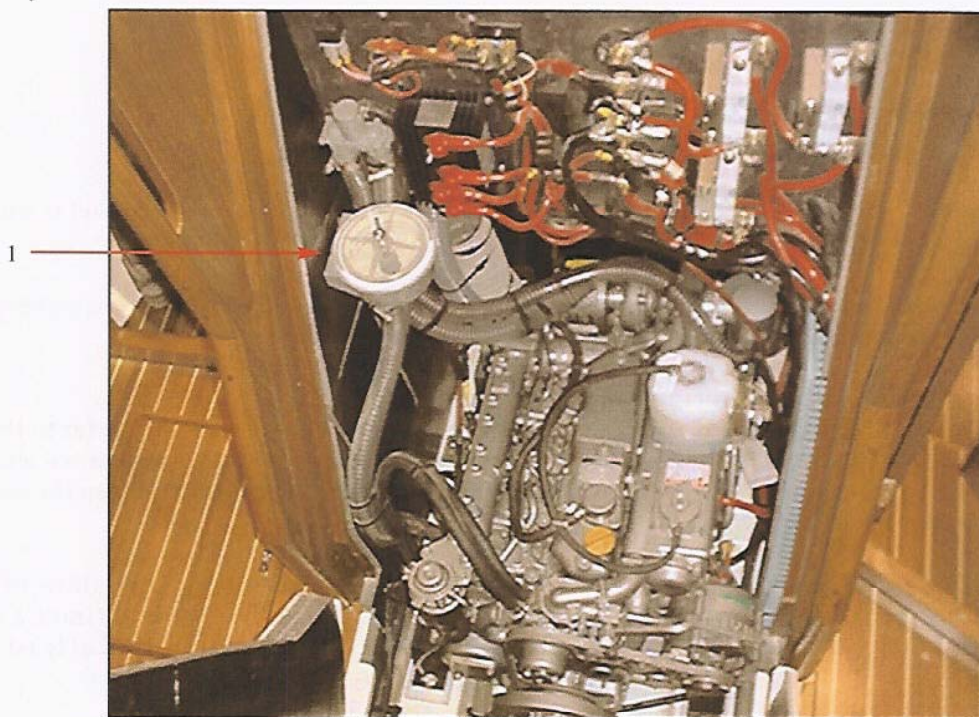
See chapter 2 for Fight against Fire

DANGER

Never obstruct the ways to the fuel valve.

diesel engine





1 - Cooling water filter

2 - Seacock with valve, engine sea water intake



ENGINE

Refer to the brochure supplied with the boat.

You must read carefully the brochure which includes detailed hints about the engine operation and how to run it properly.

PRECAUTION

Never run the engine if the boat is dry-docked.

ACCESS TO THE ENGINE :

Access to the engine via the companionway panel.
Lateral trap doors give access to the principal instruments.

ENGINE SEA VALVE :

The engine sea valve ensures a critical duty in the engine operation and, therefore, the strainer must be brushed whenever the ship is docked and kept clean and free from clogging or anti-fouling paint.

The sea valve must be open before starting the engine, otherwise the exhaust and the engine may incur severe damages.

RECOMMENDATIONS

Good practice requires to check if water is expelled together with the exhaust gases, immediately after starting the engine; otherwise, stop the engine immediately and check the valve for cleanliness.

It's not necessary to shut the valve after each use of the engine; on the other hand, this is mandatory if the boat remains unmanned for a long period of time.



ENGINE OPERATION :

Before starting the engine :

- Open the fuel valve,
- Open the engine cooling valve,
- Actuate the battery master switch to energize the electrical system,
- Before starting the engine, disengage the reversing gear to accelerate from dead stop,
- Refer to the engine manufacturer's brochure before starting up the engine.

PRECAUTION

Don't turn off or de-energize the electrical system while the engine is running .
If your boat's diesel engine is fitted with a stop pull,
this must be actuated before using the ignition key to switch off.

DIESEL :

- Refill before the fuel tanks are depleted to prevent the fuel system from running dry,
- Before sailing be sure to have enough fuel.

RECOMMENDATIONS / MAINTENANCE

Refer to the manufacturer's brochure supplied with the boat.
Look after all eventual risk of oil or fuel leaks. Check the exhaust gaz colors.

DASH BOARD / CONTROL LEVER

All engine controls are located on the dash board, which does not require any special precautions (refer to engine brochure).

Check the accelerator and clutch cables (lubricate the spacers and fork ends).

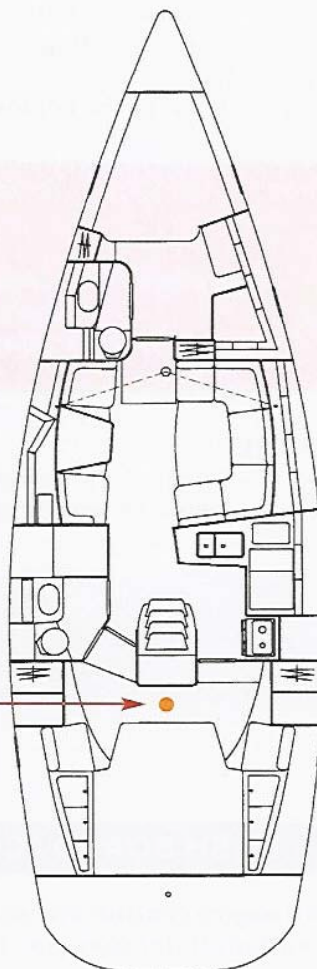
RECOMMENDATIONS / SAILING

Avoid making noise and waves near other users when the boat is engine-powered ;
Respect speed-limits.
Set the lever Astern to lock the propeller when sailing.



Access for owner's aft cabin version:
Open the engine trap door and lift the floor trap.

Access for 2 aft cabins version:
Dismantle the central bulkhead before lifting the floor trap (see procedure page 35-back).



Same place for other accommodation versions

STUFFING BOX

Lubricate the seal every 200 running hours, or at least once a year with 1cm³ of lubricant. After launching, discharge the air from the sleeve by pinching with fingers.

PROPELLER

The propeller supplied with your boat embodies the results of tests carried out jointly with the engine manufacturer.

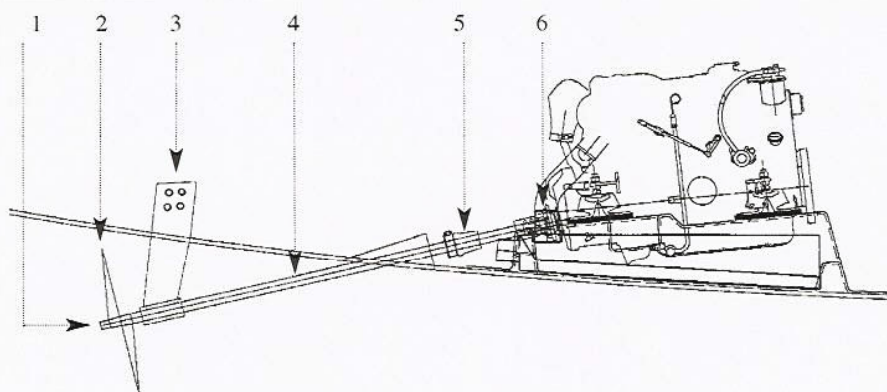
PRECAUTION

Don't change the propeller without specialist's advise.

ANODE

RECOMMENDATIONS

Check regularly the anode on the propeller for corrosion and renew as required. Check and replace the "hydrolube" oil ring if necessary.



- | | |
|---------------|-----------------|
| 1- Anode | 4- Shaft tube |
| 2- Propeller | 5- Stuffing box |
| 3- Shaft seat | 6- Connecting |

5.2, 5.3, 5.4, iso 10240

LAUNCHING



LAUNCHING HINTS

MAST INSTALLATION



LAUNCHING HINTS

A lot of skill and care is required to launch your Jeanneau boat for the first time, since the satisfactory operation of all equipment will depend on the quality of many launching steps.

Therefore, the initial launching and tests of various equipment shall be performed by your Jeanneau agent or distributor, so you can claim the warranty in case of equipment failure.

The following precautions are required in case you should launch your ship yourself :

BEFORE LAUNCHING :

- If the boat is fitted with a lock and speedometer, install the relevant fittings,
- Check the suction strainer for cleanliness,
- Check the reduction gear and engine oil level (refer to the engine maintenance manual). The engine cooling water drain corks must be shut,
- All optional accessories must be sealed off with paste,
- Retract the speedometer in its housing (this can be damaged by the handling belt),
- On-line engines: ensure that the node is in place and the nut is properly locked (the lock-washer must be folded back on the nut). The anode should not be painted,
- All sea suction and discharge valves must be shut (sink, wash basin, closets, engine).

HOISTING :

- Install a rope forward and a rope aft and fenders as necessary,
- Before hoisting, ensure that the belts will not crush the locks, speedometers, shafts, etc...

To that effect, mark the belt position (adhesive tape on the moulding) for hoisting after launching (most boats are already fitted with the stickers).

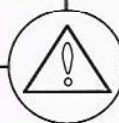
The crane hook shall be fitted with a gantry or spreader with two belts. Under no circumstances shall the belts be hooked directly on the hook as this would result in excessive compressive stresses on the hull.

- Hoist up gently and control the boat moves with the ropes.

WARNING

Don't stay on-board or under the boat during hoisting.

launching





AFTER LAUNCHING :

- Check the speedometer and lock fittings for tightness, as the case may be,
- Open and check the valves for sealing with the hull and relevant pipe,
- Check the stuffing box for sealing (refer to section 8 "Stuffing box"),
- Before starting the engine, refer to chapter 8 "Engine".

MAST INSTALLATION

Refer to chapter 5 «Rig and Sails».

5.3, 5.4, 5.5, iso 10240

LAYING UP AND WINTER PRECAUTIONS



LAYING UP

PROTECTION & MAINTENANCE

There are two winter precautions procedures :

1- LAYING UP

Take ashore all ship's documents, loose ropes not used for mooring, galley equipment, stores, clothes, safety equipment, battery.

Mark up the safety equipment and check the expire dates; obtain immediate overhaul of the raft (Easter is the deadline after which it will be too late !).

Draw up a complete inventory of the ship's equipment.

2- PROTECTION AND MAINTENANCE

INSIDE :

- Drain all fresh water pipes and rinse with a solution of vinegar and water (don't use chlorine-based products) or protect the pipes with food-grade anti-freeze,
- Lubricate and shut all sea water valves and sea-cocks, rinse and drain the closets in full,
- Retract the loch and speedometer heads, seal-off air inlets and install a dehydrator in the saloon and leave all doors open (cabins, lockers, wardrobes, iceboxes),
- Leave the cushions in the outside for a long time and re-install in the boat in upright position to limitate contact surfaces.

OUTSIDE :

- Rinse liberally the hull, deck, lubricate all mobile and mechanical components with petroleum jelly (locks, hinges, bolts, etc.),
- Protect all surfaces from chafing ropes, mooring lines ,
- Protect the boat with fenders and ensure that the lines are taut.

The above hints are not a comprehensive check-list; your Jeanneau agent will be able to advise you and take care of the boat maintenance.



ENGINE :

Engine winter lay-up shall be performed by a professional organization, and will not be the same if the boat remains afloat or ashore.

The following are a few major tasks :

Afloat :

- Drain the cooling system and fill up with anti-freeze,
- Switch off the master switch, lubricate the terminals with petroleum jelly and test the battery voltage,
- Change the anode,
- Fill the fuel tank to maximum to avoid condensation,
- Refer to the engine manual for everything concerning the engine.

Ashore :

- Take the battery ashore and keep it under maintenance charging,
- Drain all cooling, lub oil, fuel oil and exhaust systems and perform winter precautions specified by the manufacturer, bearing in mind the fact that the freezing hazard is more significant if the boat is ashore,
- Remove and lubricate the sea-cocks included in the cooling systems, leave the sea-cocks open, check the hoses,
- Slack off the pumps and A.C. generators belts.

PERSONAL NOTES



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AFAQ n°1994/2076

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Conception et réalisation: FLUCAS- NANTES - Impression Numérique : Goubault Imprimeur Nantes.

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