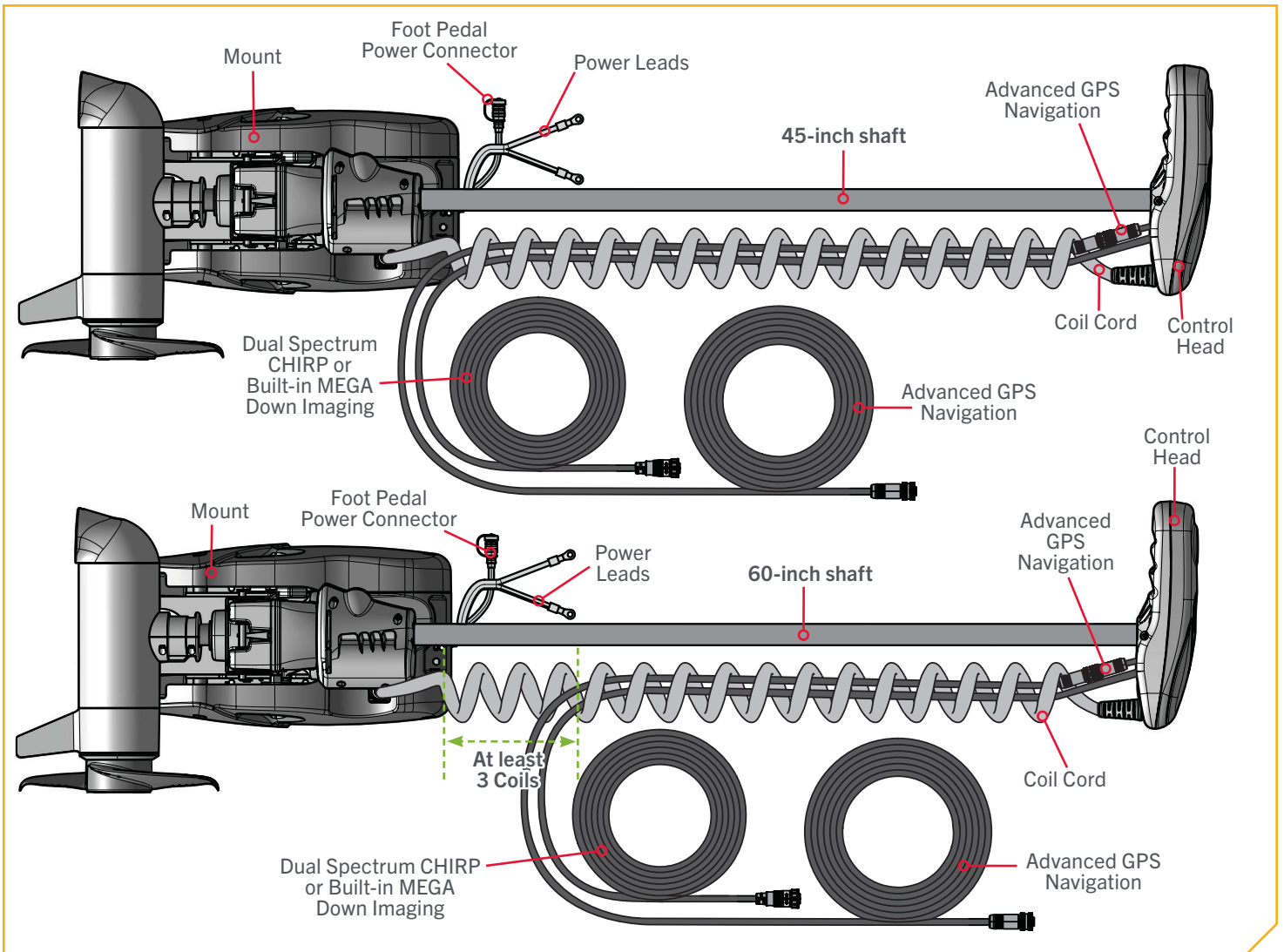


› Securing Accessory Cables

Before securing the cables, please review the "Identifying Trolling Motor Features and Their Associated Cables" section of this document. When identifying features, it is very important to secure the cables if **two** connections are present below the Control Head. **All cables must follow the Critical Cable Routing.** To review, please see the "Critical Cable Routing" section of this document. All Accessory Cables that will be used on the trolling motor must be routed and all connections secured before completing the installation in this section. To review how feature cables should be routed and connected, please review the "Advanced GPS Navigation" and "Dual Spectrum CHIRP" or "Built-in MEGA Down Imaging" sections of this document.



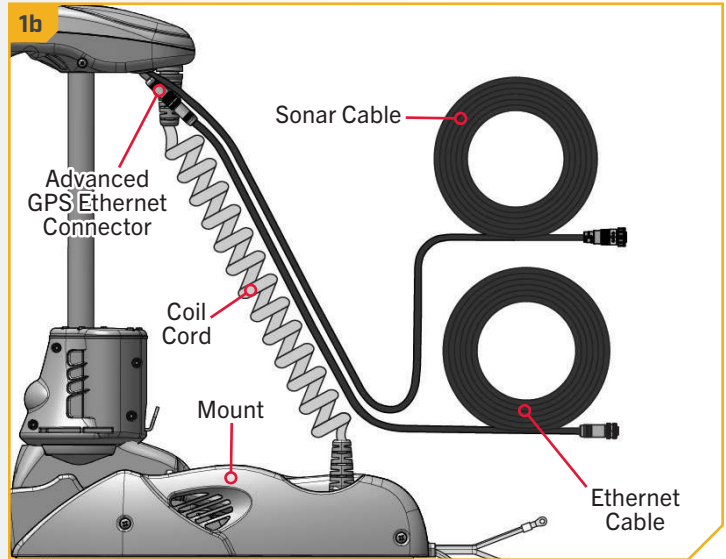
⚠ CAUTION

Failure to follow the recommended wire routing for installed features, if equipped, may cause damage to the product and void your product warranty. Route cables away from pinch points or other areas that may cause them to bend in sharp angles. Routing the cables in any way other than directed may cause damage to the cables by being pinched or severed. Do not over-tighten the cable ties as it may damage the wires.

SECURING ACCESSORY CABLES

1

- a. Confirm all Accessory Cables are connected to an output device as desired. With the motor in the deployed position, locate the Advanced GPS Ethernet Connector below the Control Head.
- b. Starting just below the Control Head, take both the Accessory Cables and make sure they are free from the Coil Cord and parallel to each other. Run them from the Control Head to the Mount keeping them straight and parallel the entire length.



2

ITEM(S) NEEDED

 #21 x 10

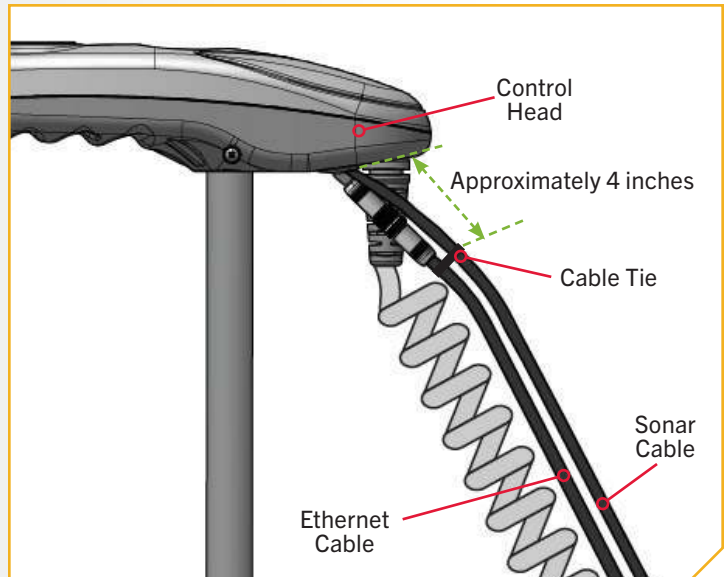
- c. Starting approximately 4 inches below the Control Head, take a Cable Tie (Item #21) and place it around the Accessory Cables. The Cable Tie should be around the Ethernet Cable and Sonar Cable, but not the Coil Cord.

NOTICE: Do NOT secure the Cables to the Coil Cord. ONLY secure the Cables with the Cable Ties to each other.

- d. Secure the Cable Tie around the Cables until it is fingertip tight. Do not over-tighten the Cable Tie as it will cause damage to the Cables.

 **CAUTION**

Do not over-tighten the Cable Ties as it may damage the wires.



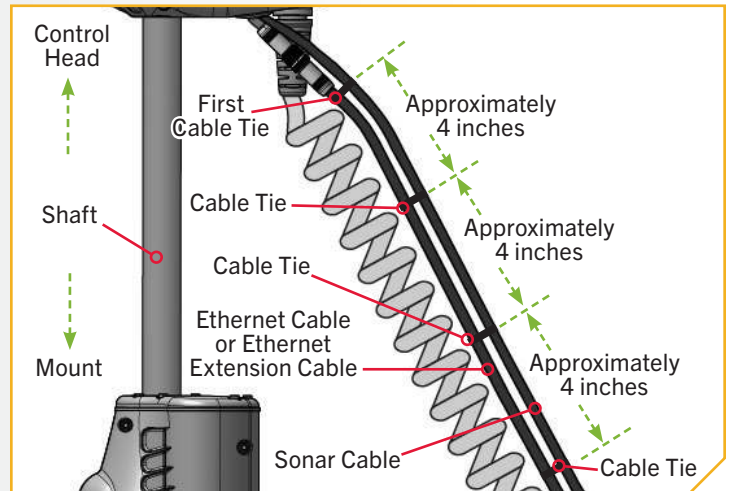
SECURING ACCESSORY CABLES

3

- e. Follow the Cables from the Control Head to the Mount and place additional Cable Ties every 4 inches around the Cables after the first Cable Tie. The number of Cable Ties needed will vary depending on the length of your trolling motor Shaft.

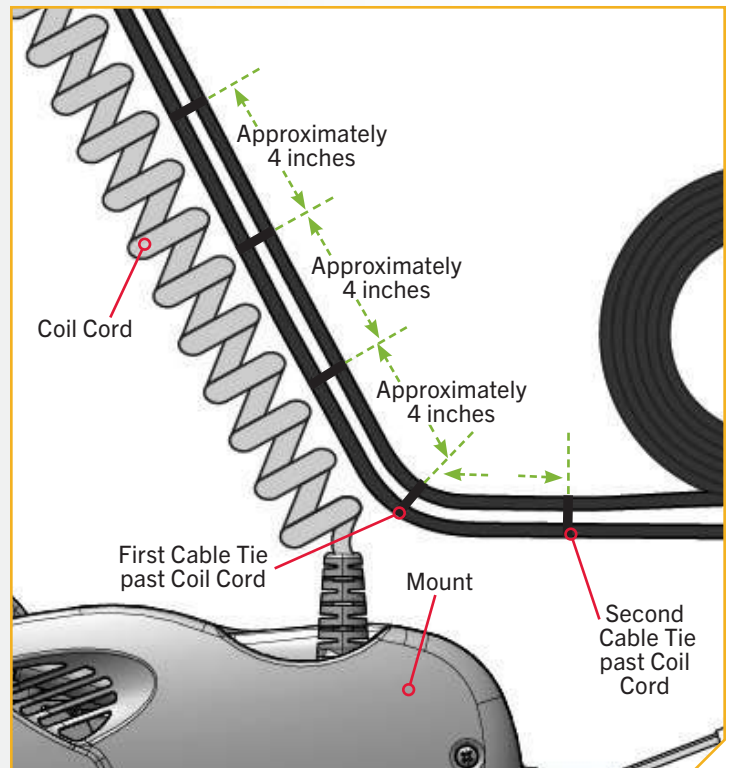
NOTICE: If additional Cable Ties are needed, a Service Assembly (#2996300 TIE WRAP ASM, 60") is available from the Parts Ordering Portal at minnkotamotors.com.

NOTICE: Secure the Cable Ties fingertip tight. It is recommended to have them **ONLY** tight enough so that they do not slide around on the Connection Cables and hold the cables together.



4

- f. Continue placing Cable Ties around the Accessory Cables until there are two Cable Ties in place past the end of where the Coil Cord enters the Mount.

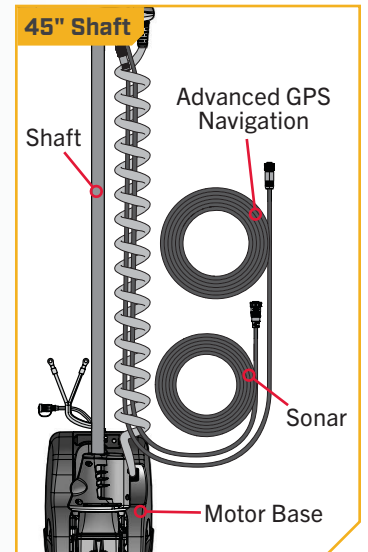
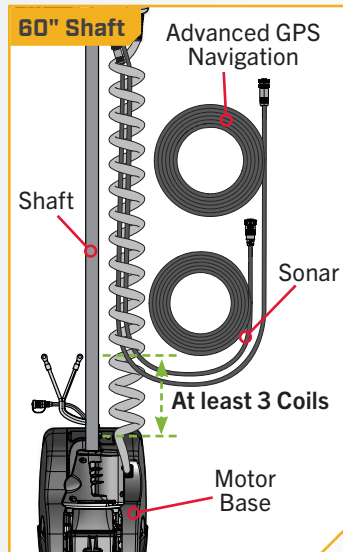
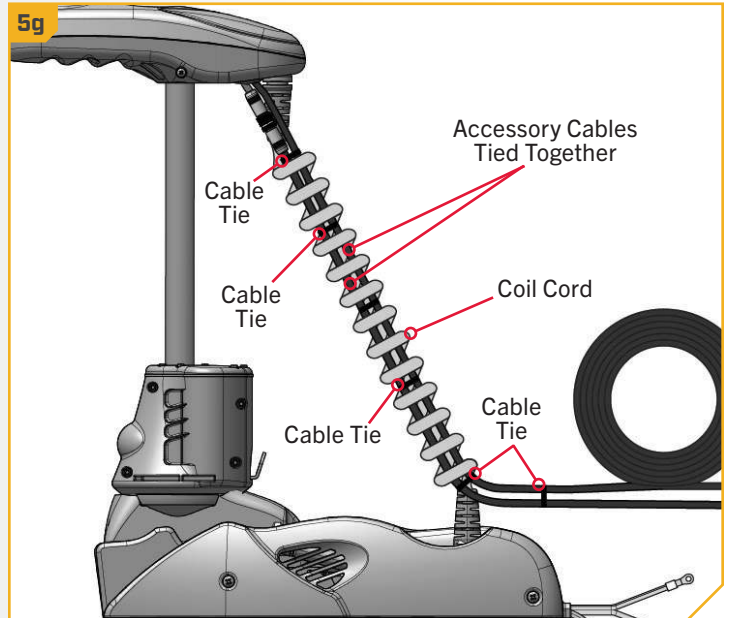


SECURING ACCESSORY CABLES

5

- g. With the Cable Ties in place, take the Accessory Cables that are tied together and wind them back into the Coil Cord. When successfully placed inside the Coil Cord, they should float freely on the inside of the Coil Cord. To successfully place the Accessory Cables inside the Coil Cord, it may be necessary to temporarily disconnect Accessory Cables that are attached to Extension or Adapter Cables or output devices such as a fish finder.
- h. Place the Motor into the stowed position. Verify the length of your motor shaft to determine if Critical Cable Routing applies to your trolling motor. If the trolling motor shaft is 60 inches long, adjust the Accessory Cables to exit the Coil Cord three coils before the Motor Base. Review the “Critical Cable Routing” section of this document for more details.

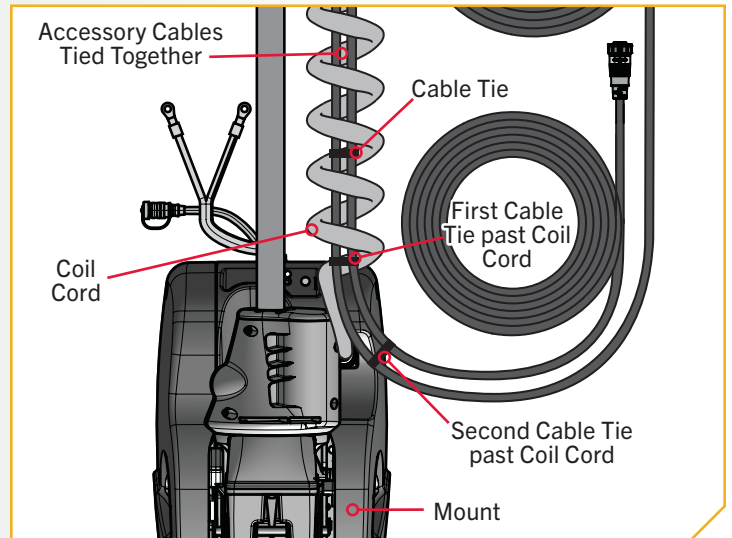
NOTICE: Minn Kota recommends routing the Accessory Cables through the Coil Cord. Bypassing the Coil Cord when routing Accessory Cables is not recommended.



SECURING ACCESSORY CABLES

6

- i. Look at the placement of the Cable Ties and make sure that at least 2 Cable Ties are present on the Accessory Cables after they exit the Coil Cord. If additional Cable Ties are needed, it may be necessary to place the motor back into the deployed position to add additional Cable Ties at an increment of approximately 4 inches past the last Cable Tie.
- j. If no additional Cable Ties are needed, make sure to properly reconnect any Accessory Cables that may have been disconnected while winding the Accessory Cables into the Coil Cord.



BATTERY & WIRING INSTALLATION

BOAT RIGGING & PRODUCT INSTALLATION

For safety and compliance reasons, we recommend that you follow American Boat and Yacht Council (ABYC) standards when rigging your boat. Altering boat wiring should be completed by a qualified marine technician. The following specifications are for general guidelines only:

CAUTION

These guidelines apply to general rigging to support your Minn Kota motor. Powering multiple motors or additional electrical devices from the same power circuit may impact the recommended conductor gauge and circuit breaker size. If you are using wire longer than that provided with your unit, follow the conductor gauge and circuit breaker sizing table below. If your wire extension length is more than 25 feet, we recommend that you contact a qualified marine technician.

CAUTION

An over-current protection device (circuit breaker or fuse) must be used. Coast Guard requirements dictate that each ungrounded current-carrying conductor must be protected by a manually reset, trip-free circuit breaker or fuse. The type (voltage and current rating) of the fuse or circuit breaker must be sized accordingly to the trolling motor used. The table below gives recommended guidelines for circuit breaker sizing.

CONDUCTOR GAUGE AND CIRCUIT BREAKER SIZING TABLE

This conductor and circuit breaker sizing table is only valid for the following assumptions:

1. No more than 2 conductors are bundled together inside of a sheath or conduit outside of engine spaces.
2. Each conductor has 105° C temp rated insulation.
3. No more than 3% voltage drop allowed at full motor power based on published product power requirements.

Motor Thrust / Model	Max Amp Draw	Circuit Breaker		Wire Extension Length				
		Amp	Minimum	5 feet	10 feet	15 feet	20 feet	25 feet
80 lb.	56	60 Amp	24 VDC	8 AWG	6 AWG	6 AWG	4 AWG	2 AWG
112 lb.	52	60 Amp	36 VDC	8 AWG	8 AWG	8 AWG	6 AWG	4 AWG

NOTICE: Wire Extension Length refers to the distance from the batteries to the trolling motor leads. Consult website for available thrust options. Maximum Amp Draw values only occur intermittently during select conditions and should not be used as continuous amp load ratings.

Reference

United States Code of Federal Regulations: 33 CFR 183 – Boats and Associated Equipment ABYC E-11: AC and DC Electrical Systems on Boats

SELECTING THE CORRECT BATTERIES

The motor will operate with any lead-acid, deep-cycle marine 12-volt battery/batteries. For best results, use a deep-cycle marine battery with at least a 105 amp-hour rating. Maintain battery at full charge. Proper care will ensure having battery power when you need it, and will significantly improve the battery life. Failure to recharge lead-acid batteries (within 12-24 hours) is the leading cause of premature battery failure. Use a multi-stage charger to avoid overcharging. We offer a wide selection of chargers to fit your charging needs. If you are using a crank battery to start a gasoline outboard, we recommend that you use a separate deep-cycle marine battery/batteries for your Minn Kota trolling motor. For more information on battery selection and rigging, please visit minnkotamotors.com. Minn Kota trolling motors can run on lithium-ion batteries. However, they are specifically designed to run on traditional lead-acid batteries (flooded, AGM or GEL). Lithium-ion batteries maintain higher voltages for longer periods of time than lead acid. Therefore, running a Minn Kota trolling motor at speeds higher than 85% for a prolonged period could cause permanent damage to the motor.

WARNING

Never connect the (+) and the (-) terminals of the same battery together. Take care that no metal object can fall onto the battery and short the terminals. This would immediately lead to a short and extreme fire danger.

CAUTION

Refer to “Conductor Gauge and Circuit Breaker Sizing Table” in the previous section to find the appropriate circuit breaker or fuse for your motor. For motors requiring a 60-amp breaker, the Minn Kota MKR-19 60-amp circuit breaker is recommended.

CAUTION

Please read the following information before connecting your motor to your batteries in order to avoid damaging your motor and/or voiding your warranty.

ADDITIONAL CONSIDERATIONS

› Using Alternator Chargers

Your Minn Kota trolling motor may be designed with an internal bonding wire to reduce sonar interference. Most alternator charging systems do not account for this bonding wire, and connect the negative posts of the trolling motor batteries to the negative posts of the crank/starting battery. These external connections can damage connected electronics and the electrical system of your trolling motor, voiding your warranty. Review your charger’s manual carefully or consult the manufacturer prior to use to ensure your charger is compatible.

Minn Kota recommends using Minn Kota brand chargers to recharge the batteries connected to your Minn Kota trolling motor, as they have been engineered to work with motors that include a bonding wire.

› Additional Accessories Connected to Trolling Motor Batteries

Significant damage to your Minn Kota motor, your boat electronics, and your boat can occur if incorrect connections are made between your trolling motor batteries and other battery systems. Minn Kota recommends using an exclusive battery system for your trolling motor. Where possible, accessories should be connected to a separate battery system. Radios and sonar units should not be connected to any trolling motor battery systems as interference from the trolling motor is unavoidable. If connecting any additional accessories to any trolling motor battery system, or making connections between the trolling motor batteries and other battery systems on the boat, be sure to carefully observe the following information.

CONNECTING THE BATTERIES IN SERIES

The negative (-) connection must be connected to the negative terminal of the same battery that the trolling motor negative lead connects to. In the diagrams below this battery is labeled “Low Side” Battery. Connecting to any other trolling motor battery will input positive voltage into the “ground” of that accessory, which can cause excess corrosion. Any damage caused by incorrect connections between battery systems will not be covered under warranty.

› Automatic Jump Start Systems and Selector Switches

Automatic jump start systems and selector switches tie the negatives of the connected batteries together. Connecting these systems to the “High Side” Battery or “Middle” Battery in the diagrams below and will cause significant damage to your trolling motor and electronics. The only trolling motor battery that is safe to connect to one of these systems is the “Low Side” Battery.

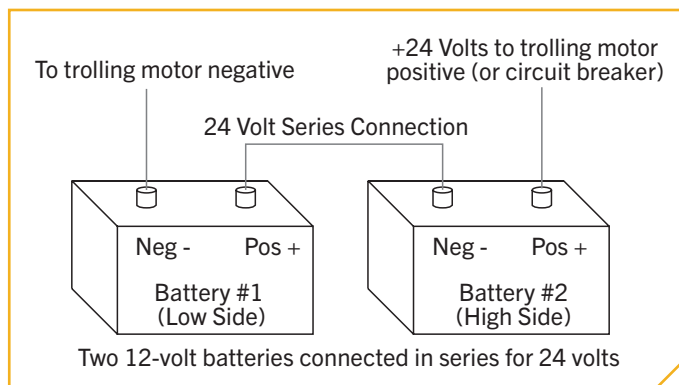
NOTICE: The internal bonding wire is equipped with a 3-amp fuse. Improper connections described above carrying in excess of 3 amps will blow this fuse and no further damage will be exhibited. If this occurs, RF interference from the trolling motor affecting sonar units and other electronics will be more significant. If the fuse is blown the wiring error should be found and addressed prior to replacing the fuse. The replacement fuse should be 3 amps or less. An intact fuse does not imply correct rigging; significant damage can be done by incorrect wiring without approaching 3 amps of current.

CONNECTING THE BATTERIES IN SERIES (IF REQUIRED FOR YOUR MOTOR)

› 24-Volt Systems

Two 12-volt batteries are required. The batteries must be wired in series, only as directed in the wiring diagram, to provide 24 volts.

1. Make sure that the motor is switched off (speed selector on “0”).
2. Connect a connector cable to the positive (+) terminal of battery 1 and to the negative (-) terminal of battery 2.
3. Connect positive (+) red motor lead to positive (+) terminal on battery 2.
4. Connect negative (-) black motor lead to negative (-) terminal of battery 1.



WARNING

For safety reasons do not switch the motor on until the propeller is in the water. If installing a leadwire plug, observe proper polarity and follow instructions in your boat owner’s manual.

WARNING

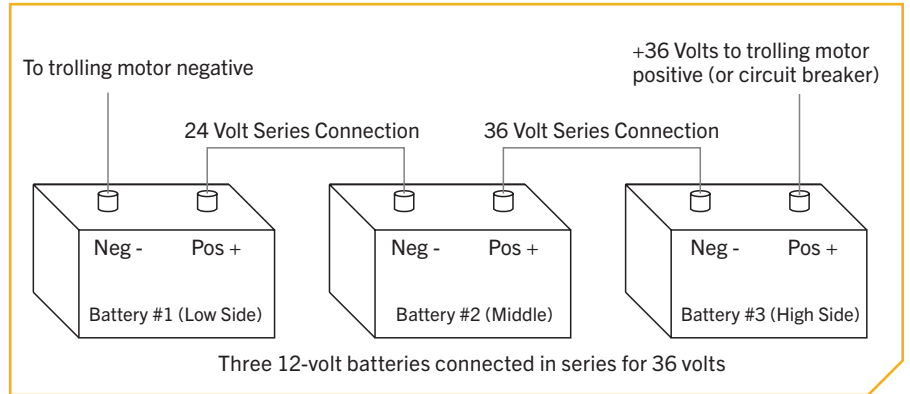
- For safety reasons, disconnect the motor from the battery or batteries when the motor is not in use or while the battery/batteries are being charged.
- Improper wiring of 24/36 volt systems could cause battery explosion.
- Keep leadwire wing nut connections tight and solid to battery terminals.
- Locate battery in a ventilated compartment.

CONNECTING THE BATTERIES IN SERIES

36-Volt Systems

Three 12-volt batteries are required. The batteries must be wired in series, only as directed in the wiring diagram, to provide 36 volts.

1. Make sure that the motor is switched off (speed selector on "0").
2. Connect a connector cable to the positive (+) terminal of battery 1 and to the negative (-) terminal of battery 2 and another connector cable from the positive (+) terminal of battery 2 to the negative (-) terminal of battery 3.
3. Connect positive (+) red motor lead to positive (+) terminal on battery 3.
4. Connect negative (-) black motor lead to negative (-) terminal of battery 1.



WARNING

For safety reasons, do not switch the motor on until the propeller is in the water. If installing a leadwire plug, observe proper polarity and follow instructions in your boat owner's manual.

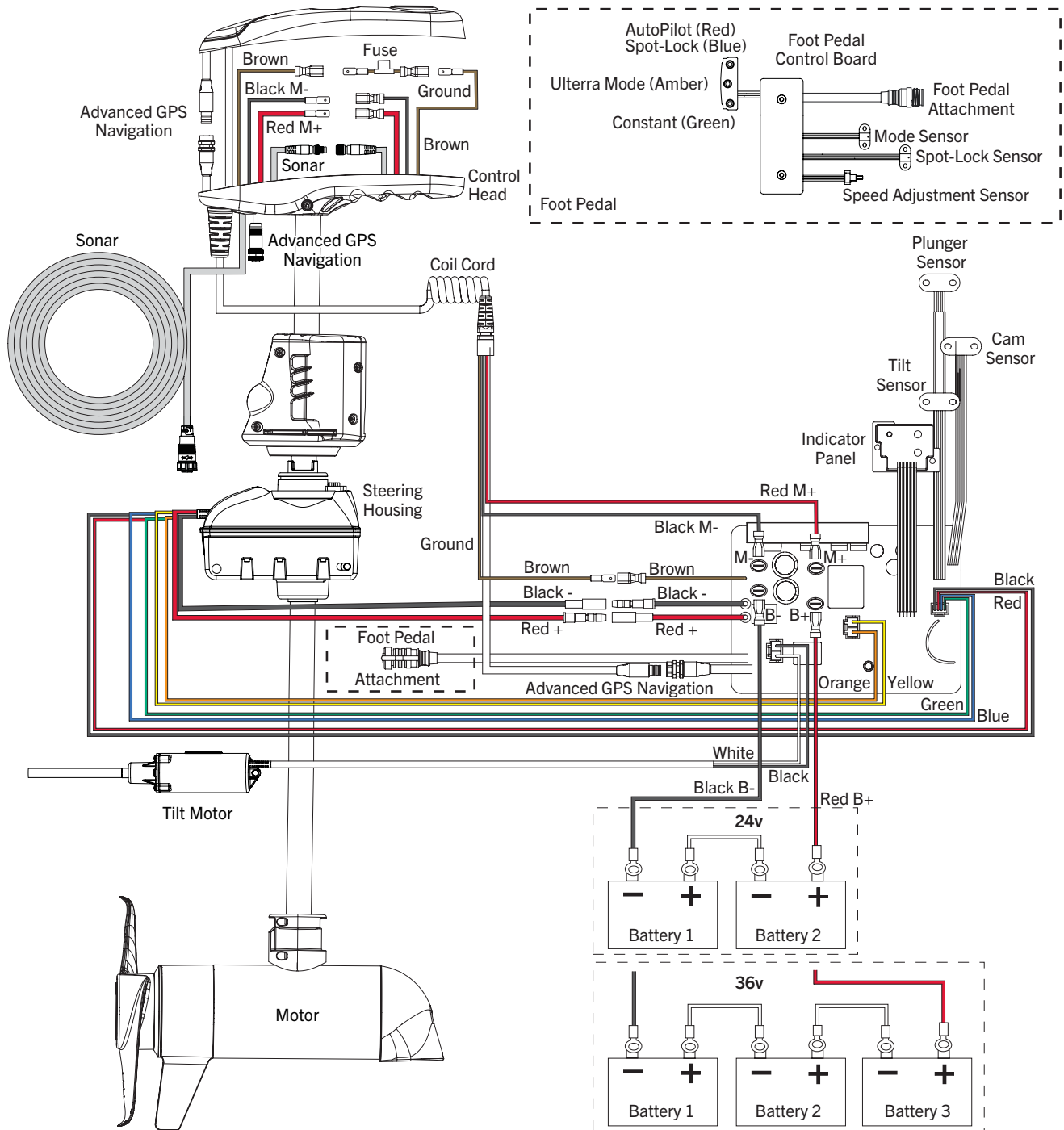
WARNING

- For safety reasons, disconnect the motor from the battery or batteries when the motor is not in use or while the battery/batteries are being charged.
- Improper wiring of 24/36 volt systems could cause battery explosion.
- Keep leadwire wing nut connections tight and solid to battery terminals.
- Locate battery in a ventilated compartment.

MOTOR WIRING DIAGRAM

ULTRERA WITH DUAL SPECTRUM CHIRP OR BUILT-IN MEGA DOWN IMAGING

The following Motor Wiring Diagram applies to all Ultrera models that come factory installed with Advanced GPS Navigation and sonar, either Dual Spectrum CHIRP or Built-in MEGA Down Imaging.

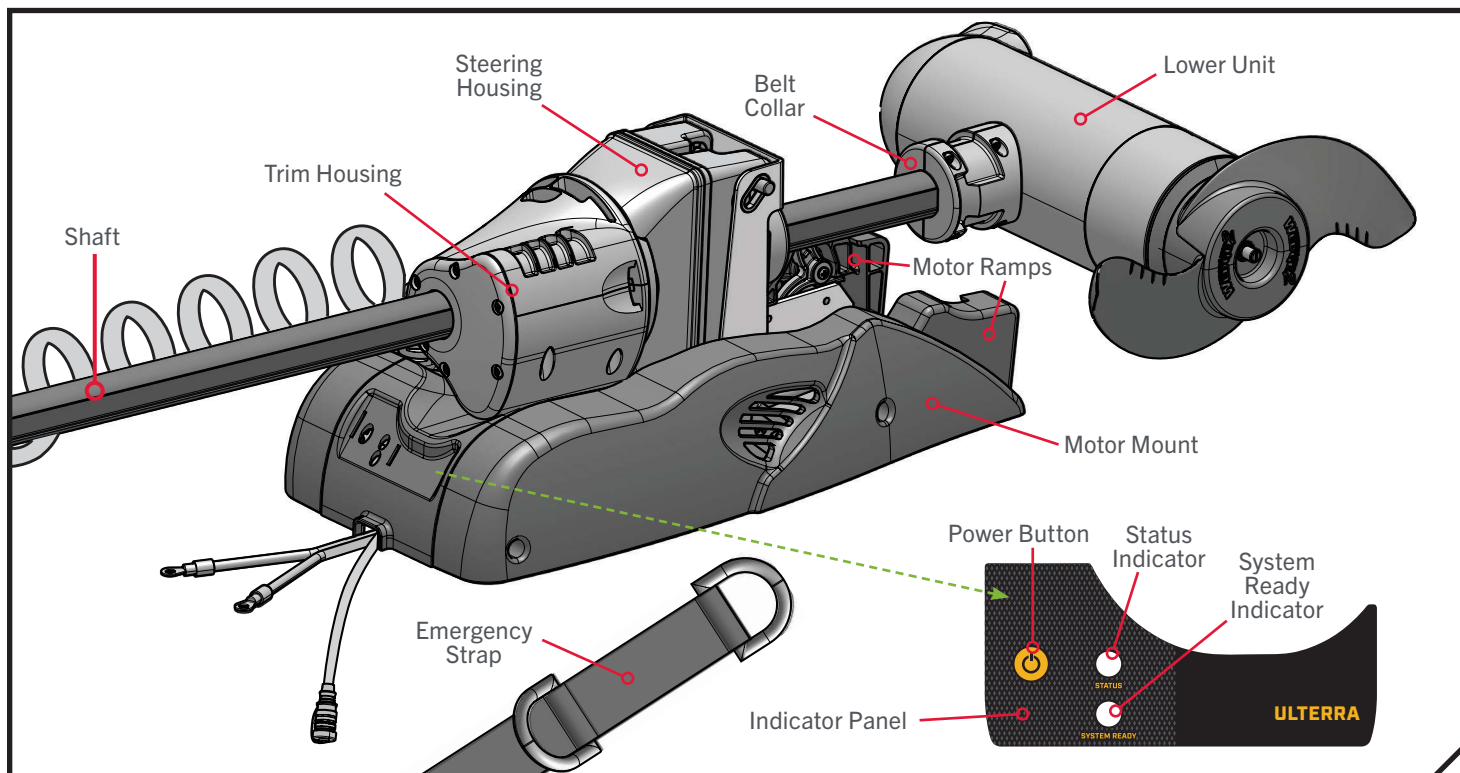


NOTICE: This is a multi-voltage diagram. Double-check your motor's voltage for proper connections. Over-Current Protection Devices are not shown in this illustration.




USING & ADJUSTING THE MOTOR

MOUNT FEATURES

Become familiar with the features of the motor to maximize the capabilities this product offers.



› Power Button

The Ulterra must be powered “on” and “off” manually. The wireless remote will not turn the motor “on” or “off.” The Power button  is located on the base of the motor on the Indicator Panel. Press the Power button to turn the motor “on.” When the motor is in the stowed position, the Status Indicator  will be illuminated red and the System Ready Indicator  will be illuminated green when powered “on.” To power the motor “off,” press and hold the Power button for approximately three seconds until the green light turns off. Ulterra has an auto-shutoff as well. It will automatically power off after 1.5 hours of inactivity in the stowed position.



NOTICE: Remember to turn the power off when the motor is not in use to prevent the motor from draining the battery.

CAUTION

Make sure that the Power button is turned off when the motor is not in use. If the motor control is left on and the propeller rotation is blocked, severe motor damage can result.



For safety reasons, disconnect the motor from the battery/batteries when the motor is not in use or while the battery/batteries are being charged.

› Status Indicator

The Status Indicator is located on the Indicator Panel on the base of the motor. It works while the motor is powered “on.” The LED associated with the Status Indicator will be illuminated  red when the motor is stowed and will not be illuminated  when the motor is deployed. When the motor is being either stowed or deployed, the red LED will be flashing.

MOUNT FEATURES

› System Ready Indicator

The System Ready Indicator is located on the Indicator Panel on the base of the motor and works while the motor is powered “on.” The LED associated with the System Ready Indicator will be illuminated  green when the motor is operating. If the green light does not remain illuminated  after power-up, this is an indication of insufficient voltage/power.

 WARNING
When stowing or deploying the motor, keep fingers clear of all hinges, pivot points, pinch points and all moving parts.

› Motor Mount

The Motor Mount is designed to securely hold the motor in place on the deck of the boat. It functions to stow and lock the motor flat on the deck when not in use by providing secure stowage for transport. The motor mount also positions the motor when it is in the deployed position.

› Mount Ramps

The Mount Ramps function to hold the Lower Unit in place when the motor is stowed. The Lower Unit will rest on the Mount Ramps when stowed, helping to secure it in place.

› Emergency Strap

The Emergency Strap must be used to place pressure on the motor shaft to hold the lower unit tightly against the Motor Ramps when the motor is manually stowed. The Emergency Strap should be secured every time the motor is manually stowed to prevent damage from high wind, rough water, or vibrations, including while the boat is trailered. See the “Manually Stowing the Ulterra” section of the manual for more information on when the Emergency Strap is needed.

› Belt Collar

The Belt Collar holds the lower portion of the Lift Belt in place. The Lift Belt runs along the motor Shaft and is used to stow and deploy the motor. See the “Adjusting the Left Belt” section of this manual if the Lift Belt becomes loose anywhere along the Shaft above the Belt Collar.

 WARNING
When the motor is being transported, it is important to always stow the Motor and make sure it is locked in place. A secure stow holds the motor in place during transportation when it is subject to high levels of shock and vibration. Failure to stow the motor may result in injury or damage to the unit.

INSTALLING AN EXTERNAL TRANSDUCER

MOTOR ADJUSTMENTS >

> Installing an External Transducer

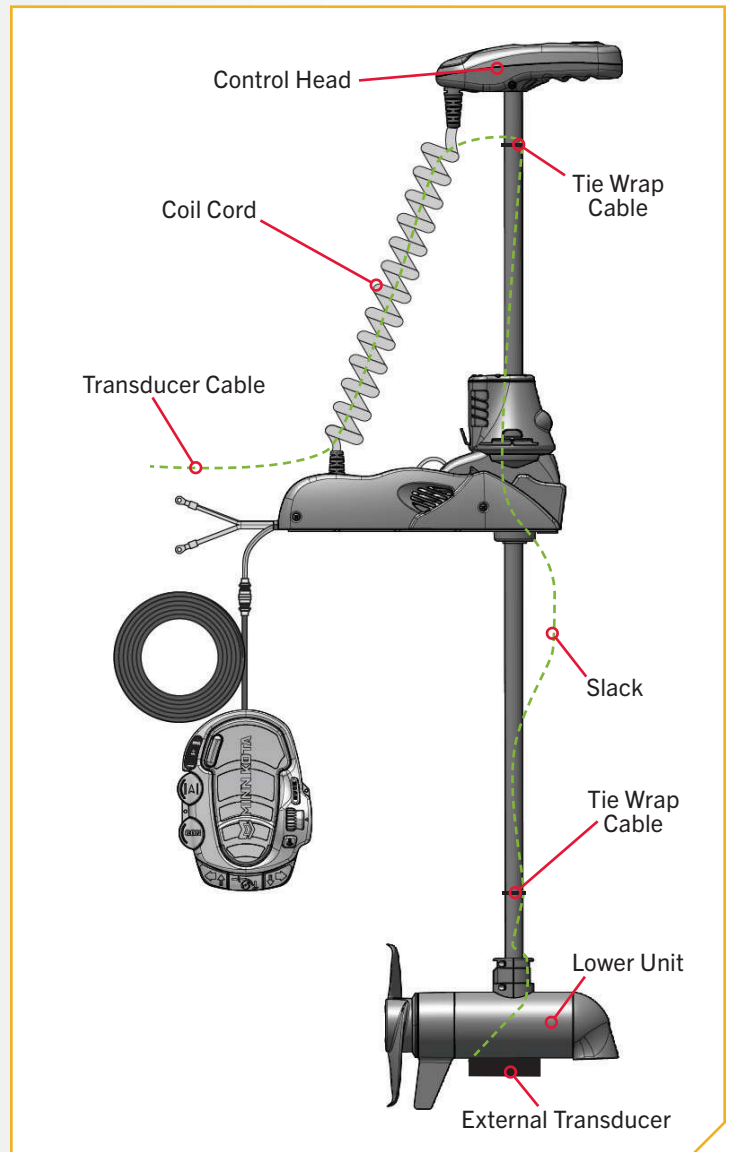
An external transducer is not included with your trolling motor. An external transducer can be installed onto motors that have Advanced GPS Navigation. Installing an external transducer is not recommended for motors with Built-in MEGA Down Imaging.

1

- a. Mount the External Transducer according to directions provided with the transducer.
- b. Leave enough slack in the Transducer Cable between the Lower Unit and Control Head to allow the motor to properly stow and deploy.
- c. Use two tie wrap cables to secure the Transducer Cable to the Shaft just above the Lower Unit and just below the Control Head.
- d. Run the Transducer Cable through the Coil Cord to the power supply.

CAUTION

Failure to follow the recommended wire routing for the Sonar and External Transducer Cables may cause damage to the product and void your product warranty. Take care to test the length and placement of all cables to ensure that there is enough slack where needed and that cables are free of entanglement by moving parts. Routing the cables in any way other than as directed may cause damage to the cables via pinching or severing.



CHANGING THE PROP ORIENTATION

› Changing the Prop Orientation

When the motor is mounted onto the boat, the orientation of the Prop may be changed to face either Port or Starboard to accommodate different boat cover configurations. Complete the following steps to change the Prop orientation.

WARNING

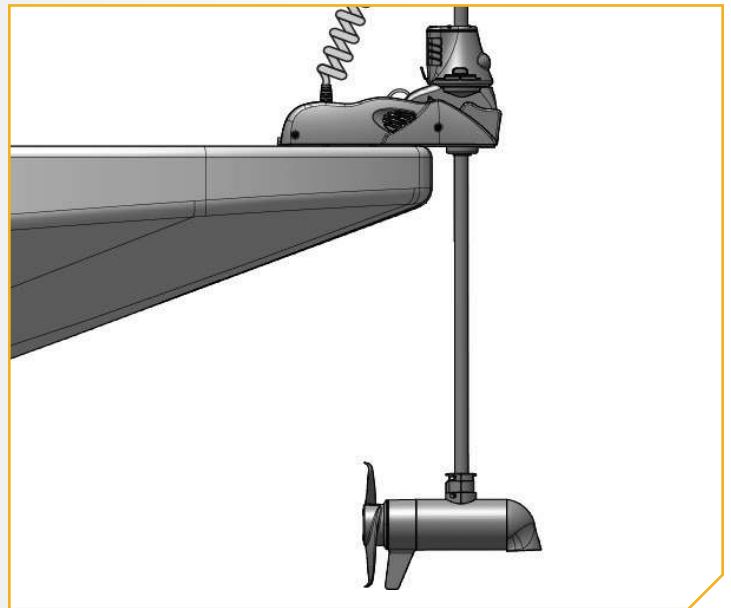
When the motor is powered “off” while off the Motor Ramps, never turn the lower unit of the motor manually (by hand). This will affect the alignment of the motor and cause it to stow improperly.

- 1**
- a. Be sure the motor is connected to a power source and turn the motor “on.”

WARNING

When stowing or deploying the motor, keep fingers clear of all hinges, pivot points and all moving parts. When stowing and deploying the motor, ensure that it doesn’t contact the boat, trailer, or any other obstruction.

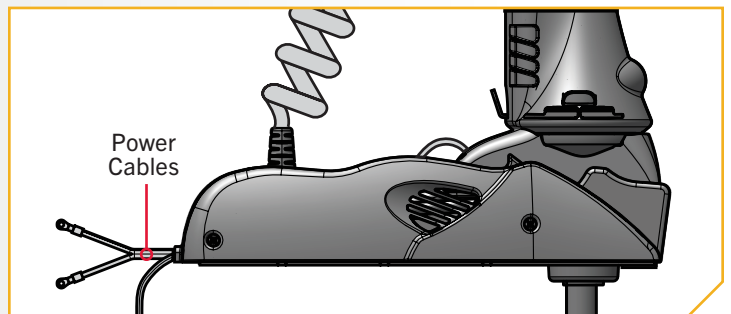
- b. Deploy the motor using the wireless remote, One-Boat Network app, or the Stow/Deploy Button on the Foot Pedal.



- 2**
- c. Turn the motor “off.” Make sure the Power Cables from the battery are disconnected, or that the breaker, if equipped, is “off.”

WARNING

Make sure the motor is mounted on a level surface and is not connected to a power source.



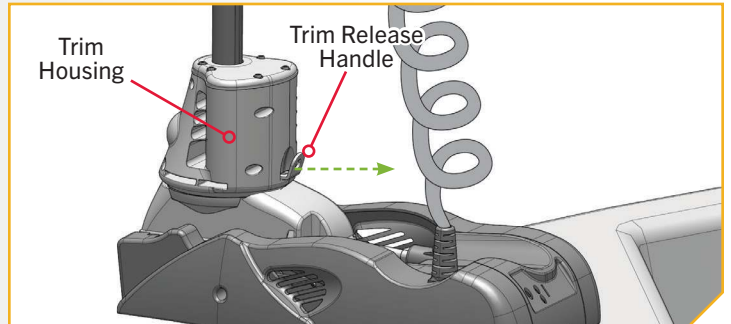
CHANGING THE PROP ORIENTATION

3

- d. Locate the Trim Release Handle on the side of the Trim Housing. Grasp the Trim Release Handle and pull it out.

WARNING

When using the Trim Handle or moving the Trim Housing, keep fingers clear of all hinges, pivot points and all moving parts above and below the Trim Housing.

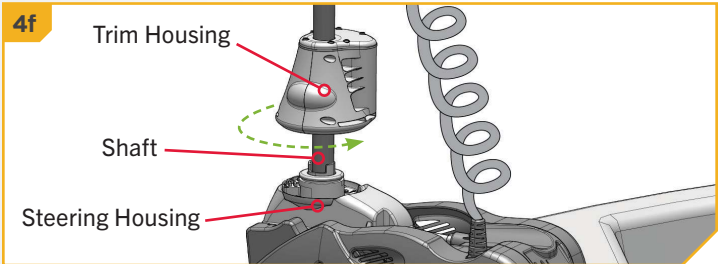
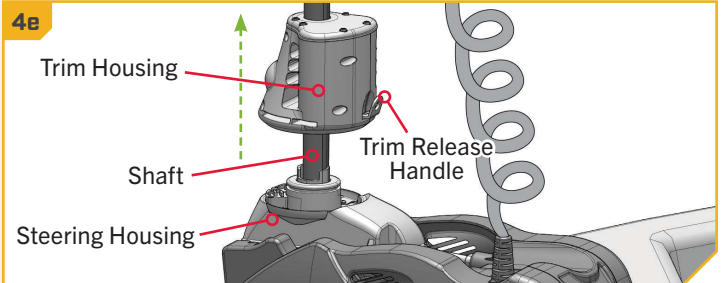


4

WARNING

When lifting the Trim Housing off the Steering Housing, power connections are exposed. Keep fingers and metal objects clear of exposed connections. The power from the connection is removed after ten seconds once the connection is exposed.

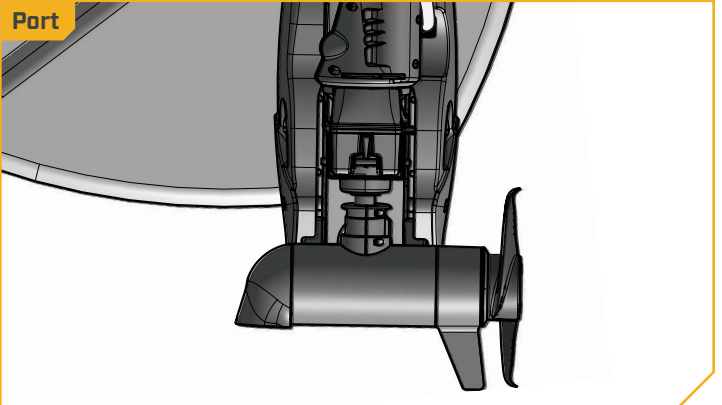
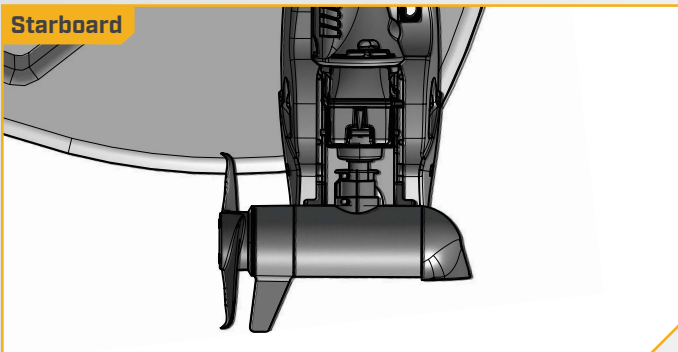
- e. While holding the Trim Release Handle out, grasp the Trim Housing and Shaft and lift them up off the Steering Housing. Wait a minimum of ten seconds while holding it in this position.
- f. While holding Trim Housing and Shaft up, rotate them 180 degrees.



5

- g. The Trim Housing and Shaft may be turned either clockwise or counterclockwise, depending on the desired Prop orientation and the necessary accommodations that will be needed for each individual situation.

Starboard

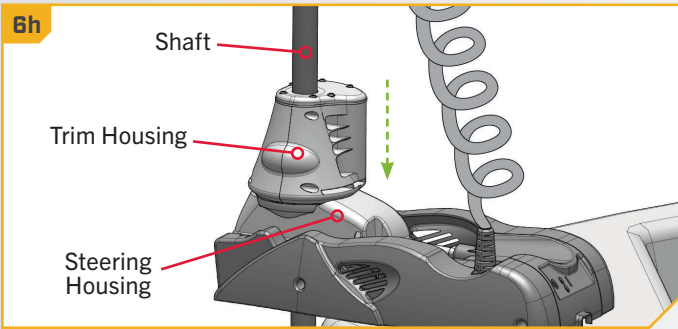


CHANGING THE PROP ORIENTATION

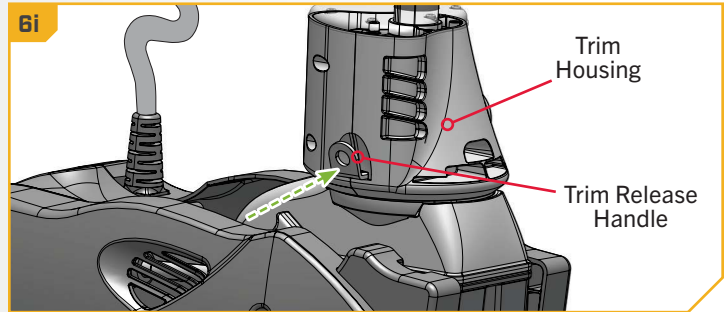
6

- h. Once in the proper orientation, lower the Trim Housing and Shaft onto the Steering Housing.
- i. Let the Trim Release Handle move back into place.

6h



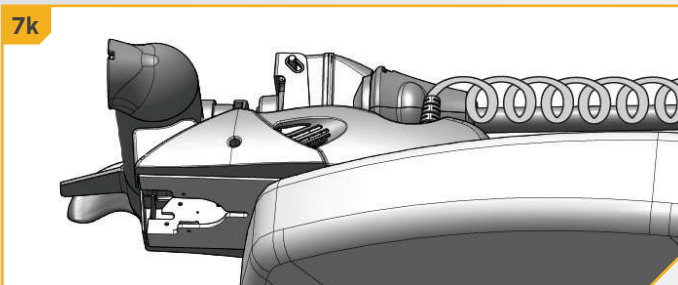
6i



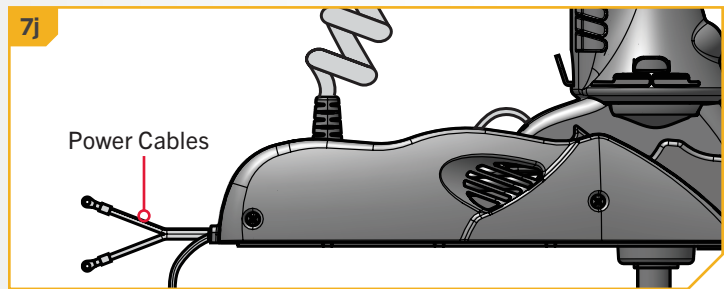
7

- j. Reconnect the Power Cables to the battery and make sure the breaker, if equipped, is turned “on.” Turn the motor “on.”
- k. Stow the motor using the wireless remote, One-Boat Network app, or the Stow/Deploy Button on the Foot Pedal to check the orientation of the Prop.

7k



7j



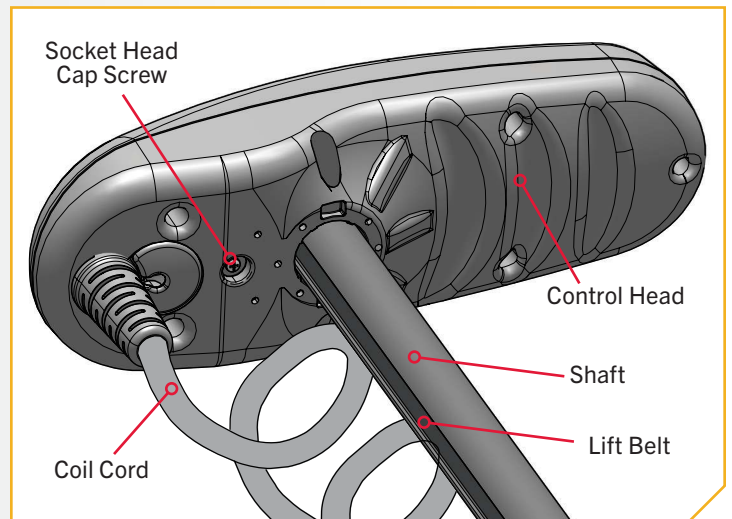
WARNING

When stowing or deploying the motor, keep fingers clear of all hinges, pivot points and all moving parts. When stowing and deploying the motor, ensure that it doesn't contact the boat, trailer, or any other obstruction.

Adjusting the Lift Belt

The Lift Belt assists in trimming the Lower Unit up and down. Periodically, slack may appear in the Lift Belt along the Shaft of the motor. The screw that holds the tension on the Lift Belt may occasionally require small adjustments to maintain tension on the belt.

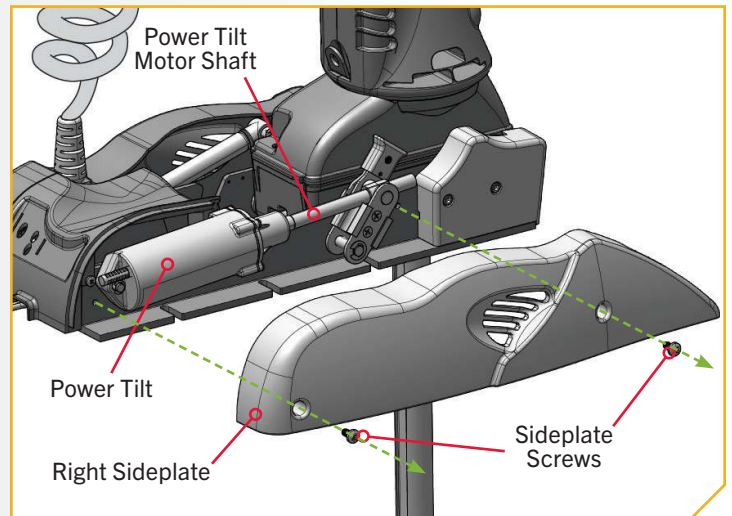
- 1
 - a. Locate the Socket Head Cap Screw on the Bottom of the Control Head. It can be found between the Coil Cord and Shaft. This is the screw that is adjusted to increase the tension on the Lift Belt.
 - b. Using a 5/32" Allen Wrench, turn the Socket Head Cap Screw clockwise to tighten the Lift Belt.
 - c. The screw should be tightened to 8 to 10 inch-lbs.



Greasing the Latch Pin and Power Tilt Motor Shaft

In order for the Ulterra to maintain optimum performance, it is recommended that the Latch Pin and the Motor Shaft for the Power Tilt be greased every season. It is recommended to use a marine-grade grease.

- 1
 - a. Deploy the motor.
 - b. Using a #3 Phillips Screwdriver, remove the Right Sideplate by removing the two screws that hold the sideplate in place. Removing the Right Sideplate will expose the Power Tilt and allow access to the Motor Shaft.
 - c. Apply a marine-grade grease to the Power Tilt Motor Shaft.
 - d. Replace the Right Sideplate.



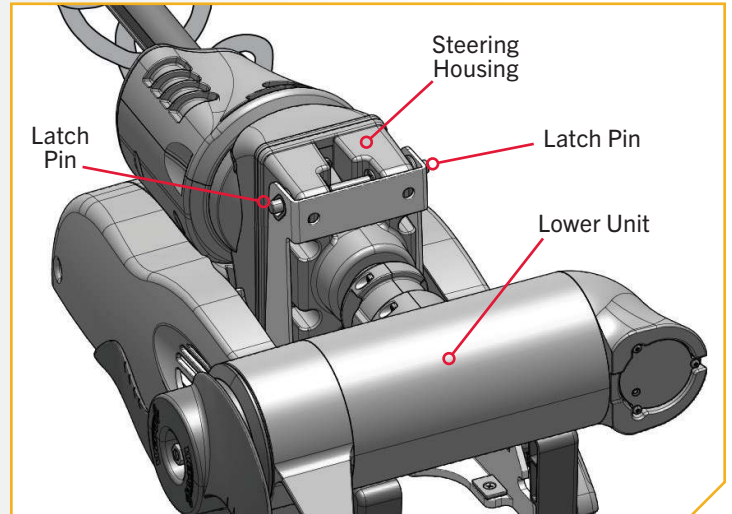
WARNING

When orientating the motor, keep fingers clear of all hinges, pivot points and all moving parts.

STOWING FROM THE ULTERRA MOTOR

2

- e. Stow the motor and locate the Latch Pin at the bottom of the Steering Housing.
- f. Apply marine-grade grease to both ends of the Latch Pin to maintain optimal performance.

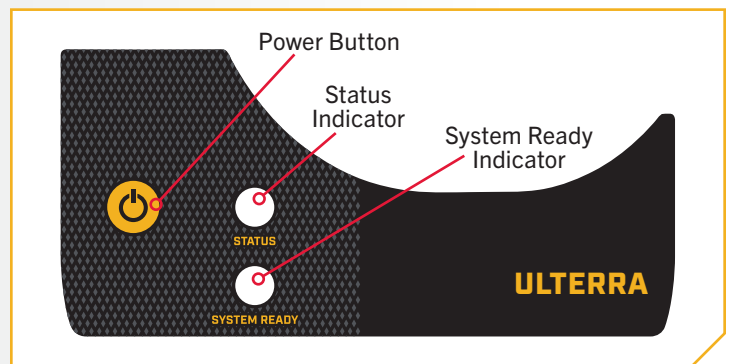


Stowing from the Ultra Motor

In the unlikely event that your foot pedal, wireless remote or One-Boat Network app becomes non-functioning, you can stow the Ultra from the base of the motor.

1

- a. Locate the Indicator Panel at the base of the Mount.
- b. Make sure that the motor is on by checking that the green LED next to the System Ready Indicator is on.
- c. Press and hold the Power Button located on the Indicator Panel for ten seconds.
- d. The red and green LEDs next to the Status (red) and System Ready (green) Indicators will flash alternately, and the motor will begin to stow.



WARNING

During this procedure the motor will go into an automated sequence. Keep fingers clear of all hinges, pivot points and all moving parts. Ensure that the motor, or parts of the motor do not contact the boat, trailer, persons, or any other obstruction.

› Trim/Stow Reset Procedure

In the unlikely event the Ultrerra will not trim or stow, the following procedure will reset the motor and restore functionality. If the Ultrerra does not reset, repeat the procedure. If the second attempt fails, please contact your local authorized service center or call Minn Kota customer service at (800) 227-6433.

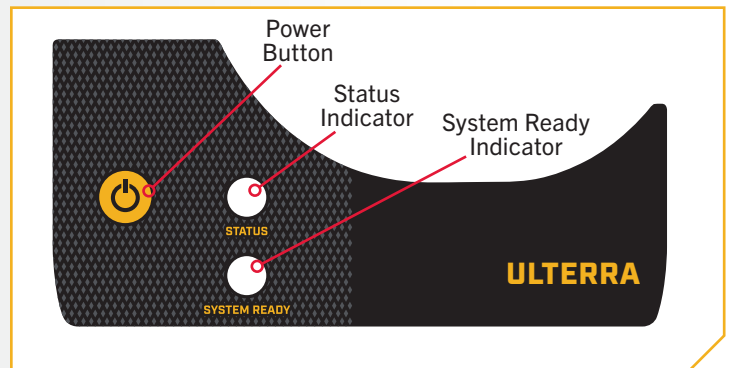
1

WARNING

During this procedure, the motor will go into an automated sequence. Keep fingers clear of all hinges, pivot points, and moving parts. Ensure that the motor, or parts of the motor, do not contact the boat, trailer, persons, or any other obstruction.

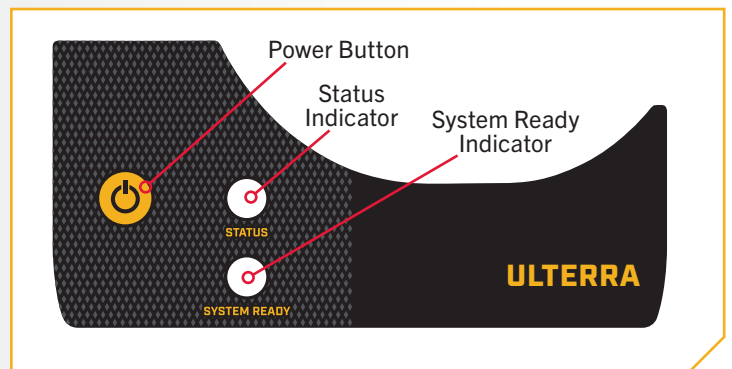
- a. Locate the Indicator Panel at the base of the Mount.
- b. Press and hold the Power Button located on the Indicator Panel to turn the motor off. Make sure that the motor is off by checking that the green LED light next to the System Ready Indicator is off.
- c. Press the Power Button until the green LED illuminates and the motor is turned on.
- d. Wait three seconds.

NOTICE: If the Lower Unit of the motor is trimmed within six inches of the Mount and the boat Hull is obstructing the motor's turning radius, manually turn the Control Head of the motor so that the Lower Unit is perpendicular to the Motor Ramps prior to beginning this procedure.



2

- e. Press the Power Button three times consecutively within a two-second period.
- f. The red and green LEDs will flash continuously and the Ultrerra will go through the following automated sequence:
- g. The motor will position itself into the proper orientation.
- h. The motor will automatically trim up to the Mount and then trim down approximately six inches.
- i. The flashing red LED next to the System Ready Indicator will turn off, and the flashing green LED next to the Status Indicator will become solid green.



MANUALLY STOWING THE ULTERRA

Manually Stowing the Ulterra

In the unlikely event that the motor will not stow from the wireless remote, One-Boat Network app, or the Foot Pedal, the following alternative stow methods should solve the issue:

1. Trim/Stow Reset Procedure
2. Stowing from the Ulterra Motor
3. If your batteries lose power to the level that the motor will not stow, the motor will most likely stall at a 45 degree angle. If this occurs, reengage power, deploy the motor, trim the lower unit to its highest setting, and turn power off until batteries can be recharged. Once batteries are charged, attempt to stow motor again.

If all three alternative methods have been attempted and the motor will still not stow, there is a method to manually stow the motor.

CAUTION

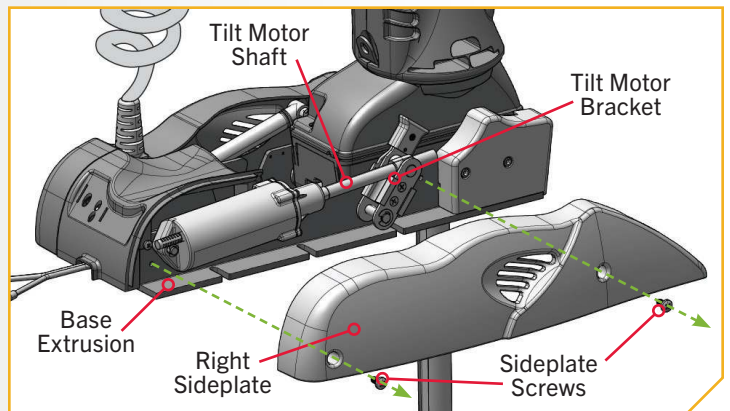
Once the motor has been manually stowed, it will be non-operational until it is manually reset by an authorized service center.

If a manual stow must be done, follow the instructions below:

- 1**
 - a. While the motor is in the deployed position, use a #3 Phillips Screwdriver to remove the two screws that hold the Right Sideplate in place.

WARNING

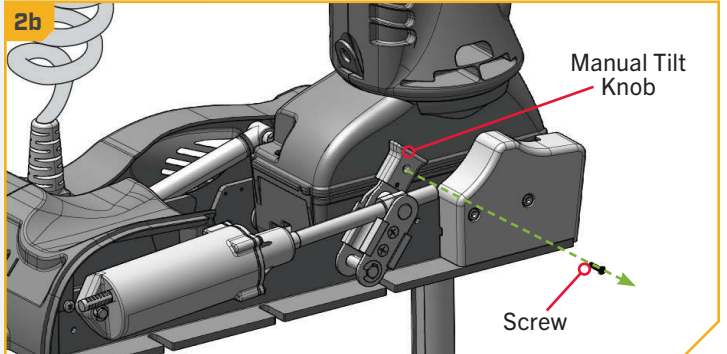
Moving parts can cut or crush. When using the Trim Handle or moving the Trim Housing, keep fingers clear of all hinges, pivot points and all moving parts. The Tilt Motor Shaft and Tilt Motor Bracket can create a shear point between the Base Extrusion. Use caution when the sideplate is removed and mechanical parts are in motion.



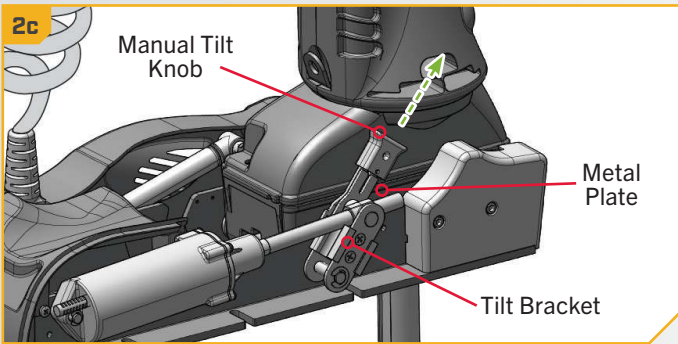
MANUALLY STOWING THE ULTERRA

2

- b. Using a #2 Phillips Screwdriver, remove the screw on the Manual Tilt Knob.
- c. The Manual Tilt Knob holds two Metal Plates together. Using a Flat Blade Screwdriver, pry up on the Manual Tilt Knob until it releases the metal plate closest to the Tilt Bracket.



2c

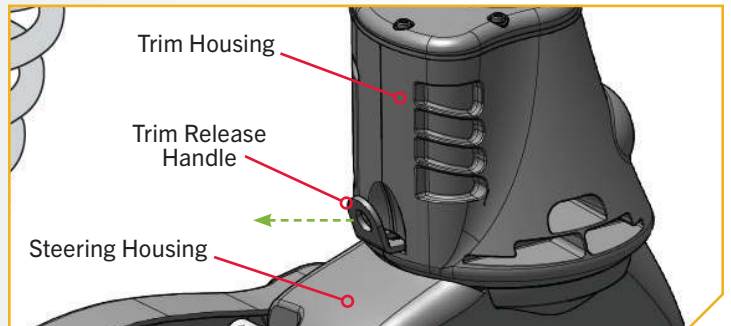


3

- d. Locate the Trim Release Handle on the Side of the Trim Housing. Grasp the Trim Release Handle and pull it out.

WARNING

When using the Trim Handle or moving the Trim Housing, keep fingers clear of all hinges, pivot points and all moving parts above and below the Trim Housing.

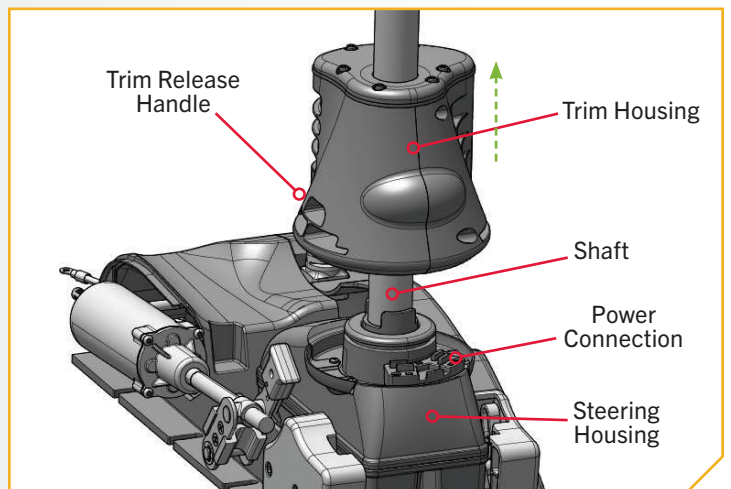


4

- e. While holding the Trim Release Handle out, grasp the Trim Housing and Shaft and lift them up off the Steering Housing.
- f. Lift up on the Trim Housing until Shaft and Trim Housing can be pulled up by hand.

WARNING

When lifting the Trim Housing off the Steering Housing, power connections are exposed. Keep fingers and metal objects clear of exposed connections. The power from the connection is removed after ten seconds once the connection is exposed.

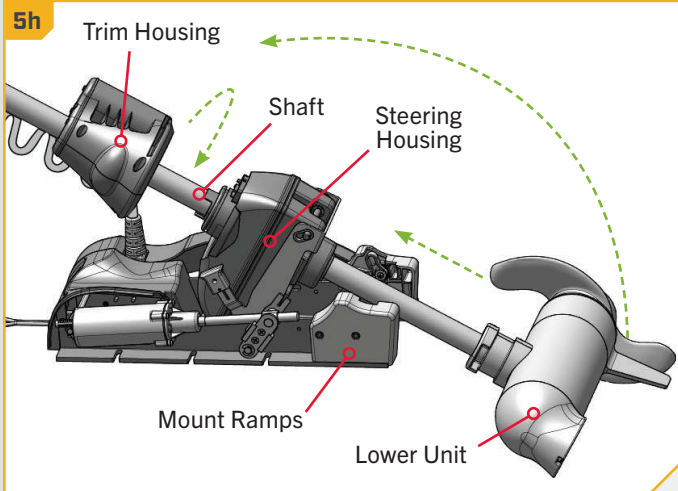


MANUALLY STOWING THE ULTERRA

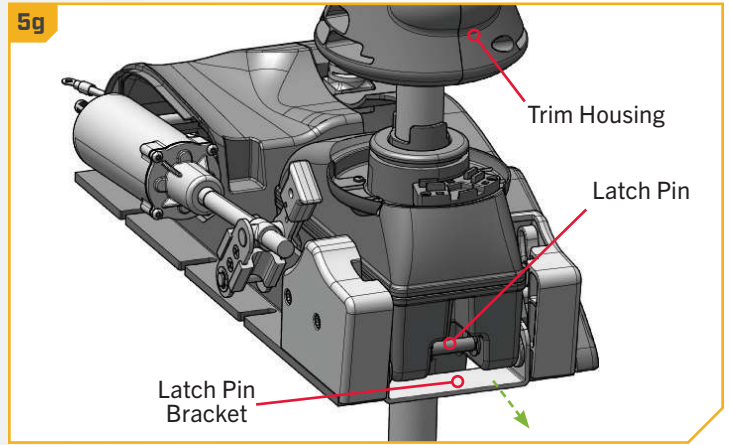
5

- g. While the Trim Housing and Shaft are lifted up, release the Latch Pin Bracket.
- h. Lift and rotate the Shaft and Trim Housing in and down towards the stowed position.
- i. Pull the Lower Unit onto the Mount Ramps.

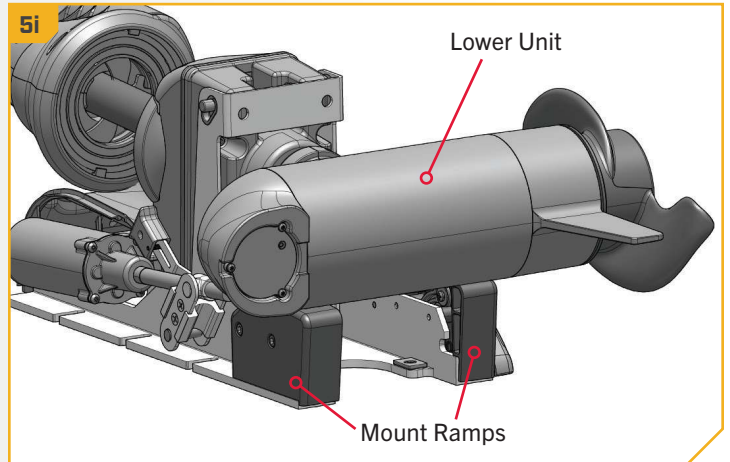
5h



5g

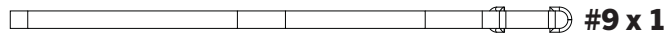


5i

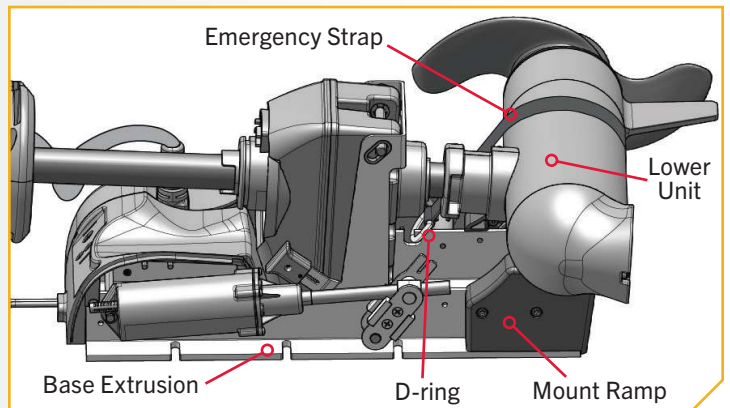


6

ITEM(S) NEEDED



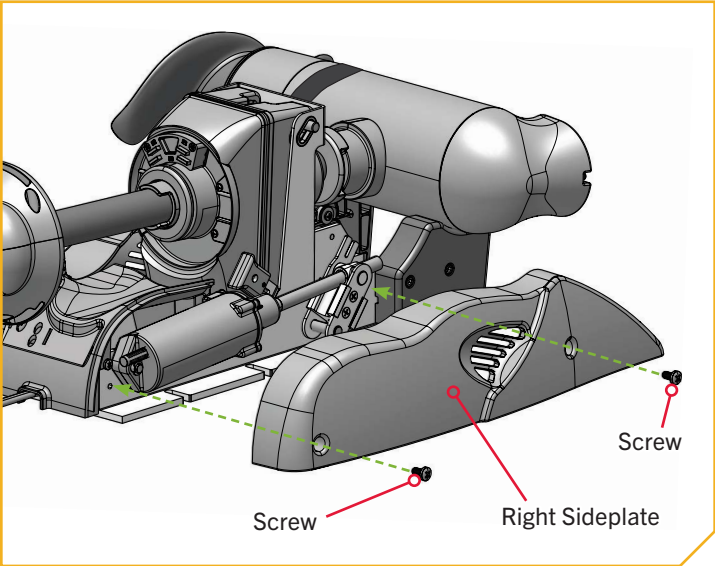
- j. Secure the Lower Unit onto the Mount Ramps using the Emergency Strap (Item #9) that was provided with the motor. The D-ring on the Emergency Strap can be hooked into the Base Extrusion below the Left Sideplate.
- k. With the D-ring secured, wrap the Emergency Strap around the Lower Unit and secure it to itself. The Emergency Strap should be pulled tight enough that the Lower Unit rests securely on the Mount Ramps.



MANUALLY STOWING THE ULTERRA

7

- I. With the motor secured in the stowed position, use a #3 Phillips Screwdriver to replace the Right Sideplate, if desired. Do this by replacing the two screws that hold the sideplate in place.




ADVANCED GPS NAVIGATION WIRELESS REMOTE

The Advanced GPS Navigation Wireless Remote comes paired from the factory to the Ulterra. To learn more about Wireless Remote features, please view the Advanced GPS Navigation Wireless Remote owner's manual online at minnkotamotors.com.

The Wireless Remote comes with motor-specific functions. For Ulterra trolling motors, this includes stowing, deploying, and trimming the motor. Read the "Ulterra Wireless Remote Functions" section to learn how to control the Ulterra with the Wireless Remote.


› Steer Right & Steer Left

Press to steer the motor to the left or to the right. Press Steer Right  to confirm menu options.

› Speed Up & Speed Down

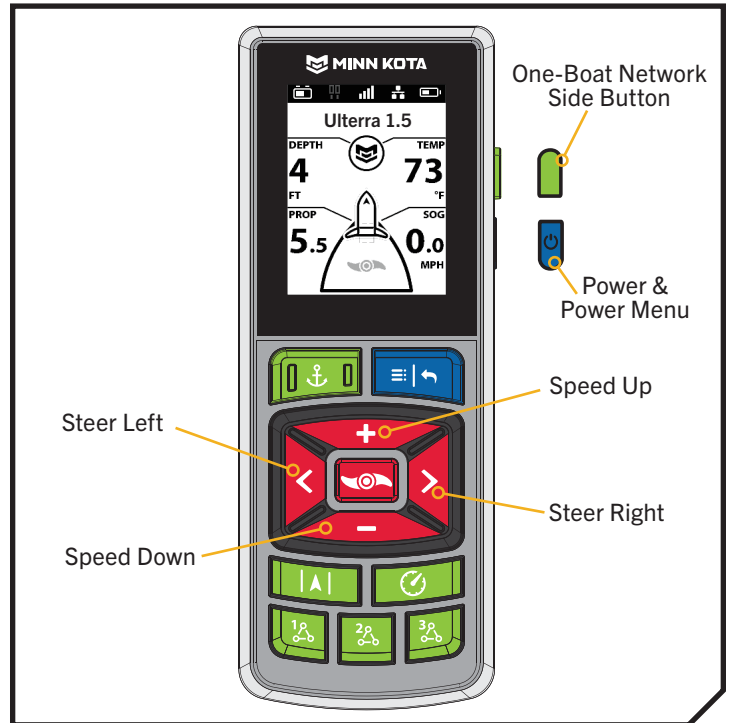
Press to navigate menus, increase or decrease motor speed, and trim the motor up or down.

› One-Boat Network Side Button

Press to enable or disable One-Boat Network (OBN) functions. When paired to an Ulterra, the OBN  side button maps to the Ulterra menu.

› Power Button

Turns the remote on or off. Press once to access the Ulterra menu.






ULTERRA WIRELESS REMOTE FUNCTIONS ›

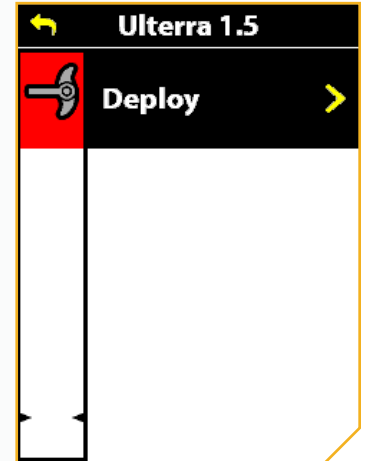
ULTERRA MENU

The Ulterra Menu is the primary location on the Advanced GPS Navigation Wireless Remote where Ulterra-specific functions can be accessed. Become familiar with how to access the Ulterra Menu to optimize trolling motor use.

› Opening the Ulterra Menu with the One-Boat Network Side Button

- 1
 - a. Ensure that the Wireless Remote is paired to the Ulterra. Stow and deploy commands can be accessed from the Ulterra menu on the Wireless Remote.
 - b. Press the One-Boat Network (OBN)  side button to open the Ulterra menu.





NOTICE: By default, the OBN  side button is mapped to the Ulterra menu when the Wireless Remote is paired to an Ulterra trolling motor. To check OBN  side button functions based on your trolling motor, or for pairing instructions, refer to the Wireless Remote owner's manual at minnkotamotors.com.

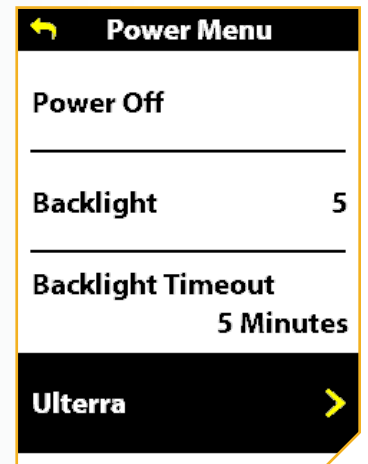


› Opening the Ulterra Menu with the Power Button

- 1
 - a. Ensure that the Wireless Remote is paired to the Ulterra. Stow and deploy commands can be accessed from the Ulterra menu on the Wireless Remote.

NOTICE: For pairing instructions, refer to the Wireless Remote owner's manual at minnkotamotors.com.

- b. Press the Power  button on the side of the Wireless Remote to open the Power Menu.
- c. With the Speed Up  or Speed Down  button, scroll to the Ulterra menu.
- d. With the Ulterra menu highlighted, press the Steer Right  button to open the Ulterra menu.




STOWING AND DEPLOYING THE MOTOR WITH THE WIRELESS REMOTE

Use the following procedure to stow and deploy the motor. Keep in mind that if your motor is stalling at a 45-degree angle when attempting to stow, this indicates that batteries are too low to fully stow the motor. If this occurs, re-engage power, deploy the motor, trim the motor to its highest setting, and turn power off until batteries can be recharged. Once batteries are charged, attempt to stow the motor again.



STOWING AND DEPLOYING THE MOTOR WITH THE WIRELESS REMOTE

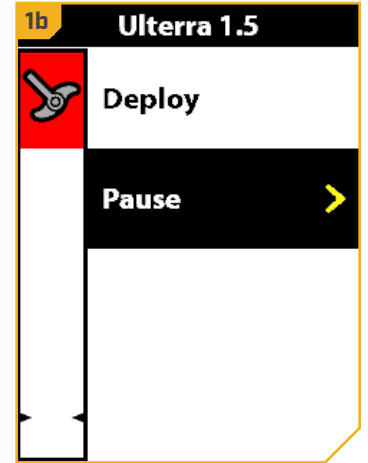
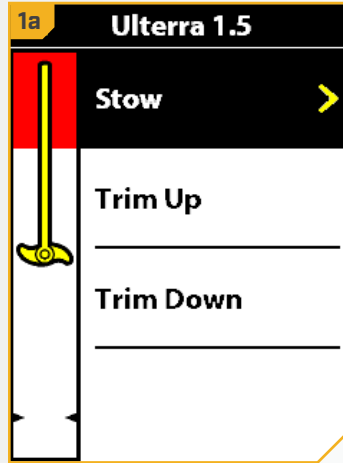
› Stowing the Motor with the Wireless Remote

- 1** a. Open the Ulterra menu. Use the Steer Right  button to select Stow. Once selected, the motor will automatically stow and the Prop will be disabled.


WARNING

As soon as Stow is selected, the motor will automatically stow. Be sure the motor is clear from obstructions and has a clear path of travel. The Prop is disabled while the motor is being stowed to prevent accidental contact with the rotating propeller.

NOTICE: While the motor is stowing, it is possible to stop the action. Use the Steer Right  button to select Pause. To resume, press the Steer Right  button again to select Stow.





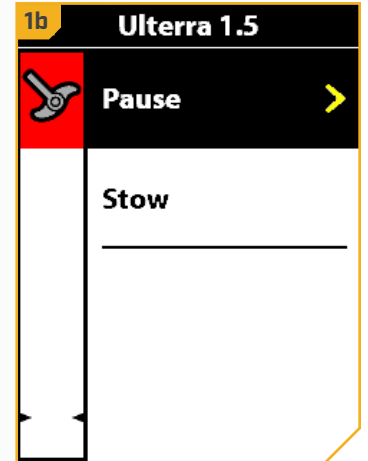
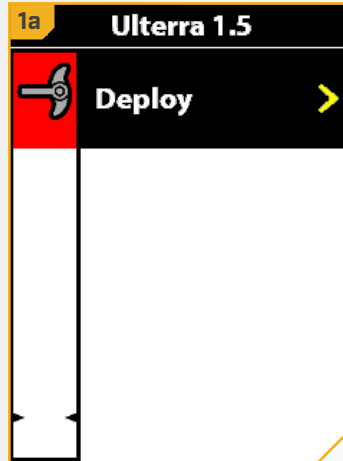
› Deploying the Motor with the Wireless Remote

- 1** a. Open the Ulterra menu. Use the Steer Right  button to select Deploy. Once selected, the motor will automatically deploy. Normal motor operation will follow.

WARNING

As soon as Deploy is selected, the motor will automatically deploy. Be sure that the motor is clear from obstructions and has a clear path of travel. The Prop is disabled while the motor is stowing or deploying to prevent accidental contact with the rotating propeller.

NOTICE: While the motor is deploying, it is possible to stop the action. Use the Steer Right  button to select Pause. To resume, press the Steer Right  button again to select Deploy.



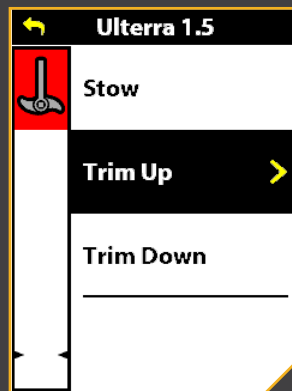
ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE WIRELESS REMOTE





ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE WIRELESS REMOTE

Once the boat is on the water, it may be necessary to adjust the trim of the lower unit up or down to achieve an optimum depth for motor performance. When setting the depth of the motor, be sure the top of the motor is submerged at least 12" below the surface of the water to avoid churning or agitation of surface water. There will be times when you will need to move your motor up or down depending on how your boat is responding. You can trim up to avoid hitting underwater objects and you can trim down if your prop is coming out of the water.

When trimming the motor using the Wireless Remote, the motor is programmed to operate safely and limit prop rotation when it is within certain limits. The prop will temporarily stop while trimming the motor and resume once trimming is stopped. Trim limits are in place to avoid damage to the unit. An upper trim limit is set 12" from the bottom of the mount to the center of the lower unit. A lower trim limit is set approximately 1.5" from the bottom of the control head to the trim housing. A prop lockout region, defined as 14" from the bottom of the mount to the center of the lower unit, is used to eliminate the possibility of the motor contacting the boat hull. All functions, with the exception of manual steer and track record, are canceled upon trimming into this region.

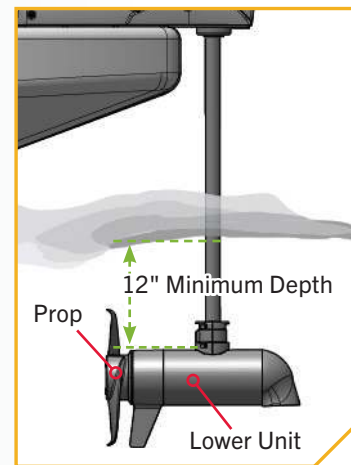
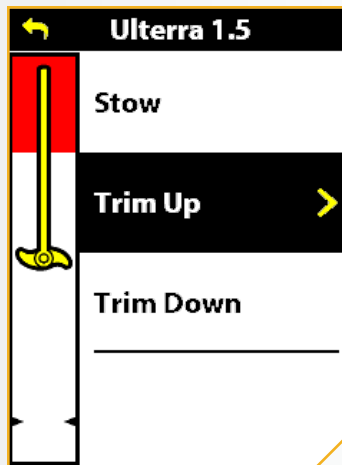
NOTICE: The red area is the Prop Lockout region. The Prop will be automatically disabled if the lower unit is trimmed into this zone, and the prop icon will turn gray. To restore Prop functionality, trim the lower unit out of the Prop Lockout region. The prop icon will turn yellow when the lower unit is out of the Prop Lockout Region.



- 1 a. Open the Ulterra menu. Ensure that the motor is fully deployed.
- b. Use the Speed Up  or Speed Down  button to scroll to the desired action.
- c. To trim the motor up, navigate to Trim Up. Press and hold the Steer Right  button until the motor is at the desired height.
- d. To trim the motor down, navigate to Trim Down. Press and hold the Steer Right  button until the motor is at the desired height.

WARNING

When trimming the motor, keep fingers clear of all hinges, pivot points and all moving parts.



NOTICE: To avoid churning or agitation of surface water, ensure that the top of the motor is submerged at least 12" below the surface of the water.

ONE-BOAT NETWORK APP

Minn Kota trolling motors equipped with Advanced GPS Navigation are compatible with devices enabled with the One-Boat Network®. The One-Boat Network (OBN) app is a free iOS and Android application that you can download to a mobile device, providing unparalleled control over all your One-Boat Network® connected products. Refer to the full One-Boat Network App Operations Guide at humminbird.com for full details on the One-Boat Network.



ONE-BOAT NETWORK (OBN) APP ADJUSTMENTS >

STOWING AND DEPLOYING THE MOTOR WITH THE OBN APP

> Stowing the Motor with the OBN App

- 1
 - a. Open the OBN app on the mobile device.
 - b. From the OBN home screen, tap on the Motor menu.
 - c. Before the Motor app home screen will open, select Agree on the on-screen prompt.

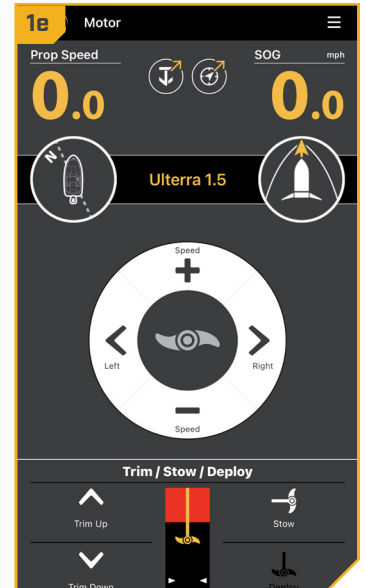
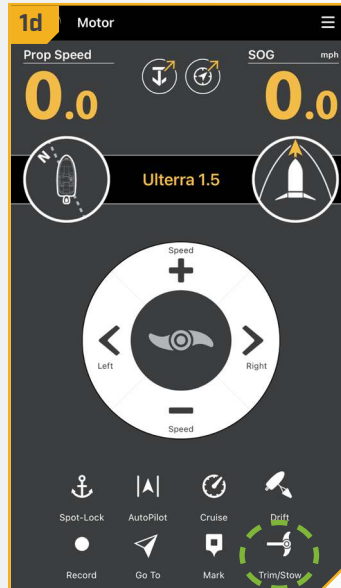
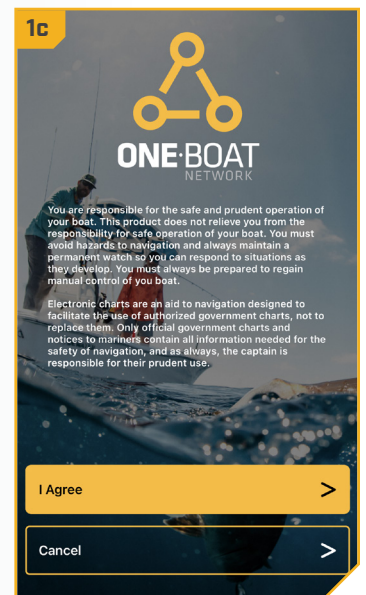
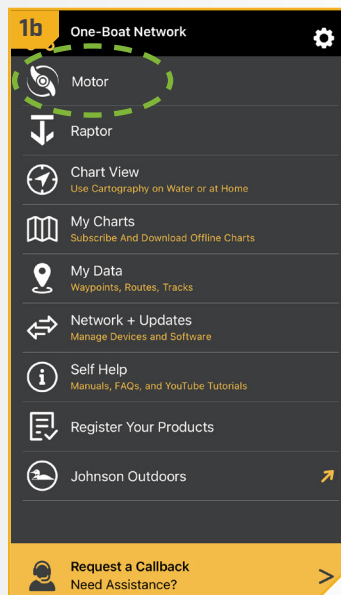
NOTICE: The on-screen prompt will only display once each time the app is launched. If the prompt has displayed, the Motor app home screen appears after.

- d. Tap Trim/Stow on the bottom of the screen to open the Trim/Stow/Deploy menu.
- e. Tap Stow to automatically stow the motor. The Prop will be disabled and "Motor Stowed" will display on the screen.

WARNING

As soon as Stow is tapped, the motor will automatically stow. Be sure the motor is clear from obstructions and has a clear path of travel. The Prop is disabled while the motor is being stowed to prevent accidental contact with the rotating propeller.

NOTICE: While the motor is stowing, it is possible to stop the action by tapping Pause. To resume, tap the desired action.



› Deploying the Motor with the OBN App

1

- Open the OBN app on the mobile device.
- From the OBN home screen, tap on the Motor menu.
- Before the Motor app home screen will open, select Agree on the on-screen prompt.

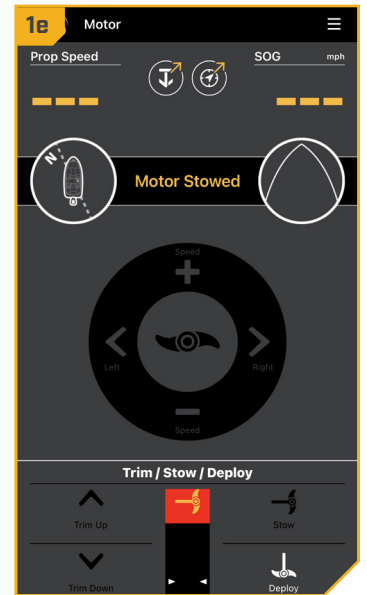
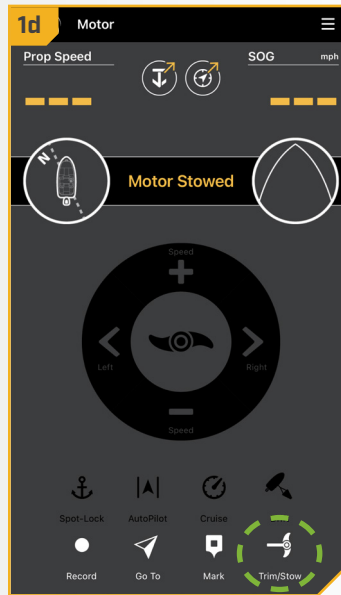
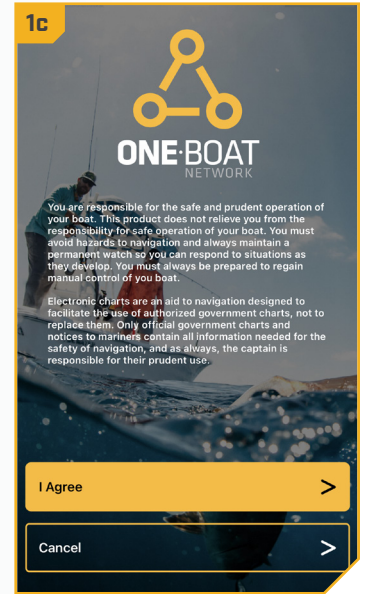
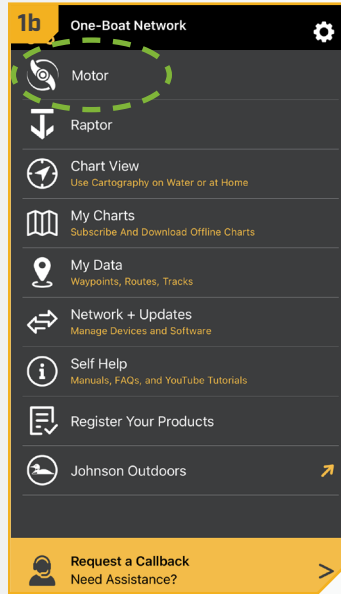
NOTICE: The on-screen prompt will only display once each time the app is launched. If the prompt has displayed, the Motor app home screen appears after.

- Tap Trim/Stow on the bottom of the screen to open the Trim/Stow/Deploy menu.
- Tap Deploy to automatically deploy the motor. Normal motor operation will follow.

WARNING

As soon as Deploy is tapped, the motor will automatically deploy. Be sure that the motor is clear from obstructions and has a clear path of travel. The Prop is disabled while the motor is stowing or deploying to prevent accidental contact with the rotating propeller.

NOTICE: While the motor is deploying, it is possible to stop the action by tapping Pause. To resume, tap the desired action.

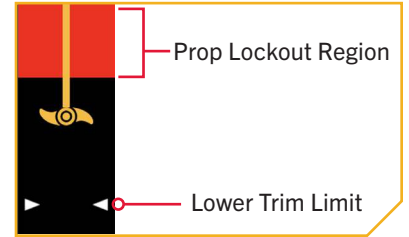




ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE OBN APP

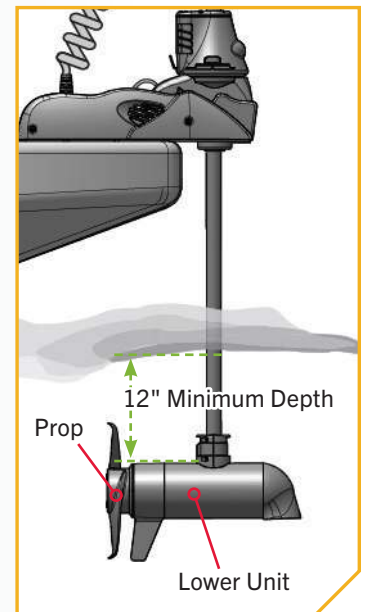
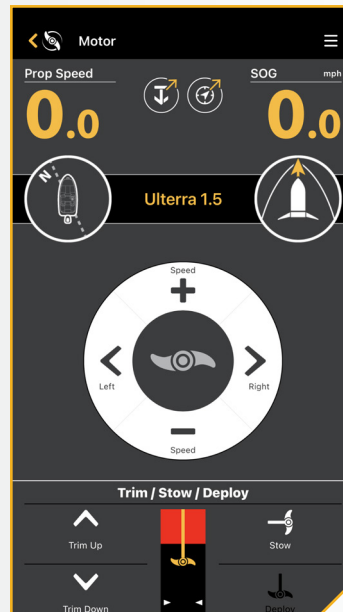
ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE OBN APP

Once the boat is on the water, it may be necessary to adjust the trim of the lower unit up or down to achieve an optimum depth for motor performance. When setting the depth of the motor, be sure the top of the motor is submerged at least 12" below the surface of the water to avoid churning or agitation of surface water. There will be times when you will need to move your motor up or down depending on how your boat is responding. You can trim up to avoid hitting underwater objects and you can trim down if your prop is coming out of the water.

When trimming the motor using the One-Boat Network app, the motor is programmed to operate safely and limit prop rotation when it is within certain limits. The prop will temporarily stop while trimming the motor and resume once trimming is stopped. Trim limits are in place to avoid damage to the unit. An upper trim limit is set 12" from the bottom of the mount to the center of the lower unit. A lower trim limit is set approximately 1.5" from the bottom of the control head to the trim housing. A prop lockout region, defined as 14" from the bottom of mount to the center of the lower unit, is used to eliminate the possibility of the motor contacting the boat hull. All functions, with the exception of manual steer and track record, are canceled upon trimming into the Prop Lockout Region.



- 1
 - a. Open the Motor menu on the OBN app.
 - b. Tap Trim/Stow on the bottom of the screen to open the Trim/Stow/Deploy menu.
 - c. To trim the motor up, press and hold Trim Up . Continue to hold until the lower unit is at the desired height.
 - d. To trim the motor down, press and hold Trim Down . Continue to hold until the lower unit is at the desired height.



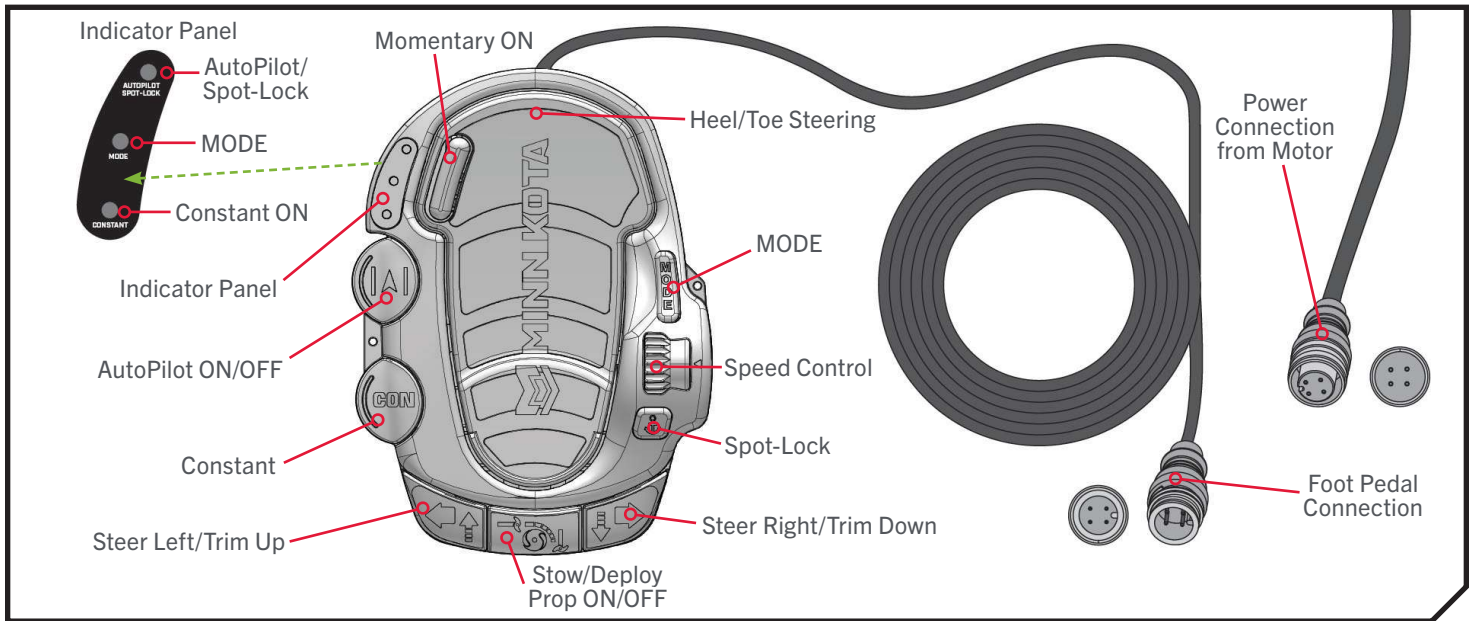
WARNING
When trimming the motor, keep fingers clear of all hinges, pivot points and all moving parts.

NOTICE: To avoid churning or agitation of surface water, ensure that the top of the motor is submerged at least 12" below the surface of the water.

USING THE FOOT PEDAL

CONTROLLING SPEED & STEERING WITH THE FOOT PEDAL

The Foot Pedal is used to operate the motor. The controls on the Foot Pedal are easy to operate by either foot or hand. The motor can also be controlled with a Minn Kota wireless remote, as well as any compatible Minn Kota remote. Please refer to the associated remote manual for respective instructions. To learn more about accessories that are compatible with the Ulterra, please visit minnkotamotors.com.




MODES


The Ulterra Foot Pedal has two modes of operation, Normal Mode and Ulterra Mode. To alternate between the Modes, press the MODE button located on the right side of the Foot Pedal, just above the Speed Control Knob. The amber light on the Indicator Panel illuminates on and off when toggling between modes. The Indicator Panel is located on the top-left side of the Foot Pedal. Switching between the modes of operation affects the functionality of the three buttons at the bottom of the Foot Pedal. These buttons include:

1. Steer Left/Trim Up button
2. Stow/Deploy/Prop ON/OFF button
3. Steer Right/Trim Down button

› Normal Mode

When in Normal Mode, the buttons at the bottom of the Foot Pedal function to Steer Left, Steer Right, and turn the Prop ON/OFF. The amber light  on the Indicator Panel will not be illuminated when in Normal Mode.

› Ulterra Mode

When in Ulterra Mode, the buttons at the bottom of the Foot Pedal function to Trim Up, Trim Down, and Stow/Deploy the Lower Unit. The amber light  on the Indicator Panel will be illuminated during Ulterra Mode.

FOOT PEDAL OPERATION

› Motor Speed

The Speed Control Knob is located on the right side of the Foot Pedal, between the MODE and Spot-Lock buttons. Turn the Speed Knob forward to increase speed and backwards to decrease speed. The Speed Control Knob can be set in a range from 0 to 10, and can be adjusted in both Normal and Ulterra Modes. Speed can also be adjusted using a remote.



WARNING



Practice proper ergonomics when operating the foot pedal to prevent injury.

FOOT PEDAL OPERATION




WARNING

You are responsible for the safe and prudent operation of your vessel. We have designed the Ulterra to be an accurate and reliable tool that will enhance boat operation and improve your ability to catch fish. This product does not relieve you from the responsibility for safe operation of your boat. You must avoid hazards to navigation and always maintain a permanent watch so you can respond to situations as they develop. You must always be prepared to regain manual control of your boat. Learn to operate your Ulterra in an area free from hazards and obstacles.

› **Spot-Lock**

The Spot-Lock button  is located on the bottom-right side of the Foot Pedal and is labeled with an anchor symbol. When the Spot-Lock button is pressed, the location of the motor is recorded to a temporary Spot-Lock location. The blue light  next to the Spot-Lock label on the Indicator Panel is illuminated when Spot-Lock is engaged. To engage Spot-Lock, press the Spot-Lock button. To disengage, press the Spot-Lock button again. When engaging Spot-Lock, a tone will be emitted. When disengaging Spot-Lock with the Spot-Lock button, no tone will be emitted. Steering the motor with the Foot Pedal or adjusting the speed using the Speed Control Knob will cancel Spot-Lock and a High-Low, High-Low, High-Low tone will be emitted. Spot-Lock can be engaged in Normal and Ulterra Modes. Spot-Lock can also be controlled with the wireless remote. For more specific directions on how to use Spot-Lock, please refer to your remote manual.




› **Steer Right/Steer Left**

The Steer Right  and Steer Left  buttons are located at the bottom of the Foot Pedal. They function to steer right and left when the Foot Pedal is operating in Normal Mode. The amber light  on the Indicator Panel will not be illuminated when in Normal Mode. Holding the Steer Right or Steer Left buttons down will continue to steer the motor to the left or right. Small steering changes of less than one degree can be made by quickly tapping the Steer Right and Steer Left buttons.

CAUTION

The steering system is designed to turn your motor 360 degrees. Be careful to avoid over-wrapping the Coil Cord around the trolling motor Shaft.



› **Trim Down/Trim Up**

The Trim Down  and Trim Up  buttons are located at the bottom of the Foot Pedal. The Trim Down button trims the motor down and the Trim Up button trims the motor up. Their function is to trim the motor when the Foot Pedal is operating in Ulterra Mode. The amber light  on the Indicator Panel will be illuminated during Ulterra Mode.

WARNING

When trimming the motor, keep fingers clear of all hinges, pivot points and all moving parts. When stowing and deploying the motor, ensure that it doesn't contact the boat, trailer, or any other obstruction.



› **Prop ON/OFF**

The Prop ON/OFF  button is located in the middle, at the bottom of the Foot Pedal. It functions to turn the Prop on and off when the Foot Pedal is operating in Normal Mode. The amber light  on the Indicator Panel will not be illuminated when in Normal Mode. The Prop will turn on when pressure is applied and turn off when pressure to the button is removed.

WARNING

When the motor is being transported, it is important to always stow the motor and make sure it is locked in place. A secure stow holds the motor in place during transportation when it is subject to high levels of shock and vibration. Failure to stow the motor may result in injury or damage to the unit.

› Stow/Deploy



The Stow/Deploy  button is located in the middle, at the bottom of the Foot Pedal. It functions to stow and deploy the motor when the Foot Pedal is operating in Ulterra Mode. The amber light  on the Indicator Panel will be illuminated during Ulterra Mode. To stow the motor when it is deployed, press the Stow/Deploy button. To deploy the motor when it is stowed, double press the Stow/Deploy button. When stowing and deploying the motor, the operational function of the Foot Pedal or paired remote is automatically disabled. The Prop is also disabled when the motor is stowed and deployed.



WARNING



When stowing or deploying the motor, keep fingers clear of all hinges, pivot points and all moving parts. When stowing and deploying the motor, ensure that it doesn't contact the boat, trailer, or any other obstruction.

› Constant

The Constant button  is located on the left side of the Foot Pedal, towards the bottom, right below the AutoPilot button. It toggles the motor between Constant Motor Operation and Momentary Motor Operation. The green light  on the Indicator Panel will be illuminated when the motor is in Constant Motor Operation. In Constant Mode, the propeller will continually run, regardless of whether or not force is being applied to the Momentary button or Prop ON/OFF button. While in Constant Motor Operation, the propeller will run continuously at the speed set by the Speed Control Knob or remote.

If the propeller is running and encounters an obstruction while in either Momentary or Constant Mode, the increased electrical current generated by the obstruction will signal the motor to decrease power to the propeller in order to prevent damage. If the current overload is detected for more than 20 seconds, the prop will be disabled to prevent damage to the motor. In this event, the operator can turn the prop back on after ensuring that the obstruction has been cleared.

› AutoPilot

The AutoPilot  button is located in the middle, on the left side of the Foot Pedal. Pressing the AutoPilot button toggles the feature on and off. The red light  on the Indicator Panel is illuminated when this feature is engaged. By default, AutoPilot Mode is determined by the remote when AutoPilot is initiated from the Foot Pedal. AutoPilot can be used in both Standard and Ulterra Modes. AutoPilot can also be controlled using the remote. For more specific directions on how to use AutoPilot, please refer to your remote manual.

› Momentary

In Momentary Motor Operation, the propeller will only run while downward force is applied to the Momentary button. The Momentary button is on the Toe End of the Heel/Toe Steering pedal. Applying downward pressure to the Momentary button will turn the propeller on. The motor will then run at the speed set by the Speed Control Knob. Removing downward force from the Momentary button will turn the propeller off. No indicator light is associated with the Momentary button. The Momentary button functions similarly to the Prop ON/OFF button but works in both Normal and Ulterra Modes.

NOTICE: The motor will not auto correct to drive straight when it encounters an obstruction.

› Heel/Toe Steering

Push the Toe End of the Foot Pedal down to turn right and push the Heel End of the Foot Pedal down to turn left. The position and direction of the Control Head directly corresponds to the position of the motor. You must use your foot on the Pedal to control the steering direction during manual operation. The direction of the motor can also be controlled with the remote. Heel/Toe Steering functions the same in Normal Mode and Ulterra Mode.

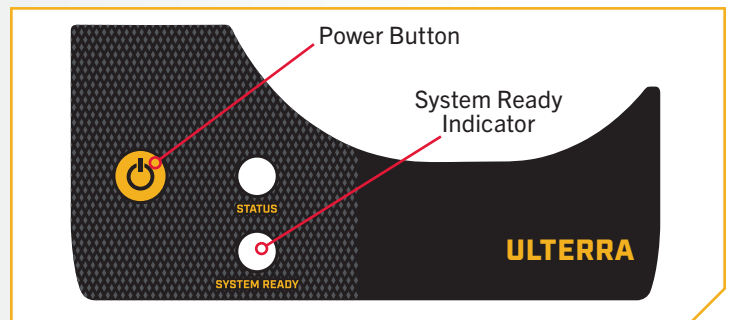
STOWING AND DEPLOYING THE MOTOR WITH THE FOOT PEDAL

FOOT PEDAL ADJUSTMENTS >

STOWING AND DEPLOYING THE MOTOR WITH THE FOOT PEDAL

Use the following procedure to stow and deploy the motor. Keep in mind that if your motor is stalling at a 45-degree angle when attempting to stow, this indicates that batteries are too low to fully stow the motor. If this occurs, re-engage power, deploy the motor, trim the motor to its highest setting, and turn power off until batteries can be recharged. Once batteries are charged, attempt to stow the motor again.

- 1
 - a. Locate the Indicator Panel at the base of the Mount.
 - b. Make sure that the motor is on by checking that the green LED above the System Ready Indicator is on.



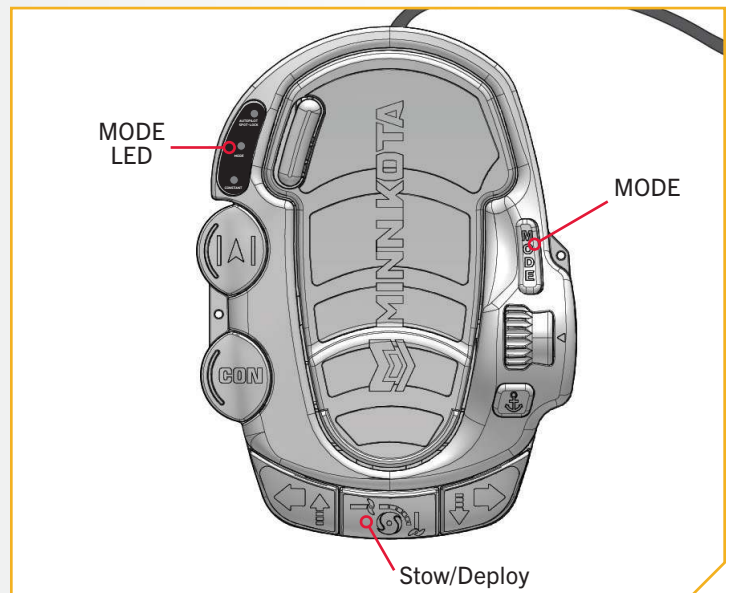
- 2
 - c. On the Foot Pedal, press the Mode Button until the amber LED in the center of the Indicator Panel on the Foot Pedal is illuminated. This puts the Foot Pedal in Ulterra Mode.

NOTICE: You can only stow and deploy your motor while in Ulterra mode.

- d. To deploy the motor when it is stowed, double press the Stow/Deploy button. To stow the motor when it is deployed, press the Stow/Deploy button.

WARNING

When stowing or deploying the motor, keep fingers clear of all hinges, pivot points and all moving parts. When stowing and deploying the motor, ensure that it doesn't contact the boat, trailer, or any other obstruction.



NOTICE: The deploy sequence can be stopped at any time by pressing the Stow/Deploy button. The stow sequence can be stopped at any time by pressing either Trim buttons or the Stow/Deploy button.

ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE FOOT PEDAL

ADJUSTING THE DEPTH OF THE MOTOR (TRIM) WITH THE FOOT PEDAL

Once the boat is on the water, it may be necessary to adjust the trim of the lower unit up or down to achieve an optimum depth for motor performance. When setting the depth of the motor, be sure the top of the motor is submerged at least 12" below the surface of the water to avoid churning or agitation of surface water. There will be times when you will need to move your motor up or down depending on how your boat is responding. You can trim up to avoid hitting underwater objects and you can trim down if your prop is coming out of the water.

When trimming the motor using the Foot Pedal, the motor is programmed to operate safely and limit prop rotation when it is within certain limits. The prop will temporarily stop while trimming the motor and resume once trimming is stopped. Trim limits are in place to avoid damage to the unit. An upper trim limit is set 12" from the bottom of the mount to the center of the lower unit. A lower trim limit is set approximately 1.5" from the bottom of the control head to the trim housing. A prop lockout region, defined as 14" from the bottom of mount to the center of the lower unit, is used to eliminate the possibility of the motor contacting the boat hull. All functions, with the exception of manual steer and track record, are canceled upon trimming into this region.

- 1** a. To trim the motor up, press the Trim Up button located on the bottom left of the Foot Pedal.

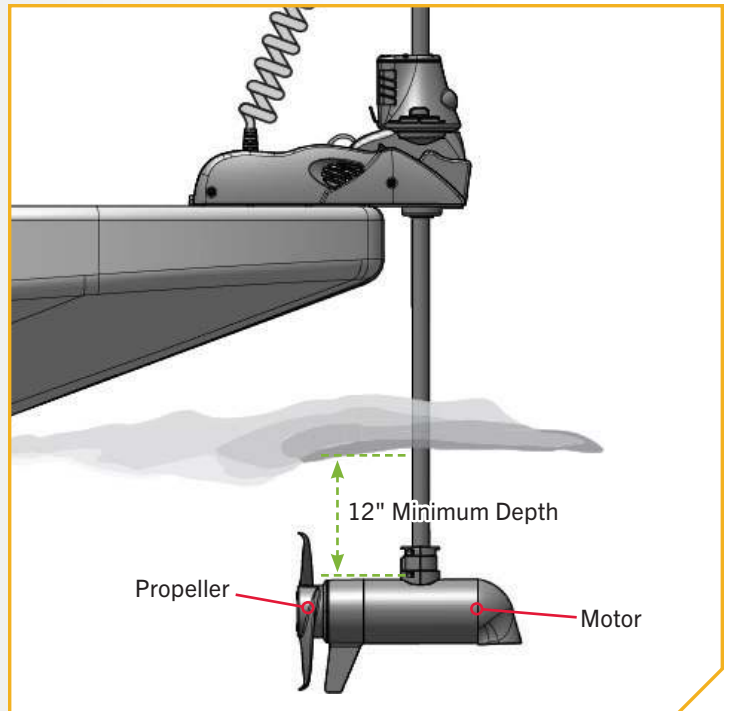
NOTICE: You can only trim your motor while in Ulterra Mode.

WARNING

When trimming the motor, keep fingers clear of all hinges, pivot points and all moving parts.

- b. To trim the motor down, press the Trim Down button located on the bottom right of the Foot Pedal.

NOTICE: To avoid churning or agitation of surface water, ensure that the top of the motor is submerged at least 12" below the surface of the water.



SERVICE & MAINTENANCE

PROPELLER REPLACEMENT

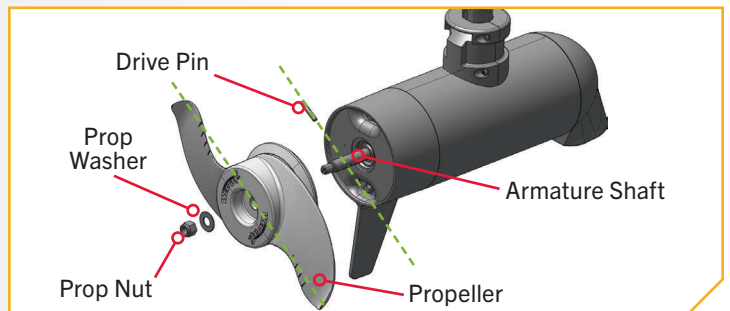
TOOLS AND RESOURCES REQUIRED >

- 9/16" Open End Wrench
- Flat-Blade Screwdriver

INSTALLATION >

- a. Disconnect the motor from all sources of power prior to changing the propeller.
 - b. Hold the Propeller and loosen the Prop Nut with a pliers or a wrench.
 - c. Remove the Prop Nut and Prop Washer.

NOTICE: If the Drive Pin is sheared or broken, you will need to hold the shaft stationary with a flat-blade screwdriver, pressed into the slot on the end of the shaft, while you loosen the Prop Nut.



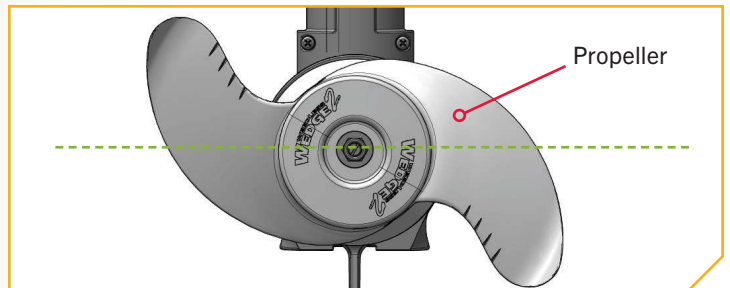
CAUTION

Disconnect the motor from the battery before beginning any prop work or maintenance.

- d. Turn the old prop to horizontal and pull it straight off. If the drive pin falls out, push it back in.

CAUTION

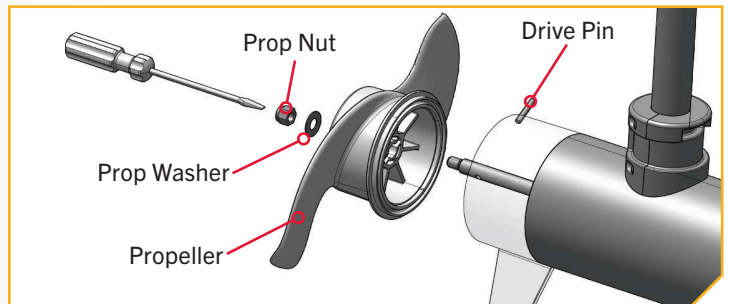
If the prop does not readily slide off, take care not to bend the Armature Shaft while removing the prop by pulling the prop evenly off the Armature Shaft.



- e. Align the new Propeller with the Drive Pin.
 - f. Install the Prop Washer and Prop Nut.
 - g. Tighten the Prop Nut 1/4 turn past snug at 25-35 in-lbs.

CAUTION

Do not over-tighten as this can damage the prop.



GENERAL MAINTENANCE

- After use, the entire motor should be rinsed with freshwater. This series of motor is not equipped for saltwater exposure.
- The composite shaft requires periodic cleaning and lubrication for proper retraction and deployment. A coating of an aqueous-based silicone spray will improve operation.
- The propeller must be inspected and cleaned of weeds and fishing line after every use. Fishing line and weeds can get behind the prop, damage the seals and allow water to enter the motor.
- Verify that the prop nut is secure each time the motor is used.
- To prevent accidental damage during transportation or storage, disconnect the battery whenever the motor is off the water. For prolonged storage, lightly coat all metal parts with an aqueous-based silicone spray.
- For maximum battery life, recharge the battery(s) as soon as possible after use. For maximum motor performance, restore battery to full charge prior to use.
- Keep battery terminals clean with fine sandpaper or emery cloth.
- The propeller is designed to provide weed-free operation with very high efficiency. To maintain this top performance, the leading edge of the blades must be kept smooth. If they are rough or nicked from use, restore to smoothness by sanding with fine sandpaper.
- Keep the Foot Pedal well dry and clean. Debris that gets in the Foot Pedal can cause interference of pedal operation. It is recommended to use compressed air to clean the Foot Pedal after each use.

TROUBLESHOOTING

1. Motor fails to run or lacks power:
 - Check battery connections for proper polarity.
 - Make sure the battery is charged.
 - Make sure terminals and wires are clean and corrosion-free. Use fine sandpaper or emery cloth to clean terminals.
 - Check circuit protection devices.
 - Check battery water level. Add water if needed.
2. Motor loses power after a short running time:
 - Check battery charge. If low, restore to full charge, or replace.
3. You experience prop vibration during normal operation:
 - Remove and rotate the prop 180°. See removal instructions in the "Propeller Replacement" section. Replace prop if worn.
4. Experiencing interference with your fish finder:
 - You may, in some applications, experience interference in your depth finder display. We recommend that you use a separate deep-cycle marine battery for your trolling motor and that you power the depth finder from the starting/cranking battery. If problems persist, call our customer service department at 1-800-227-6433.
5. Motor contacts an object while trimming, causing an audible tone:
 - Reverse the direction of trimming to clear motor from obstruction.
6. Motor contacts an object while stowing, causing an audible tone:
 - Reverse the current cycle to clear the motor from the obstruction. Reverse the stow/deploy action with the wireless remote, One-Boat Network app, or by pressing the Stow/Deploy button on the Foot Pedal.

TROUBLESHOOTING



7. Motor fails to trim:
 - Check main lift-belt tension per the "Motor Adjustments" section.
8. Motor fails to stow or deploy:
 - Check for obstructions preventing the motor from deploying or stowing.
 - Ensure that the manual tilt knob is engaged. See the "Emergency Stow Procedure" section for details.
 - Check charge state of trolling motor batteries. If trolling motor battery icon on remote is flashing, battery charge is too low for operation.
9. Prop will not turn on:
 - Ensure batteries are sufficiently charged.
 - For safety reasons, there is a prop lock-out region (approx. 14" from mounting base to lower unit centerline). Ensure that the lower unit is not in this region.

NOTICE: For all other malfunctions, visit an Authorized Service Center. You can search for an Authorized Service Center in your area by visiting minnkotamotors.com, or by calling our customer service number at 800-227-6433.



ADVANCED TROUBLESHOOTING

The following advanced scenarios may help you troubleshoot your Ultrerra motor.

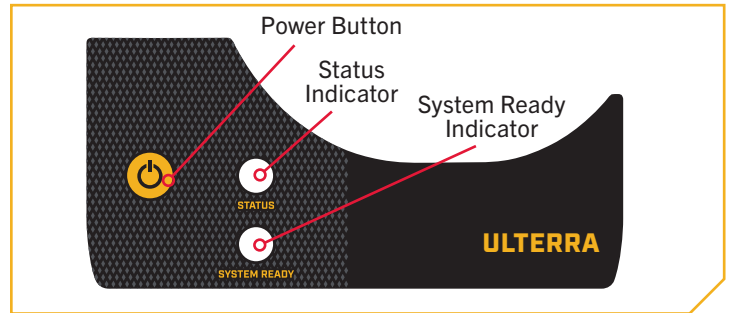
CAUTION

Always wear safety glasses and gloves. Disconnect all power to the trolling motor before beginning any work or maintenance. Johnson Outdoors Inc. is not responsible for any damage due to improper rigging or installation. If you do not have the skills, experience and tools to perform the following maintenance and repairs, we recommend you seek the help of a Minn Kota Authorized Service Center. A list of Authorized Service Centers can be found at minnkotamotors.com. Contact Minn Kota customer service by email or by dialing (800) 227-6433.

› Case 1

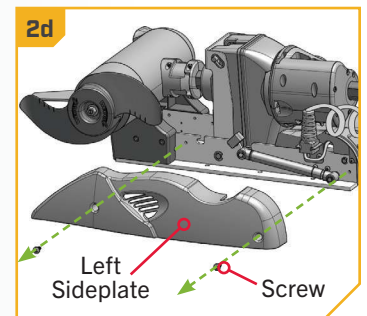
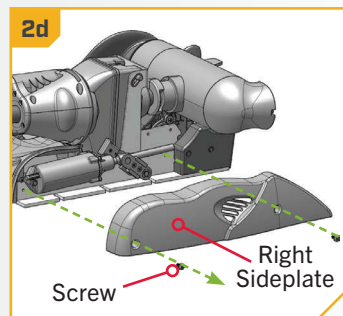
The Ultrerra motor does not turn on when the Power Button on the Indicator Panel is pressed and released. The green “System Ready” and red “Status” LEDs do not light up.

CAUSE: Inadequate voltage, reversed polarity, or the Power Switch/LED circuit board has come loose from the backside of the Control Panel Cover.

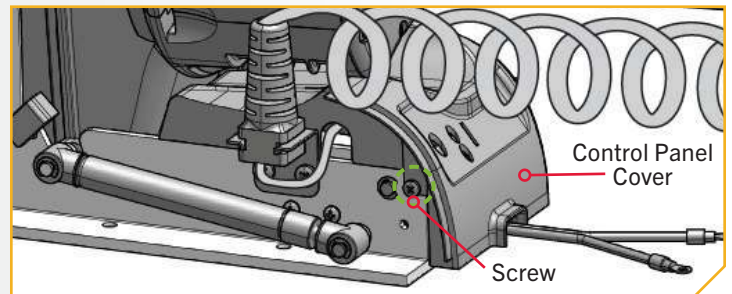


1 CORRECTIVE ACTION:

- a. Verify that the correct voltage is being supplied to the Ultrerra motor (24 volts for 80lb thrust and 36 volts for 112 lb thrust) and that polarity has not been inadvertently reversed. Refer to the "Battery and Wiring Installation" section of this manual for additional details on wiring.
- b. If no problems are found with the voltage and power delivery/wiring system, then the Power Switch/LED circuit board may have come loose from the control panel during shipment.
- c. To check for this, remove both sideplates. With a #3 Screwdriver, remove the four Sideplate screws that retain the motor sideplates (two screws each in the left and right sideplates).



- d. With the Sideplates removed, loosen the two small 10-32 x 3/8" Phillips Head Screws that hold the Control Panel Cover in place, one screw on each side. Lift up the Cover as much as possible; due to the motor being stowed, there is not much room for this. Look inside along the back surface of the Control Panel Cover to see if the Power Switch/LED circuit board is in place.



ADVANCED TROUBLESHOOTING

3

- e. If the Power Switch/LED circuit board has come loose, it will need to be reconnected. For easier access, the motor must be deployed or partially deployed so that the Control Panel Cover can be lifted up. Connect the motor to the appropriate voltage to enable deployment. The power can be switched ON by reaching in with a small object, such as a blade screwdriver, and pressing down on the actuator of the Power Switch. The green and red LEDs should light up and the Ulterra can then be deployed via the Foot Pedal, One-Boat Network app, or wireless remote in the normal manner.
- f. With the motor deployed (or partially deployed), the Control Panel Cover can be lifted up to expose the main control board assembly. The Power Switch/LED board snaps into place on the inside surface of the Control Panel Cover.

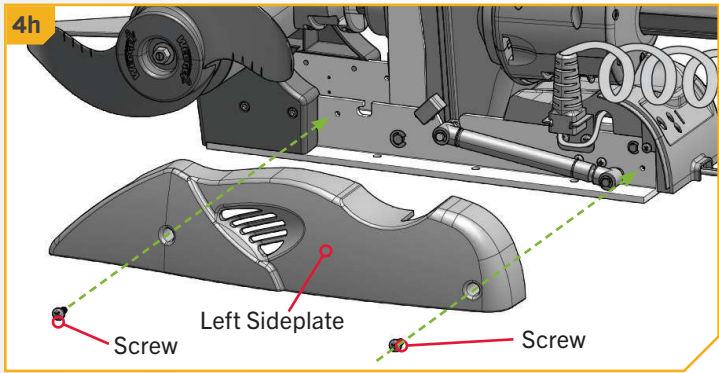
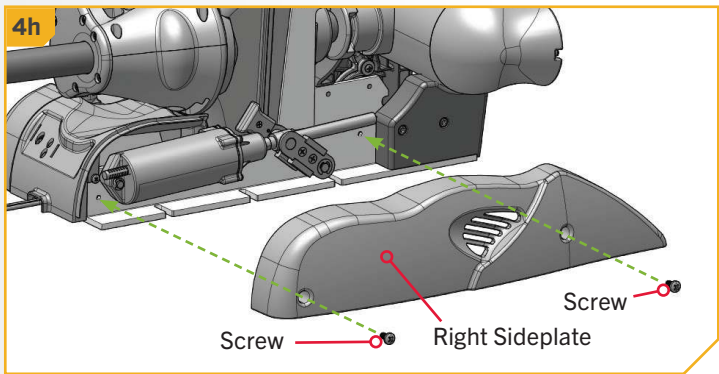
NOTICE: If deploying the motor on a boat or benchtop, the deploy sequence can be stopped by pressing the Stow/Deploy button.

NOTICE: Note the switch/LED circuit board is attached to the main control board by means of the ribbon lead.

4

- g. When re-installing the switch, align the actuator pin with the openings in the cover and push the board into position with the two catches, one on each side of the board, engaged to hold the board in place.
- h. Reinstall the Control Panel Cover and sideplates to complete the repair.
- i. Test the Power Button ON/OFF function several times to ensure proper switch retention. Test stow/deploy the motor, as you are able to on the boat or bench, to confirm functionality.

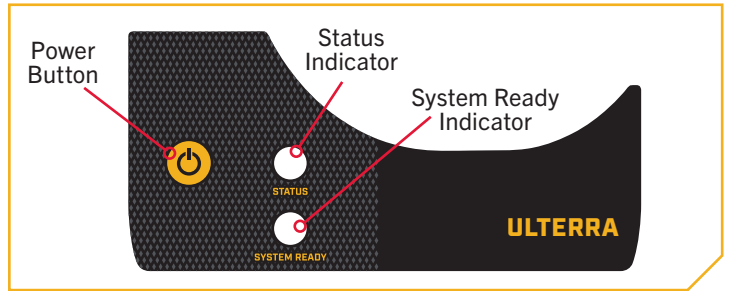
NOTICE: To turn the motor off with the Power Switch, hold the switch button down for three seconds. The green and red LEDs should go out when this is done. Release the Power Switch, wait about 3 seconds, then press and release the Power Switch. The green and red LEDs should come back on.



› Case 2

Ulterra motor green “System Ready” and red “Status” LEDs come on when the Power Button is pressed but immediately go off when the Power Button is released.

CAUSE: Inadequate voltage is being supplied to the Ulterra motor. The 80lb thrust is designed to operate on 24 volts and 112lb thrust is designed to operate on 36 volts. If voltage is low, the Ulterra motor will not stay on when the Power button is pressed and released; or, if the green and red LEDs *do* stay on, they will go out when the command is sent to deploy or stow the motor.



1 CORRECTIVE ACTION:

- a. The only option when this occurs is to provide adequate voltage to the motor. Check batteries for individual voltage values, as well as the combined voltage across all the batteries in a series-connected battery system. Then check the voltage at the motor battery positive (B+) and battery negative (B-) wires directly at the Ulterra motor to check for a voltage drop. Correct any wiring issues and/or recharge batteries, as required.

NOTICE: For more information, refer to the "Battery & Wiring Installation" section of this manual. It may also be helpful to refer to the Motor Wiring Diagram.

› Case 3

Ulterra motor will not deploy when the Stow/Deploy button on the foot pedal is pressed. When troubleshooting, determine if an error tone is present or not and proceed to either the No Error Tone or Error Tone sections below.

NO ERROR TONE ›

If no error tone is noted when sending the deploy command:

CAUSE 1: The Ulterra owner/operator may not have the foot pedal in Ulterra Mode and/or may not be pressing the Stow/Deploy button on the foot pedal twice in quick succession. To learn more about Foot Pedal Modes, please refer to the "Using the Foot Pedal" section of the manual.

1 CORRECTIVE ACTION:

- a. This is not a problem with the motor. The foot pedal is designed to require two quick presses of the Stow/Deploy button to avoid accidental deployment of the motor. The only corrective action required is to advise that two button presses in quick succession are required to deploy the motor when using the corded foot pedal (foot pedal must be in “Ulterra” mode). To learn more about Foot Pedal Modes, please refer to the "Using the Foot Pedal" section of this manual.



ADVANCED TROUBLESHOOTING

CAUSE 2: This malfunction is often found to be a result of unintentional/accidental damage to one or more of the three wires that connect the Hall Effect Ultrera motor sensors to the main control board. The red, blue, and black wires going to each sensor are enclosed in black or gray mesh tubing running along both sides of the motor base extrusion. These wires can be accidentally damaged, pinched, or cut if care is not used during motor installation. Make certain that the mounting bolts did not damage the wires when mounting the motor to the boat or Quick Release Bracket. The cutting of any of the sensor wires will cause the motor to be inoperative.

1 CORRECTIVE ACTION:

- a. Seek the help of a Minn Kota Authorized Service Center. A list of Authorized Service Centers can be found online at minnkotamotors.com. Contact our customer service department by email or by dialing 800-227-6433.

ERROR TONE >

If an error tone is noted when sending the deploy command (this indicates a current limit issue):

CAUSE 1: An audible error tone when attempting to deploy the motor is an indication that something is restricting or preventing movement of the motor unit and shaft.

1 CORRECTIVE ACTION:

- a. To verify that the deployment issue is caused by something that is restricting or binding the motor shaft, we suggest removing the front-right motor ramp.
- b. **If the motor does not deploy properly with the ramp removed**, contact your local authorized Minn Kota Service Center. Locate one online at minnkotamotors.com.
- c. **If the motor deploys properly with the ramp removed**, this confirms a binding issue. Review the alternate causes below to identify the cause and corrective action to follow.

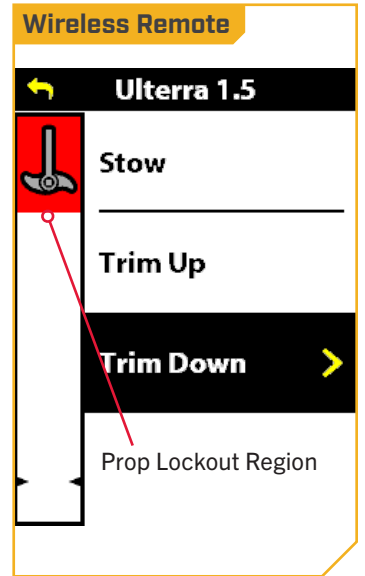
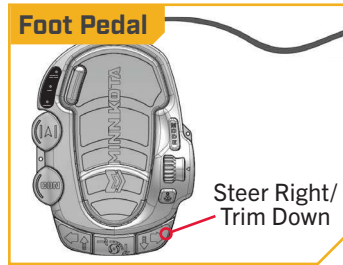
- **CAUSE:** Low or inadequate voltage to the motor/trim housing.
CORRECTIVE ACTION: Verify that the wiring, connections, plug connections, and battery series connections are all clean and secure. Test the voltage at battery leadwires to ensure correct/adequate voltage is being supplied to the motor.
- **CAUSE:** A foreign object may be pinched between the steering housing and the aluminum mounting base extrusion.
CORRECTIVE ACTION: Check to make certain that the power cable to the steering housing is not getting pinched between the housing and base.
- **CAUSE:** Dirt or other contaminants may be built-up on the composite shaft, causing the shaft to stick or bind rather than slide smoothly through the steering housing.
CORRECTIVE ACTION: Thoroughly clean and wipe down the shaft with a silicone-rich, water-based spray such as Armor All or similar product.
- **CAUSE:** Verify that the damper is installed correctly (leg down/toward the control board) and provides resistance to movement.
CORRECTIVE ACTION: Remove the damper to test it.
- **CAUSE:** Inspect the Tilt Nut Bracket under the right sideplate. Verify that it is not bent and that the Tilt Nut does not show signs of damage.
CORRECTIVE ACTION: Replace damaged parts.
- **CAUSE:** Watch the Tilt Motor when it is running. Look for any wobble in the screw shaft as an indication it is bent.
CORRECTIVE ACTION: Replace damaged parts.

NOTICE: You may need to assist the motor deploy sequence by pushing out on the head of the motor while sending a deploy command prior to cleaning.

› Case 4

Motor is deployed, with the motor lower unit less than 14-15 inches below the aluminum base extrusion. It will not steer in either direction and the motor lower unit will not run.

CAUSE: Motor is in the “prop lockout region.” This feature is used to eliminate the chance of the motor lower unit or prop contacting the boat hull. For more information, refer to the "Foot Pedal Adjustments" section of the manual. If using the Foot Pedal to trim the motor, it must be in Ulterra Mode. Learn more about Modes and Foot Pedal operation in the "Using the Foot Pedal" section of this manual.



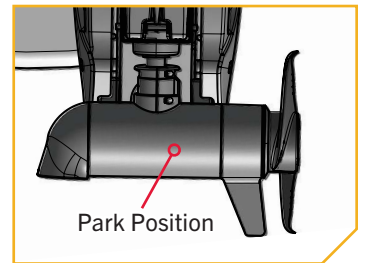
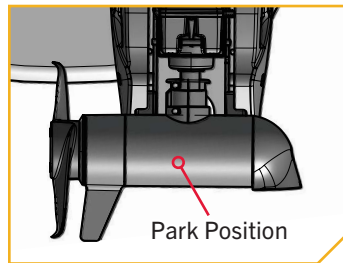
1 CORRECTIVE ACTION:

- a. Trim the motor down to move the lower unit out of the lockout region.

› Case 5

The Ulterra motor does not properly position the motor lower unit in the Park Position when stowing. The motor lower unit is not turned to position at 90 degrees (relative to the motor mounting base) so that it lays horizontally when the Ulterra motor pulls the motor on to the motor ramps.

CAUSE: The Ulterra motor has been deployed, power switched OFF or disconnected, and the motor lower unit may have been manually turned by hand, or rotated as a result of hitting an obstruction. When this occurs, the Ulterra motor’s Park Position is lost and the motor lower unit will no longer be positioned properly when stowing.



1 CORRECTIVE ACTION:

- a. To correct this issue, the Ulterra motor must be deployed in the usual manner. For more information on how to deploy the motor with a Foot Pedal, wireless remote, or the One-Boat Network app, refer to each accessory's corresponding manual.

NOTICE: If the motor was stowed with the prop pointing up or down, you may need to depress the button on the front-left motor ramp to deploy the motor. Release that button when the motor starts to deploy.

ADVANCED TROUBLESHOOTING

2

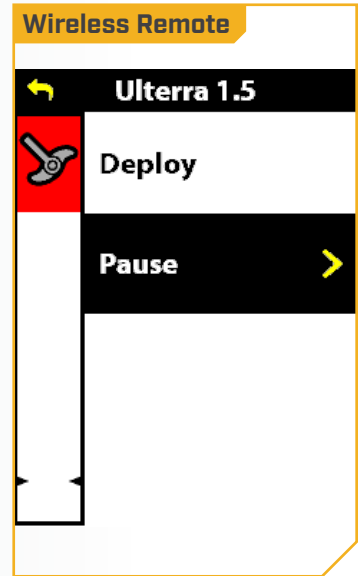
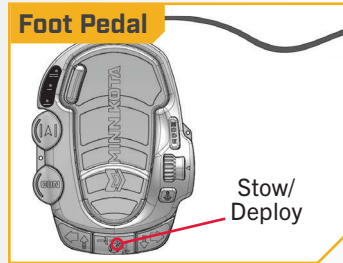
- b. Send a command to stow the motor via the wireless remote, One-Boat Network app or Foot Pedal. Allow the Ulterra motor to steer the lower unit, raise straight up, rotate the shaft and motor assembly into the horizontal/stow position, then you must STOP the stow sequence before the Ulterra starts to pull the lower unit on to the motor ramps.

To stop the stow sequence:

Foot Pedal: Press the Stow/Deploy button.

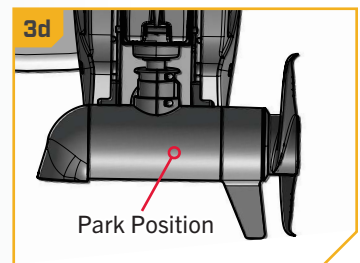
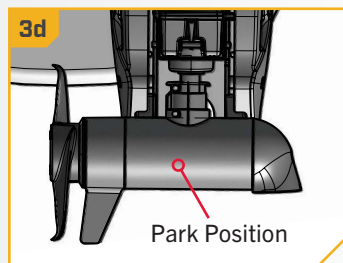
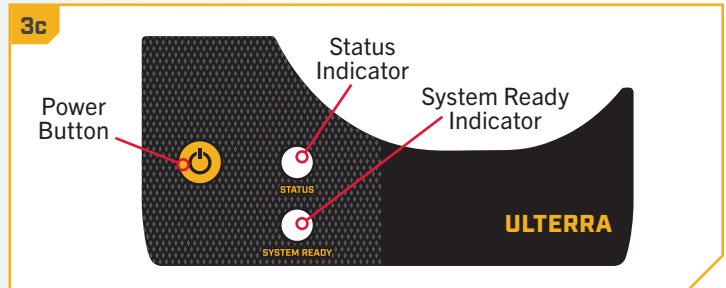
Wireless Remote: Select Pause.

One-Boat Network App: Tap Pause.



3

- c. At this point, turn the Ulterra OFF by pressing and holding the Power Button on the Indicator Panel for about three seconds, until the green System Ready LED turns off.
- d. Wait about five seconds, then manually rotate the motor lower unit into the Park Position by grasping and turning either the lower unit or the control head. The motor should be positioned so that it is laying horizontally at 90 degrees to the mounting base, with the prop to the left or right (per your preference).
- e. Turn the power back on at the Indicator Panel and stow/deploy the motor to test and confirm that the Park Position has been reset correctly. Repeat this procedure, if necessary, to tweak the Park Position.



› Case 6

The Ultrerra motor does not rotate into the horizontal position when stowing, or the vertical position when deploying, at the appropriate time. During the stow sequence, the motor lower unit should come straight up and begin to rotate into the horizontal position when the lower unit is about twelve (12) to thirteen (13) inches below the aluminum base extrusion. During the deploy sequence, the motor lower unit should extend about five (5) to six (6) inches out from the steering housing and then begin to rotate into the vertical position.

CAUSE: The trim module has lost its position count and needs to be reset.

1 CORRECTIVE ACTION:

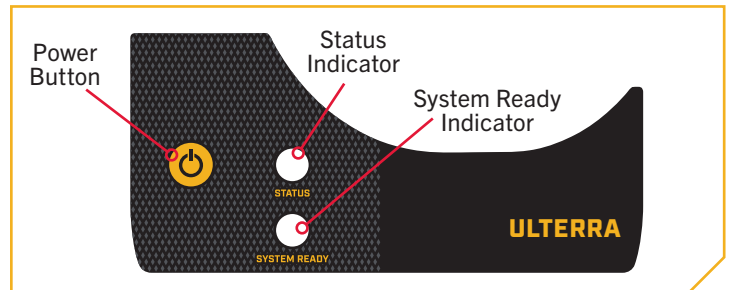
- a. Refer to the Trim/Stow Reset Procedure in this manual.

NOTICE: To do the Trim/Stow Reset Procedure, the motor **MUST** be in the deployed position, with the motor and shaft assembly vertical, and the latch pin in the steering housing engaged into the aluminum base extrusion catches.

› Case 7

The Ultrerra motor "Status" LED is solid red while the green "System Ready" LED blinks twice every four seconds. Prop does not respond to input via foot pedal, remote or app.

CAUSE: Motor fault detected; circuitry error.



1 CORRECTIVE ACTION:

- a. The only option when this occurs is to power cycle the motor. If the problem persists after turning the power off and on, seek the help of a Minn Kota Authorized Service Center. A list of Authorized Service Centers can be found online at minnkotamotors.com. Contact our customer service department via email or by dialing 800-227-6433.


FOR FURTHER TROUBLESHOOTING AND REPAIR





FOR FURTHER TROUBLESHOOTING AND REPAIR


We offer several options to help you troubleshoot and/or repair your product. Please read through the options listed below.

 **Buy Parts Online**
You can buy parts online directly from our website at minnkotamotors.com. From screws to sideplates, you can order replacement parts for your Minn Kota products.

 **Frequently Asked Questions**
Find answers to general inquiries, battery and rigging installation, and networking scenarios. We have FAQs available on our website at minnkotamotors.com to help answer all of your Minn Kota questions.

 **Call Us (for U.S. and Canada)**
Our consumer service representatives are available Monday – Friday between 7:00 a.m. – 4:30 p.m. CST at 800-227-6433. If you are calling to order parts, please have the 11-character serial number from your product, specific part numbers, and credit card information available. This will help expedite your call and allow us to provide you with the best consumer service possible. You can reference the parts list located in your manual to identify the specific part numbers.

 **Contact Us**
You can contact our consumer service department with questions regarding your Minn Kota products. To inquire, visit minnkotamotors.com.

 **Authorized Service Centers**
Minn Kota has over 800 authorized service centers in the United States and Canada where you can purchase parts or get your products repaired. Please visit our website to locate a service center in your area.



Scan to visit
Minn Kota
service online.



COMPLIANCE STATEMENTS

ENVIRONMENTAL COMPLIANCE STATEMENT

It is the intention of JOME to be a responsible corporate citizen, operating in compliance with known and applicable environmental regulations, and a good neighbor in the communities where we make or sell our products.

WEEE DIRECTIVE

EU Directive 2002/96/EC “Waste of Electrical and Electronic Equipment Directive (WEEE)” impacts most distributors, sellers, and manufacturers of consumer electronics in the European Union. The WEEE Directive requires the producer of consumer electronics to take responsibility for the management of waste from their products to achieve environmentally responsible disposal during the product life cycle.

WEEE compliance may not be required in your location for electrical & electronic equipment (EEE), nor may it be required for EEE designed and intended as fixed or temporary installation in transportation vehicles such as automobiles, aircraft, and boats. In some European Union member states, these vehicles are considered outside of the scope of the Directive, and EEE for those applications can be considered excluded from the WEEE Directive requirement.

This symbol (WEEE wheelee bin) on product indicates the product must not be disposed of with other household refuse. It must be disposed of and collected for recycling and recovery of waste EEE. Johnson Outdoors Inc. will mark all EEE products in accordance with the WEEE Directive. It is our goal to comply in the collection, treatment, recovery, and environmentally sound disposal of those products; however, these requirements do vary within European Union member states. For more information about where you should dispose of your waste equipment for recycling and recovery and/or your European Union member state requirements, please contact your dealer or distributor from which your product was purchased.



DISPOSAL

Minn Kota motors are not subject to the disposal regulations EAG-VO (electric devices directive) that implements the WEEE directive. Nevertheless never dispose of your Minn Kota motor in a garbage bin but at the proper place of collection of your local town council.

Never dispose of battery in a garbage bin. Comply with the disposal directions of the manufacturer or his representative and dispose of them at the proper place of collection of your local town council.

REGULATORY COMPLIANCE INFORMATION

› Motors with Advanced GPS Navigation

For regulatory information on motors with Advanced GPS Navigation, please refer to the Advanced GPS Navigation Manual online at minnkotamotors.com.

FCC COMPLIANCE

FCC COMPLIANCE

This device complies with Part 15 of the FCC rules. **Operation is subject to the following two conditions:**

1. This device may not cause harmful interference.
2. This device must accept any interference that may be received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by Johnson Outdoors Marine Electronics, Inc. could void the user's authority to operate this equipment.

NOTICE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. **If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:**

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

INDUSTRY CANADA COMPLIANCE

This product meets the applicable Industry Canada technical specifications. Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Changes or modifications not expressly approved by Johnson Outdoors Marine Electronics, Inc. could void the user's authority to operate this equipment.

ENVIRONMENTAL RATINGS

Ambient operating temperature range: -10C to 50C

Ambient operating humidity range: 5% to 95%

Maximum operating altitude: 10,000 feet

ULTERRA COMPLIANCE

Advanced GPS Navigation Equipped Motors

CONTROLLER

- FCC: T7V1316
- IC: 216Q-1316

REMOTE

- FCC: QOQ-GM220P
- IC: 5123A-GM220P
- OR
- FCC: QOQBLE121LR
- IC: 5123A-BGTBLE121LR

RADIO OPERATION

NON-EUROPEAN

- Frequency band: 915 MHz to 921 MHz
- Maximum RF power transmitted: 0 dBm

EUROPEAN

- Frequency band: 864 MHz to 870 MHz
- Maximum RF power transmitted: 0 dBm

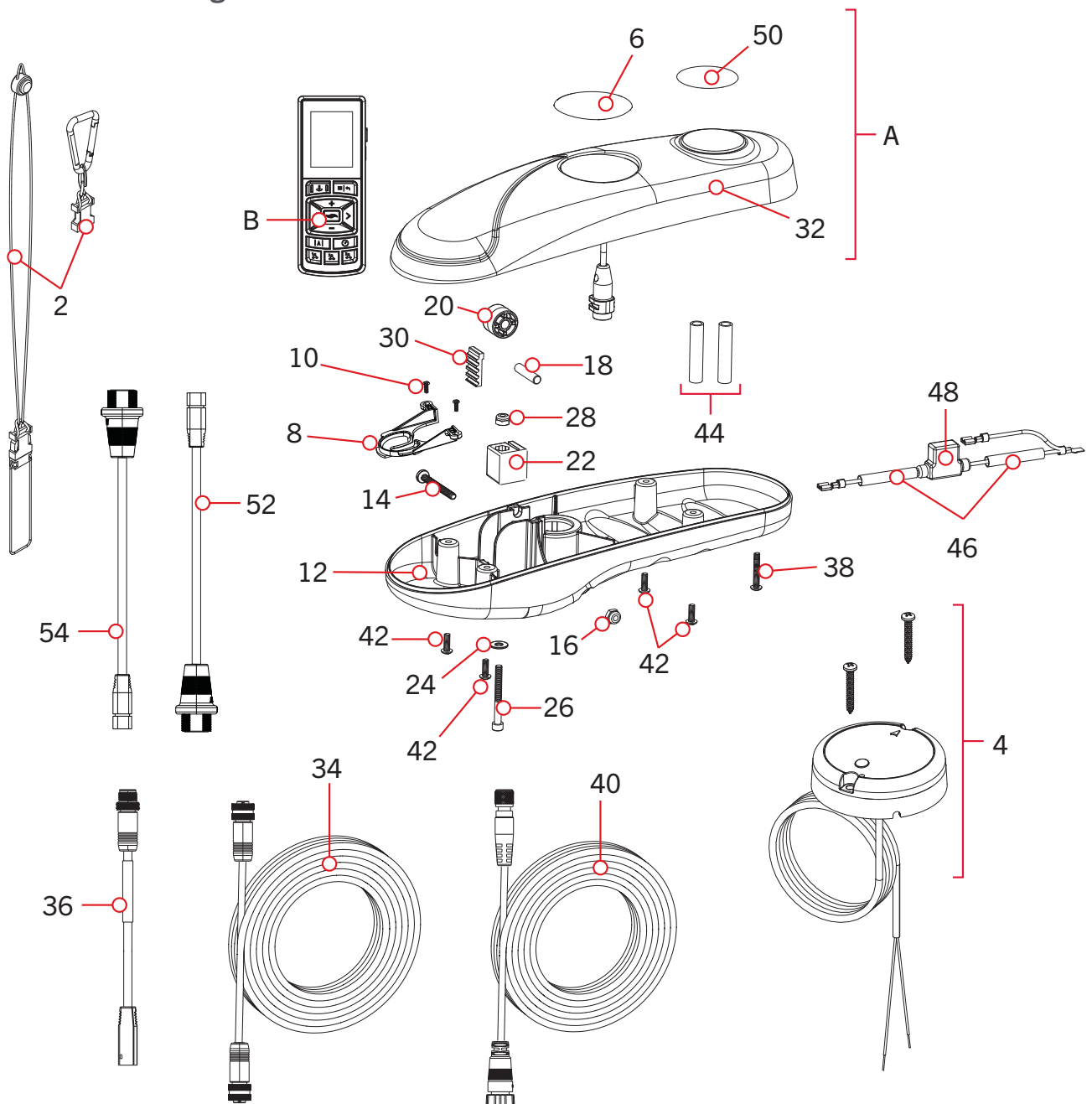
PARTS DIAGRAM & PARTS LIST

ULTERRA - 80/112 LBS THRUST - 24/36 VOLT - 45"/60" SHAFT

The parts diagram and parts list provide Minn Kota® WEEE compliance disassembly instructions. For more information about where you should dispose of your waste equipment for recycling and recovery and/or your European Union member state requirements, please contact your dealer or distributor from which your product was purchased. Tools required, but not limited to: flat head screwdriver, Phillips screwdriver, socket set, pliers, wire cutters.

ULTERRA CONTROL HEAD >

> Control Head Parts Diagram



PARTS DIAGRAM & PARTS LIST

Control Head Parts List

Assembly	Part #	Description	Notes	Quantity
A	2770274	CONTROLLER 4.0 ULTERRA 1.5		1
B	411690-1	TROLLING MOTOR REMOTE		1
Item	Part #	Description	Notes	Quantity
2	2390802	LANYARD w/CARABINER, IP RMT		1
4	2996400	HEADING SENSOR ASSEMBLY		1
6	2395562	DECAL, PUSH BTN TOP 80 LB	*80LB THRUST*	1
	2395563	DECAL, PUSH BTN TOP 112 LB	*112LB THRUST*	1
8	2224706	PLUG, SCREW-DOWN, BLK		1
10	2372103	SCREW. #6 x 3/8 PLASTITE		2
12	2202506	CONTROL BOX BOTTOM, FW		1
14	2383407	SCREW-#10-24 X 2" PPH ZINC		1
16	2333101	NUT-HEX #10-24 UNC-2B NYL SS		1
18	2202635	PIN-DOWEL, 1/4" OD SS		1
20	2202335	PULLEY, BELT, TOP		1
22	2202800	BLOCK, BELT		1
24	2201721	WASHER-#10 SAE, SS		1
26	2203411	SCREW-#10-24, SHCS, SS, RIE 4606		1
28	2333101	NUT-HEX #10-24 UNC-2B NYL SS		1
30	2200800	BELT-RACK, LOWER		1
32	2200208	CONTROL BOX COVER, FW		1
34	490384-4	CABLE, ETHERNET (M12-M12), 30'		1
36	490380-1	CABLE, ETHERNET PIGTAIL-700 HD		1
38	2203403	SCREW-#6 X 1.0 BRASS HI-LO		1
40	490575-3	CABLE, ADPTR, 14 PIN, 110"-DSC	*DUAL SPECTRUM CHIRP*	1
	490507-1	CABLE, ADP-INT MDI 14 M12-120"	*BUILT-IN MEGA DOWN IMAGING*	1
42	2372100	SCREW-#8-18 X 5/8 THD* (SS		4
44	2065400	WIRE INSULATOR-LGE 1-3/4, BLUE		2
46	2375400	SHRINK TUBE-1/40D X 1-3/4		2
48	2218201	FUSE HOLDER ASSEMBLY		1
50	2395524	DECAL, DOMED FW		1
52	2994961	BAG ASM, CABLE, ADPTR, 490537-2	*490537-2* MKR-MI-1*	1
54	2994960	BAG ASM, CABLE, ADPTR, 490518-1	*490518-1* MKR-MDI-2*	1
▲	2207121	MANUAL, ULTERRA 1.5		1
▲	2207122	MANUAL, INSTL GUIDE, ULT1.5		1
▲	2207123	QUICK. REF. GUIDE, ULT1.5		1
▲	2294950	INSTRUCTIONS, OBN & REMOTE PAIR		1
▲	2397110	MANUAL, iPILOT 4.0		1

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
▲	2397115	GUIDE-QCK REFERNC iP 4.0		1
▲	2297165	MANUAL - DISCLAIMER, DOWNLOAD INFO		1
▲	2394900	INSTRUCTIONS, HEADING SENSOR		1
▲	2015800	HANG TAG. "CAUTION...TILT HINGE"		1
▲	2395542	DECAL-COMPLIANCE, ULTERRA 1.5		1
▲	2256300	TIE WRAP-6.0" BLACK		2
	2256300	TIE WRAP-6.0" BLACK	*60" BUILT-IN MEGA DOWN IMAGING*	4
▲	2215700	LABEL,DI CABLE EXIT LOC.	*60" BUILT-IN MEGA DOWN IMAGING*	1
▲	2006819	LABEL-CARTON "CAUTION HEAVY"		1
▲	2207131	STANDARD QS SETUP GUIDE		1

▲ Not shown on Parts Diagram.

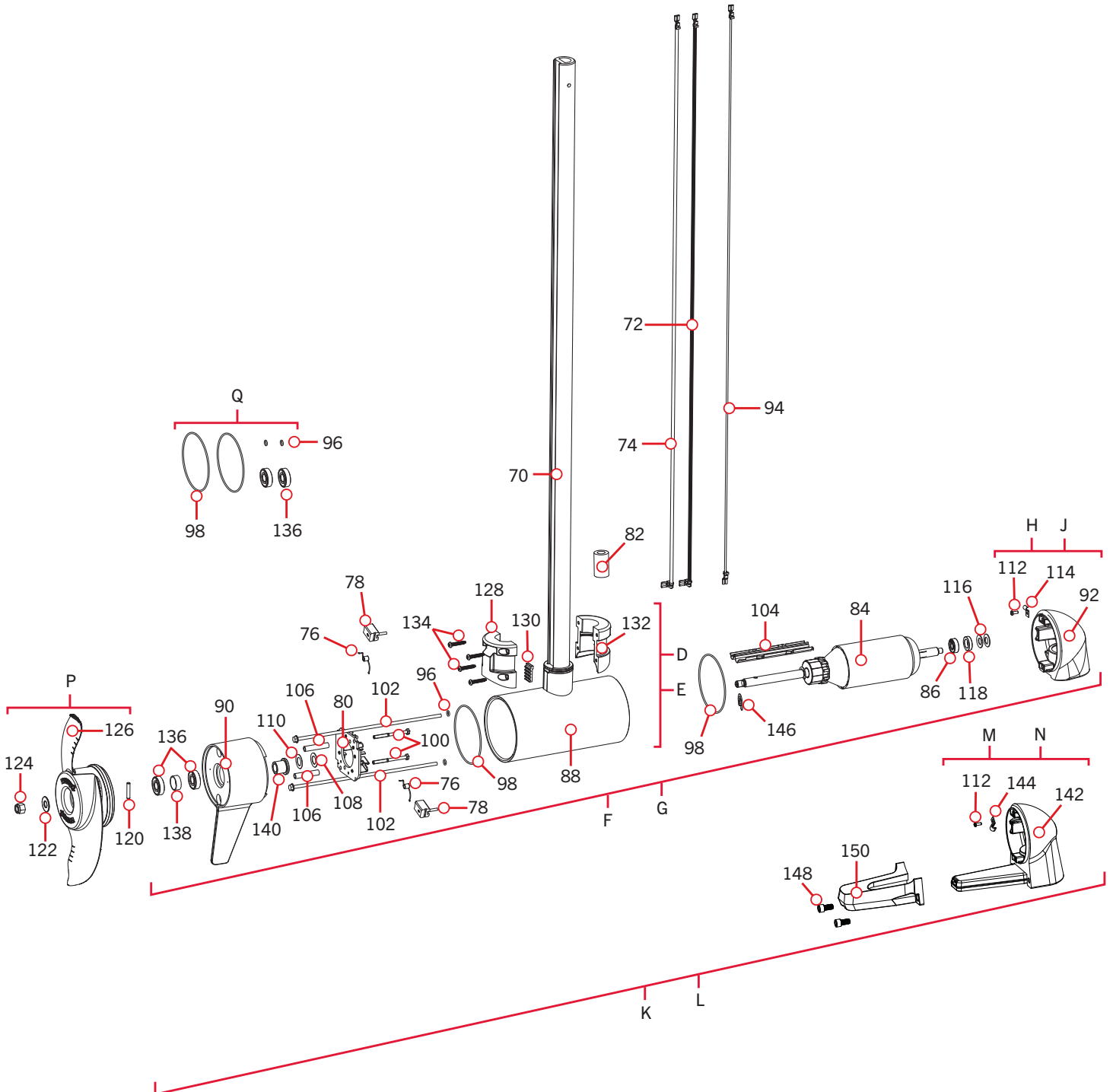
✘ This part is included in an assembly and cannot be ordered individually.



PARTS DIAGRAM & PARTS LIST

ULTERRA 24 VOLT 4" MOTOR >

> 24 Volt 4" Motor Parts Diagram



PARTS DIAGRAM & PARTS LIST

▶ 24 Volt 4" Motor Parts List

Assembly	Part #	Description	Notes	Quantity
D	2777098	CTR HSG ASY, CB, 80#, FW, 45" TUBE	*TUBE*	1
E	2777099	CTR HSG ASY, CB, 80#, FW, 60" TUBE	*TUBE*	1
F	2777125	MTR/TUBE ASM 24V DSC 45"80#	*DUAL SPECTRUM CHIRP* *45"*	1
G	2777126	MTR/TUBE ASM 24V DSC 60"80#	*DUAL SPECTRUM CHIRP* *60"*	1
H	2993020	PLN END HSG/TRDCR 4.0 DSC	*DUAL SPECTRUM CHIRP* *45"*	1
J	2993025	PLN END HSG/TRDCR 4.0 DSC	*DUAL SPECTRUM CHIRP* *60"*	1
K	2777137	MTR/TUBE ASM 80# 45"ULT/MDI BT	*BUILT-IN MEGA DOWN IMAGING* *45"*	1
L	2777136	MTR/TUBE ASM 80# 60"ULT/MDI BT	*BUILT-IN MEGA DOWN IMAGING* *60"*	1
M	2993051	PLN END HSG/TRNDCR 4.0 MDI 63"	*BUILT-IN MEGA DOWN IMAGING* *45"*	1
N	2993054	PLN END HSG/TRNDCR 4.0 MDI 79"	*BUILT-IN MEGA DOWN IMAGING* *60"*	1
P	1378132	PROP IND 2331160 WDLS WDG II	*80LB THRUST*	1
Q	2889460	SEAL & O-RING KIT	*80LB THRUST*	1
Item	Part #	Description	Notes	Quantity
70	✘	TUBE-COMP,BLK,45", w/1/4" WALL	*DUAL SPECTRUM CHIRP* *45"*	1
	✘	TUBE-COMP,BLK,60", w/1/4" WALL	*DUAL SPECTRUM CHIRP* *60"*	1
	✘	TUBE-CMP, BLK, 45", 1/4", DI BORED	*BUILT-IN MEGA DOWN IMAGING* *45"*	1
	✘	TUBE-CMP, BLK, 60", 1/4", DI BORED	*BUILT-IN MEGA DOWN IMAGING* *60"*	1
▲	✘	SEAL,BUNG UPPER,FW		1
▲	✘	SEAL,BUNG LOWER		1
72	640-016	LEADWIRE BLK 10AWG 56 1/2 XLP	*45"*	1
	640-022	LEADWIRE BLK 10 AWG 72.5 XLP	*60"*	1
74	640-118	LEADWIRE RED 10 AWG 56 XLP	*45"*	1
	640-126	LEADWIRE RED 10AWG 71" XLP	*60"*	1
▲	✘	BRUSH HOLDER		2
76	975-041	SPRING - TORSION		2
78	188-094	BRUSH W/TERMINAL		2
80	9-738-015	BRUSH PLATE-4" terminal		1
82	✘	BEAD-FERRITE	*BUILT-IN MEGA DOWN IMAGING*	1
▲	✘	RIVET-.25"		6
▲	2260730	CONNECTOR 1/4 MALE TAB QD		2
84	2-100-214	ARM ASSY 24V 4" 80# (WW2)		1
86	140-010	BEARING - BALL		1
88	✘	CTR HSG ASY 4.0 FW -MGNTZ	*ASSEMBLY D OR E*	1
90	2-300-170	BRUSH END HSG ASY 4.0 FW		1
92	✘	PLN END HSG 4.0" US2.5/DSC PNT	*DUAL SPECTRUM CHIRP*	1

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
94	640-315	LEADWIRE BROWN 18 AWG 62" GPT	*45"	1
	640-316	LEADWIRE BROWN 18 AWG 71" GPT	*60"	1
96	701-009	O-RING	*THRU BOLT*	2
98	701-043	O-RING		2
100	830-027	SCREW - SELF-THREAD 10-32X2.25		2
102	830-095	THRU BOLT 12-24 x 9.79		2
104	582-013	CLIP, RETAINING SHORT		1
106	973-025	SPACER - BRUSHPLATE		2
108	990-051	WASHER - STEEL THRUST		1
110	990-052	WASHER - NYLATRON		1
112	2302104	SCREW-#6-20 X 3/8 THD CUTS,RIE		1
114	230-038	CABLE CLAMP	*DUAL SPECTRUM CHIRP*	1
116	992-010	WASHER - BELLEVILLE		2
118	990-045	SPACER - THRUST		1
120	2262658	PIN-DRIVE 1" X 3/16" S/S		1
122	2091701	WASHER-PROP (LARGE) MAX101		1
124	2093101	NUT-PROP,NYLOC,LG,MX101 3/8 SS		1
126	2331161	PROP-WW2 4" WELDED		1
128	2201505	COLLAR, BELT CLAMP		1
130	2200800	BELT-RACK, LOWER		1
132	2201500	COLLAR, CLAMP		1
134	3393480	SCREW-#10 X 1.0" PPH HI-LO SS		4
136	880-025	SEAL		2
138	725-095	PAPER TUBE - SEAL BORE		1
140	144-017	BEARING - FLANGE		1
142	✘	PLAIN END HOUSING, PNT 4.0 DI	*BUILT-IN MEGA DOWN IMAGING*	1
144	230-040	CABLE CLAMP, 1/4" STEEL	*BUILT-IN MEGA DOWN IMAGING*	1
146	788-040	RETAINING RING		1
148	830-110	SCREW 5-16 - 18 X 5/8 SHCS SS	*BUILT-IN MEGA DOWN IMAGING*	2
150	792-001	GUARD TRANSDUCER, PNT 4.0 DI	*BUILT-IN MEGA DOWN IMAGING*	1
▲	✘	DSC XDUCER ASSY 62" HW T	*DUAL SPECTRUM CHIRP*	1
	✘	DSC XDUCER ASSY 79" HW T	*DUAL SPECTRUM CHIRP*	1
▲	✘	BUILT- IN MDI 63" SW	*BUILT-IN MEGA DOWN IMAGING*	1
	✘	BUILT- IN MDI 80" SW	*BUILT-IN MEGA DOWN IMAGING*	1
▲	✘	SCREW-#6-32 X 1/2" TORX PH SS		3

▲ Not shown on Parts Diagram.

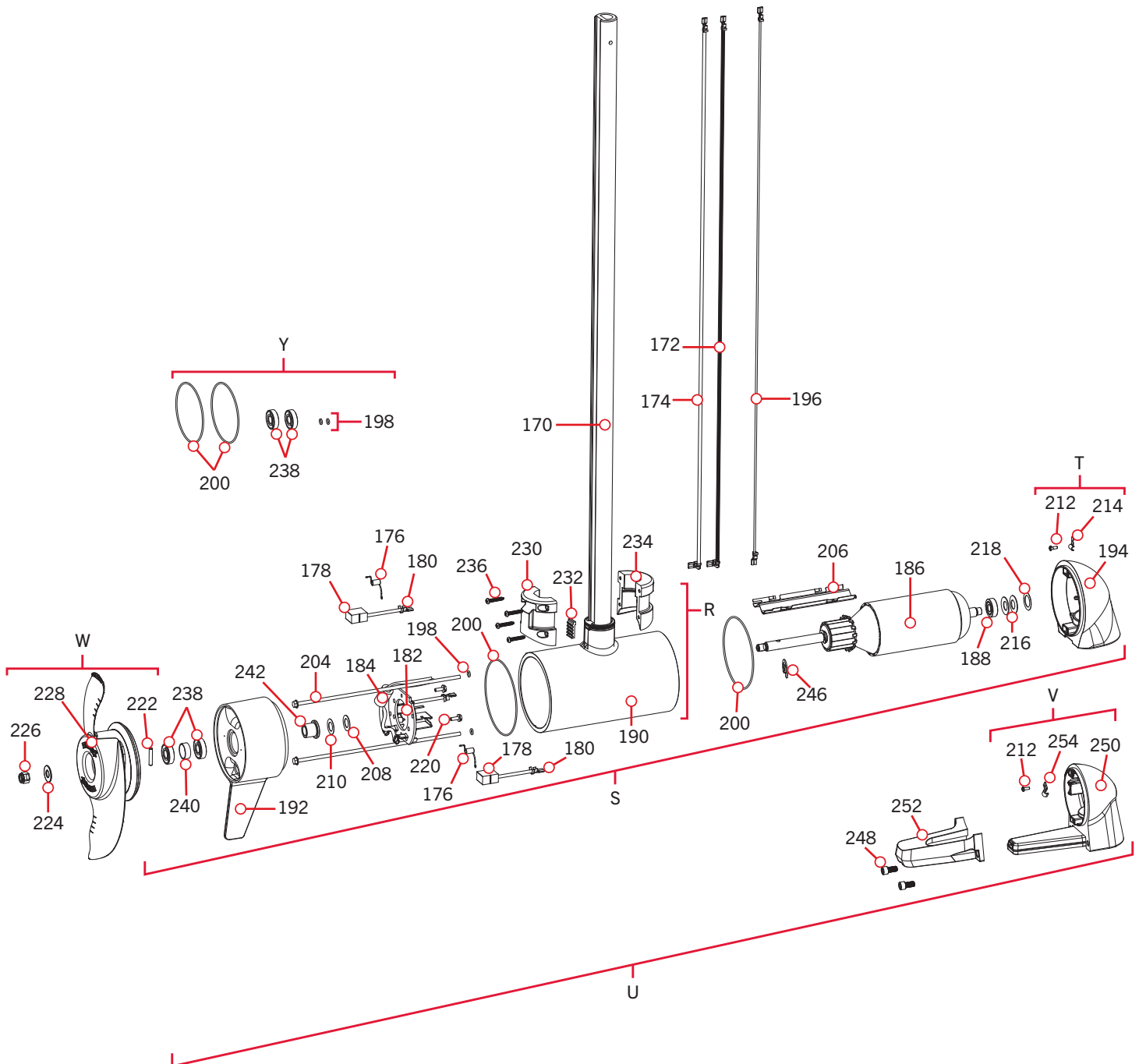
✘ This part is included in an assembly and cannot be ordered individually.



PARTS DIAGRAM & PARTS LIST

ULTERRA 36 VOLT 4.5" MOTOR

36 Volt 4.5" Motor Parts Diagram



PARTS DIAGRAM & PARTS LIST

▶ 36 Volt 4.5" Motor Parts List

Assembly	Part #	Description	Notes	Quantity
R	2777249	CTR HSG ASY,CB,112#,FW,60" TUBE	*TUBE*	1
S	2777064	MTR/TUBE ASM 36V DSC 60" 112#	*DUAL SPECTRUM CHIRP*	1
T	2993024	PLN END HSG/TRDCR 4.5 DSC	*DUAL SPECTRUM CHIRP*	1
U	2777156	MTR/TUBE ASM 112#60" ULT/MDI BT	*BUILT-IN MEGA DOWN IMAGING*	1
V	2993056	PLN END HSG/TRNDCR 4.5 MDI 79"	*BUILT-IN MEGA DOWN IMAGING*	1
W	1378160	PROP KIT 2341160 112# WW2	*112LB THRUST*	1
Y	2881450	SEAL & O-RING KIT 112#		1
Item	Part #	Description	Notes	Quantity
170	✘	TUBE-COMP,BLK,60", w/1/4" WALL		1
▲	✘	SEAL,BUNG UPPER,FW		1
▲	✘	SEAL,BUNG LOWER		1
172	640-039	LEADWIRE BLK 10 AWG 74" GPT	*DUAL SPECTRUM CHIRP*	1
	640-045	LEADWIRE BLK 10AWG 76 1/2" GPT	*BUILT-IN MEGA DOWN IMAGING*	1
174	640-145	LEADWIRE RED 10AWG 75 7/8" GPT		1
▲	✘	BRUSH HOLDER		2
176	975-045	SPRING-TORSION		2
178	188-095	BRUSH		2
180	2260731	TERMINAL 1/4" MALE TAB-THREE		2
▲	✘	RIVET-.25"		8
182	9-738-011	BRUSH PLATE		1
184	2307312	BEAD-FERRITE	*M SKU*	1
186	2-100-245	ARMATURE ASY 4.5"LWR UNIT		1
188	140-014	BEARING-BALL 6000		1
190	✘	CTR HSG ASY 4.5" MAG FW CB TER	*ASSEMBLY R*	1
192	2-300-175	BRUSH END HSG 4.5" FW		1
194	✘	PLN END HSG 4.5" US2.5 PNT FW	*DUAL SPECTRUM CHIRP* *ASSEMBLY T*	1
196	640-316	LEADWIRE BROWN 18 AWG 71" GPT		1
198	701-009	O-RING	*THRU BOLT*	2
200	701-098	O-RING, 98MM X 2MM		2
204	830-094	THRU BOLT 12-24 X10.31		2
206	582-016	CLIP-RETAINING, SONAR		1
208	990-051	WASHER - STEEL THRUST		1
210	990-052	WASHER - NYLATRON		1
212	2302104	SCREW-#6-20 X 3/8 THD CUTS,RIE		1
214	230-038	CABLE CLAMP	*DUAL SPECTRUM CHIRP*	1
216	992-011	WASHER-BELLEVILLE		2

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
218	990-011	WASHER-SHIM OD 1",ID.630"SS		1
220	2053410	SCREW-#8-32 X 1/2 TRI-LOBE HEX		2
222	2262658	PIN-DRIVE 1" X 3/16" S/S		1
224	2091701	WASHER-PROP (LARGE) MAX101		1
226	2093101	NUT-PROP,NYLOC,LG,MX101 3/8 SS		1
228	2341161	PROP-WW2 4.5" WELDED		1
230	2201505	COLLAR, BELT CLAMP		1
232	2200800	BELT-RACK, LOWER		1
234	2201500	COLLAR, CLAMP		1
236	3393480	SCREW-#10 X 1.0" PPH HI-LO SS		4
238	880-025	SEAL		2
240	725-095	PAPER TUBE		1
242	144-017	BEARING		1
246	788-040	RETAINING RING		1
248	830-110	SCREW 5-16 - 18 X 5/8 SHCS SS		2
250	✘	PLAIN END HOUSING, PNT 4.5 DI	*BUILT-IN MEGA DOWN IMAGING*	1
252	792-005	GUARD TRANSDUCER, PNT 4.5 DI	*BUILT-IN MEGA DOWN IMAGING*	1
254	230-040	CABLE CLAMP, 1/4" STEEL	*BUILT-IN MEGA DOWN IMAGING*	1
▲	✘	DSC XDUCER ASSY 79" HW T	*DUAL SPECTRUM CHIRP*	1
▲	✘	BUILT- IN MDI 80" SW	*BUILT-IN MEGA DOWN IMAGING*	1
▲	✘	SCREW-#6-32 X 1/2" TORX PH SS		3

▲ Not shown on Parts Diagram.

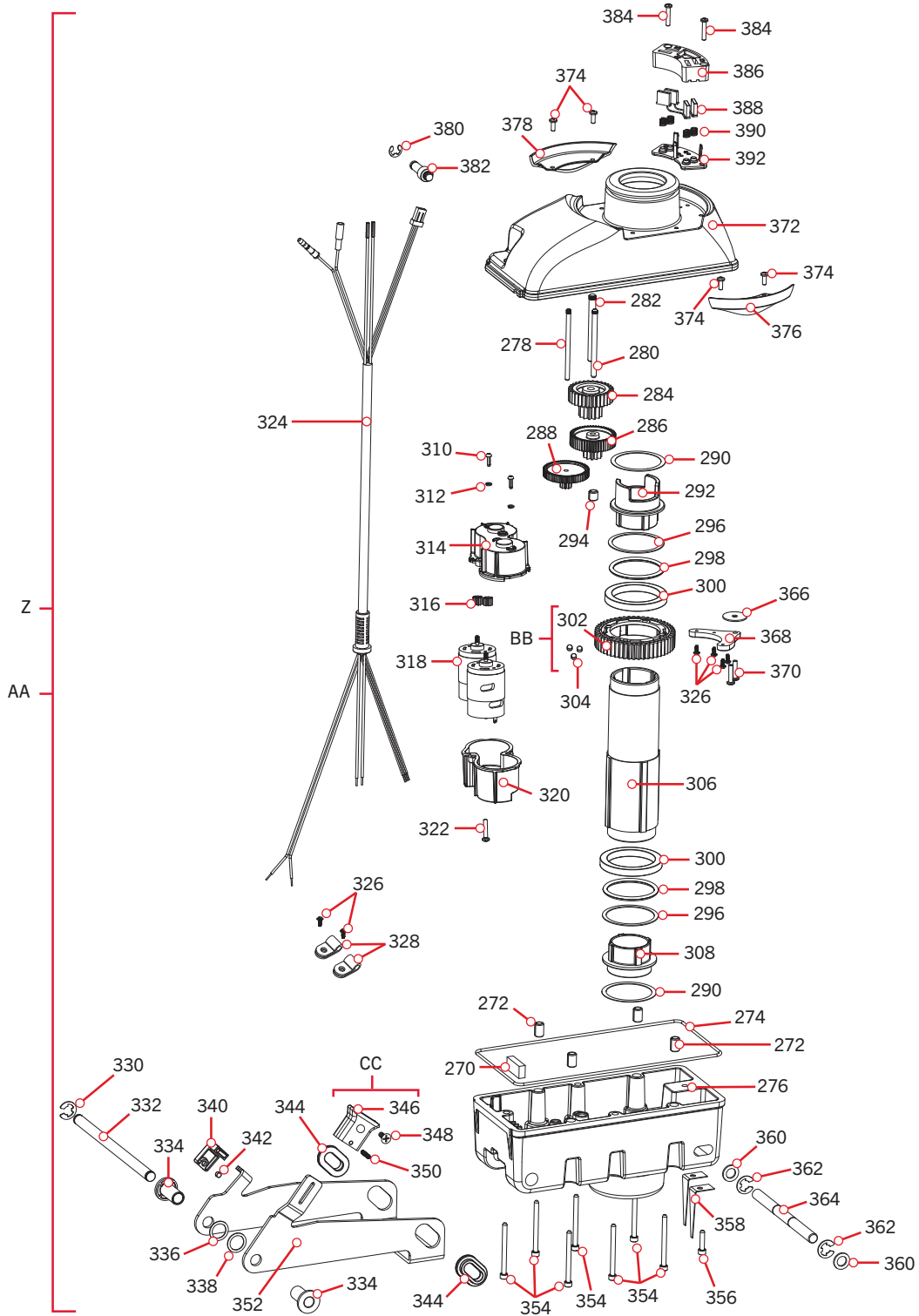
✘ This part is included in an assembly and cannot be ordered individually.



PARTS DIAGRAM & PARTS LIST

ULTERRA STEERING HOUSING >

> Steering Housing Parts Diagram



PARTS DIAGRAM & PARTS LIST

› Steering Housing Parts List

Assembly	Part #	Description	Notes	Quantity
Z	2996521	ASM, STEERING 24V	*80LB THRUST*	1
AA	2996522	ASM, STEERING 36V	*112 LB THRUST*	1
BB	2772200	OUTPUT GEAR W/MAGNETS		1
CC	2770100	RELEASE KNOB WITH SCREW KIT		1
Item	Part #	Description	Notes	Quantity
270	2308601	BREATHER FILTER, DR.HOUSING		1
272	✘	PIN-ROLL 5/16" X 1/2"		4
274	2324604	O-RING, CASE SEAL		1
276	✘	HOUSING-STEERING, BTM, FW	*SEE Z OR AA*	1
278	✘	SHAFT-GEAR, FIRST CLUSTER		1
280	✘	SHAFT-GEAR,INTERMED.CLUSTER		1
282	✘	SHAFT-GEAR, THIRD CLUSTER		1
284	2302255	GEAR & PINION,DR. HSG, STAGE 4		1
286	2302250	GEAR & PINION,DR. HSG, STAGE 3		1
288	2322210	GEAR & PINION, DR.HSG, STAGE 2		1
290	2321704	WASHER-THRUST, STEERING		2
292	2201510	COLLAR-DRIVE, OUTPUT TUBE		1
294	2321730	SPACER,GEAR CLUSTER,STEER HSG		1
296	2321720	SHIM,O-RING		2
298	2324608	O-RING,224,STR HSG		2
300	2327308	BEARING-BALL,SEALED,6809-2RS		2
302	2322200	GEAR-OUTPUT		1
304	✘	MAGNET-.187X.125 NCKL PLT(N/A)	*SEE BB*	3
306	2322030	TUBE-OUTPUT, MACHINED		1
308	2321510	COLLAR-DRIVE,BOTTOM		1
310	2053422	SCREW-M3-.5 X 10 PPH, ZPS		2
312	2051710	LOCKWASHER-SPLIT, 3MM, ZP		2
314	2322520	CASE-MOTOR,STRG HSG, TOP		1
316	2322215	GEAR-PINION, DR.HSG, STAGE 1		1
318	✘	MOTOR, STEERING 24V T2	*80LB THRUST*	1
	✘	MOTOR, STEERING 36V FW T2	*112LB THRUST*	1
320	2322525	CASE-MOTOR,STRG HSG,BTM		1
322	2043412	SCREW-#8-18 X 3/4 TY AB SS PPH		1
324	✘	LEADWIRE,STEERING MTR, 8 COND.		1
326	2373440	SCREW-#4-24 X 1/4 PHCR SS		6
328	2052510	CABLE CLAMP, 3/16", NYLON		2

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
330	2263011	E-RING 3/8 DIA. SHAFT*		1
332	2202601	PIN-PIVOT, DRIVEHOUSING, ZP		1
334	2207310	BUSHING,STEERING HSG, PIVOT		2
336	2201730	WASHER-FLAT, .56 ID NYLON	*BLACK*	1
338	2201731	WASHER-FLAT, NYLON	*WHITE*	1
340	2208600	HOLDER-MAGNET w/MAGNET		1
342	✖	MAGNET-.187X.125 NCKL PLT(N/A)		1
344	2207305	BUSHING, LATCH PIN		2
346	2200100	KNOB, TILT RELEASE		1
348	2203407	SCREW-#6-32 X .625" PFH, SS		1
350	2383463	SCREW-#6-32 X .625"SET SS		1
352	2201910	BRACKET, TILT, ZP		1
354	2323408	SCREW-#8-32 X 2.0 SHCS SS		7
356	2323410	SCREW-#8-32 X .75 SHCS SS		1
358	2322702	SPRING, LATCH PIN SS		2
360	2321702	WASHER-FLAT .375 NYLON		2
362	2263011	E-RING 3/8 DIA. SHAFT*		2
364	2202626	PIN-LATCH, SS		1
366	2201723	WASHER-#6, .625 OD, SS		1
368	2201920	BRACKET-SENSOR, STEERING HSG		1
370	2302100	SCREW-#6-20 X 1/2 THD CUTS		2
372	✖	STEERING HSG COVER FW BLK		1
374	2332103	SCREW-#6-20 X 3/8 THD*(SS)		4
376	2205905	ADAPTER, STEERING HSG RIGHT		1
378	2205900	ADAPTER, STEERING HSG LEFT		1
380	2263006	E-RING, 5/16, S/S GAS ASSIST		1
382	2202902	STANDOFF, OIL DAMPENER		1
384	2203408	SCREW-#6-32 X 1.00" PPH, NYLON		2
386	✖	BLOCK-BRUSH, SLIPRING		1
388	✖	BRUSH SHUNT ASSEMBLY		2
390	✖	BUMPER BRUSH BLOCK		4
392	✖	INSULATOR, BLOCK-BRUSH		1
▲	✖	HOUSING, CONNECTOR WPJ		1

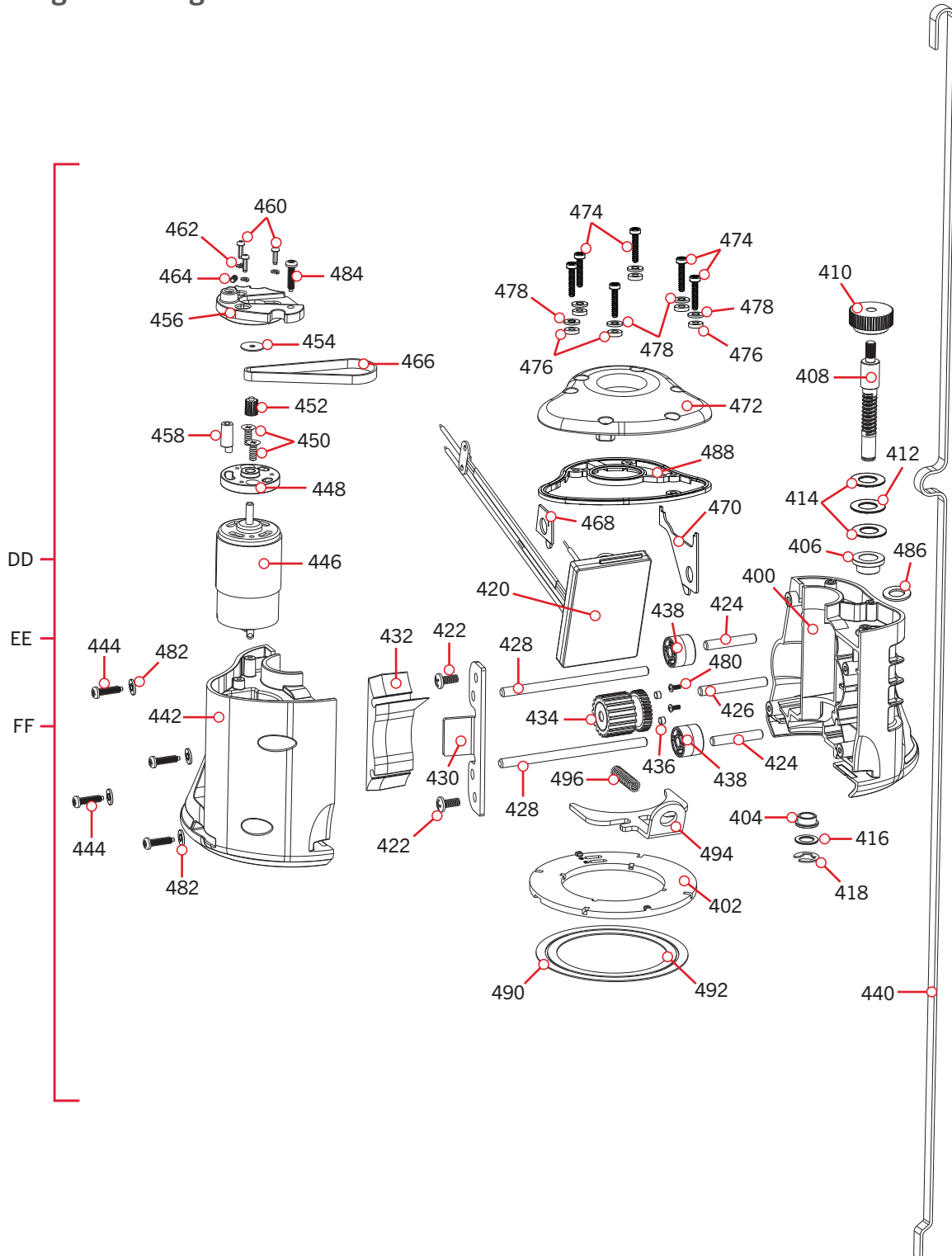
▲ Not shown on Parts Diagram.

✖ This part is included in an assembly and cannot be ordered individually.



ULTERRA TRIM HOUSING >

> Trim Housing Parts Diagram



PARTS DIAGRAM & PARTS LIST

› Trim Housing Parts List

Assembly	Part #	Description	Notes	Quantity
DD	2887807	ASSY,TRIM MODULE, FW, 45"	*45**	1
EE	2887803	ASSY,TRIM MODULE, FW, 60"	*60**	1
FF	2887823	ASSY,TRIM MOD "M",FW, 60"	*60** *M SKU*	1
Item	Part #	Description	Notes	Quantity
400	✘	HOUSING-TRIM, GEAR SIDE		1
402	✘	CARRIER, SLIPRING CONTACTS		1
404	✘	BUSHING, TRIM, BOTTOM		1
406	✘	BUSHING-HAT 1/2"SHFT BRNZ		1
408	✘	SHAFT-WORM		1
410	✘	PULLEY, TRIM JACKSHAFT, MACH.		1
412	✘	BEARING-THRUST, NEEDLE		1
414	✘	WASHER-THRUST, 1/2"		2
416	✘	WASHER-THRUST, 3/8"		1
418	✘	E-RING 3/8 DIA. SHAFT*		1
420	✘	BOARD ASSY, WIRELESS TRIM		1
	✘	BOARD ASSY, WIRELESS TRIM "M"	*80LB THRUST* *M SKU*	1
422	✘	SCREW-#4-24 X 1/4 PHCR SS TY B		2
424	✘	PIN, BELT PULLEY		2
426	✘	PIN, 2' X 1/4"		1
428	✘	PIN-DOWEL, 1/8"		2
430	✘	BRACKET, DRIVE BLOCK		1
432	✘	BLOCK, TUBE DRIVE		1
434	✘	GEAR/PULLEY-WORM, CLUSTER ASM		1
436	✘	MAGNET-.187X.125 NCKL PLT(N/A)		2
438	✘	PULLEY, BELT, TOP		2
440	2770816	BELT-LIFT 45"		1
	2770818	BELT-LIFT 60"		1
442	✘	HOUSING-TRIM, MOTOR SIDE		1
444	✘	SCREW -4MM DELTA PT SS		4
446	✘	MOTOR, TRIM		1
448	✘	PLATE-ADAPTER, LIFT MOTOR		1
450	✘	SCREW-M4 X 10 PFH, ZP		2
452	✘	PULLEY, LIFT MOTOR, MACHINED		1
454	✘	WASHER-#6, .625 OD, SS		1
456	✘	PLATE-MOTOR		1
458	2058411	TENSIONER-BELT		1

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
460	2053422	SCREW-M3-.5 X 10 PPH, ZPS		3
462	2051710	LOCKWASHER-SPLIT, 3MM, ZP		3
464	2053420	SCREW-SET-#8-32 X 1/4" S/S		1
466	2200810	BELT-TRIM		1
468	2206914	GASKET, TRIM HSG ASM, LFT, BLK		1
470	2206915	GASKET, TRIM HSG ASM, RIGHT BLK		1
472	2206410	COVER, TRIM HOUSING		1
474	2203401	SCREW -4MM DELTA PT SS		6
476	3391732	WASHER, SEALING		6
478	3394602	WASHER-FLAT #8 SS		6
480	2373440	SCREW-#4-24 X 1/4 PHCR SS		2
482	3394602	WASHER-FLAT #8 SS		4
484	2203401	SCREW-4MM DELTA PT SS		1
486	✘	O-RING, 014-BUNA N, ULTERRA		1
488	2206911	GASKET, TRIM HOUSING ASSEMBLY BLK		1
490	✘	RING-CONTACT, SLIPRING LARGE		1
492	✘	RING-CONTACT, SLIPRING SMALL		1
494	✘	HANDLE, TRIM HSG RELEASE, ZP		1
496	✘	SPRING-5/16" OD, SS		1

▲ Not shown on Parts Diagram.

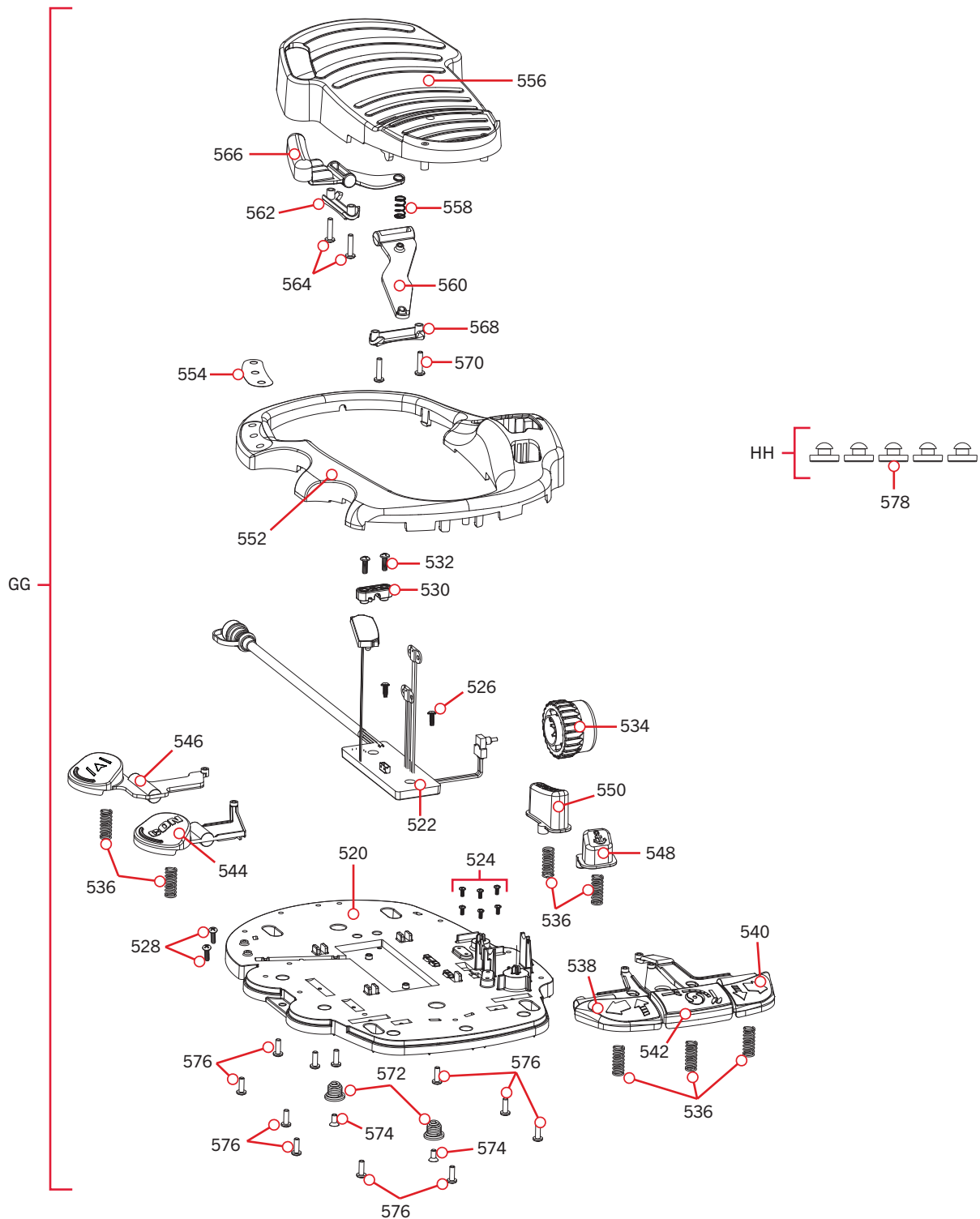
✘ This part is included in an assembly and cannot be ordered individually.



PARTS DIAGRAM & PARTS LIST

ULTRERRA FOOT PEDAL

Foot Pedal Parts Diagram



PARTS DIAGRAM & PARTS LIST

Foot Pedal Parts List

Assembly	Part #	Description	Notes	Quantity
GG	2994743	FT PEDAL ASM ULTERRA 1.5		1
HH	2994859	BAG ASY-TERROVA/V2,RUB.BUMPERS		1
Item	Part #	Description	Notes	Quantity
520	2204501	BASE PLATE, FOOT PEDAL		1
522	✘	PCB ASSY, ULTERRA		1
524	2373440	SCREW-#4-24 X 1/4 PHCR SS TY B		6
526	2372103	SCREW-#6 X .375 PLASTITE SS		2
528	2302100	SCREW-#6-20 X 1/2 THD CUTS		2
530	2322900	STRAIN RELIEF, FOOT PEDAL		1
532	2372100	SCREW-#8-18 X 5/8 THD* (SS		2
534	2320100	KNOB-SPEED, FOOT PEDAL		1
536	2322704	SPRING, LARGE SHORT SS		7
538	2203710	BUTTON,LFT STR w/TRIM UP ARROW		1
540	2203711	BUTTON,RGT STR w/TRIM UP ARROW		1
542	2203715	BUTTON, MOMENTARY/STOW-DEPLOY		1
544	2323715	BUTTON,MOM/CON,FT PEDAL		1
546	2323726	BUTTON, AP FOOT PEDAL		1
548	2203720	BUTTON, SPOT LOCK,ULTERRA/TRRV		1
550	2203725	BUTTON, MODE, ULTERRA		1
552	2200201	COVER, HEEL TOE FP OBN		1
554	2205605	DECAL, 3 INDICATORS, ULTERRA		1
556	2324401	PEDAL,HEEL/TOE FOOT PEDAL		1
558	2322714	SPRING (LEE #LC-029E-4-S) SS		1
560	2328600	FLEX FINGER, FOOT PEDAL		1
562	2321300	CLAMP-LEFT, FT PEDAL		1
564	2223430	SCREW-#8x3/4 PPH,TYPE 25,SS		2
566	2323710	BUTTON,MOM LEFT,FT PEDAL		1
568	2321300	CLAMP-LEFT, FT PEDAL		1
570	2223430	SCREW-#8x3/4 PPH,TYPE 25,SS		2
572	2322706	SPRING-BARREL SS		2
574	2323420	SCREW-#8-18 X 3/8" PFH SS TY B		2
576	2301310	SCREW-#8-18 X 1/2 (SS)*		11
578	2325110	PAD, FOOTPEDAL		5

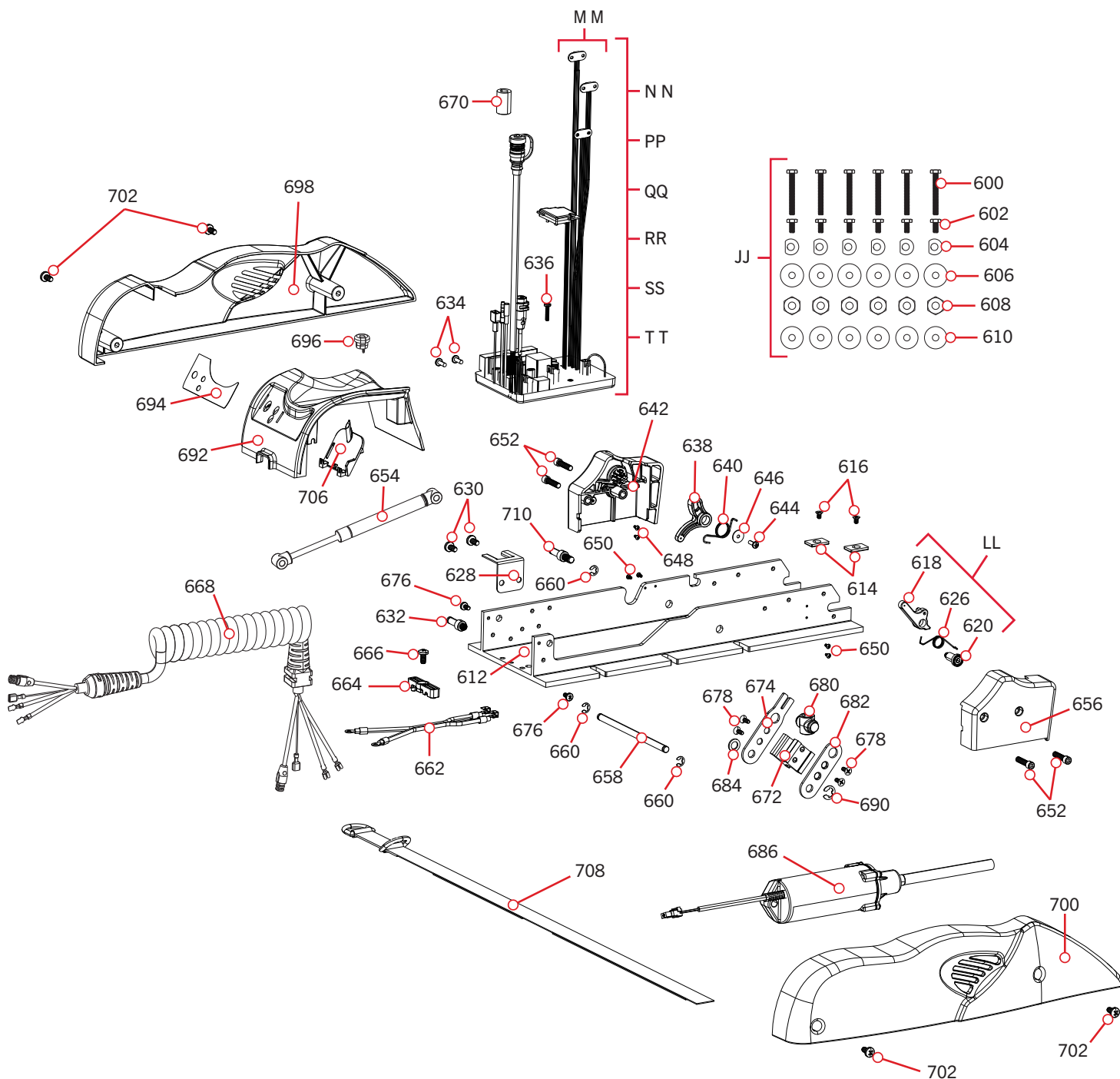
▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST

ULTRERRA MOUNT >

> Mount Parts Diagram



PARTS DIAGRAM & PARTS LIST

Mount Parts List

Assembly	Part #	Description	Notes	Quantity
JJ	2994917	BAG ASSY, ULTERRA MTG HARDWARE		1
LL	2777903	CAM MAGNET ASM, ULTERRA		1
MM	2880350	SENSOR WIRE W/BUTT CONNECTORS		1
NN	2774080	MAIN CTRL BD,US/AU/CA, 24V,60"	*80LB THRUST* *60"	1
PP	2774081	MAIN CTRL BD,US/AU/CA, 24V,45"	*80LB THRUST* *45"	1
QQ	2774082	MAIN CTRL BD,US/AU/CA, 36V,60"	*112LB THRUST* *60"	1
RR	2774084	MAIN CONTROL BRD,EUR, 24V, 60"	*80LB THRUST* *60"* *EUROPE*	1
SS	2774085	MAIN CONTROL BRD,EUR, 24V, 45"	*80LB THRUST* *45"* *EUROPE*	1
TT	2774086	MAIN CONTROL BRD,EUR, 36V, 60"	*112LB THRUST* *60"* *EUROPE*	1
Item	Part #	Description	Notes	Quantity
600	2203430	SCREW-1/4-20 X 2.0 HHCS SS		6
602	2203431	SCREW-1/4-20 X 0.5 HHCS SS		6
604	2201725	WASHER-CLIPPED, 1/4", 1.00" OD		6
606	2261713	WASHER-1/4 FLAT 18-8 SS		6
608	2263103	NUT-1/4-20 NYLOCK SS		6
610	2301720	WASHER-MOUNTING - RUBBER		6
612	2201901	BASE, MACHINED, FW		1
614	2205105	PAD, STOP		2
616	2203420	SCREW-#10-24 X 5/16 PFH		2
618	2207913	CAM, PIN SENSOR w/MAGNET SW		1
620	2203510	BOLT-SHOULDER,POLYMER,CAM SNSR		1
626	2042711	SPRING-TORSION, SS		1
628	2200821	CLIP-CORD, ZP		1
630	2323404	SCREW-1/4-20 X 1/2" T-L ZP		2
632	2202902	STANDOFF, OIL DAMPENER		1
634	2323406	SCREW-#10-24 X .50 CRPH SS		2
636	2373487	SCREW-#8-32 X 3/4" PPH MACH SS		1
638	2207905	RAMP/ACTUATOR ASM w/MAGNET		1
640	2202708	SPRING-TORSION,RGT HND WIND,SS		1
642	2203946	RAMP-MOTOR, LEFT 80# FW	*80LB THRUST*	1
	2203947	RAMP-MOTOR, LEFT 112# SW	*112LB THRUST*	1
644	2301310	SCREW-#8-18 X 1/2 (SS)*		1
646	2201723	WASHER-#6, .625 OD, SS		1
648	2373440	SCREW-#4-24 X 1/4 PHCR SS TY B		2
650	2053411	SCREW-#4-40 X 1/4 PPH ZP		4
652	2263453	SCREW-1/4-20 X 1" SHCS S/S		4

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.

PARTS DIAGRAM & PARTS LIST



Item	Part #	Description	Notes	Quantity
▲	2200825	CLIP, SENSOR CABLE		2
654	2208800	DAMPER, HYBRID, 80#	*80LB THRUST*	1
	2208802	DAMPER, HYBRID, 112#	*112LB THRUST*	1
656	2203911	RAMP-MOTOR, RIGHT, 80#	*80LB THRUST*	1
	2203912	RAMP-MOTOR, RIGHT, 112#	*112LB THRUST*	1
658	2202605	PIN, ACTUATOR, SS		1
660	2263006	E-RING,5/16,S/S GAS ASSIST		3
662	2090651	LEADWIRE,10 GA,PD/GENESIS		1
664	2321310	STRAIN RELIEF		1
666	2323405	SCREW-1/4-20 X 1/2" MCH SS		1
668	2991272	COIL CORD ASY 54/60"U.SONAR		1
670	2307313	BEAD-FERRITE		1
672	2203625	EXTRUSION-TILT,TIE BAR,ANODIZE		1
674	2204201	ARM-LIFT, INNER, ZP		1
676	2383447	SCREW-#10-32 X 3/8" PPH SS		2
678	2203410	SCREW-#10-32 X .5"		4
680	2203100	NUT, TILT MOTOR		1
682	2204206	ARM-LIFT, OUTER, ZP		1
684	2321702	WASHER-FLAT .375 NYLON		1
686	2997817	ASSEMBLY, TILT MOTOR, ULTERRA		1
690	2263011	E-RING 3/8 DIA. SHAFT*		1
692	2206510	HOUSING-CONTROL, BLACK		1
694	2205613	DECAL-PWR SWTCH,U1.5, FW		1
696	2202910	STRAIN RLF,HEYC SR 6N3-4		1
698	2203907	SIDEPLATE, LEFT		1
700	2203902	SIDEPLATE, RIGHT		1
702	2323405	SCREW-1/4-20 X 1/2" MCH SS		4
▲	2256300	TIE WRAP-5.5" BLACK		2
▲	2052510	CABLE CLAMP, 3/16", NYLON		2
706	2200823	CLIP, POWER BUTTON		1
708	2203801	STRAP, HOLD DOWN, ULTERRA		1
710	2202904	STANDOFF, DAMPENR STEERING		1

▲ Not shown on Parts Diagram.

✘ This part is included in an assembly and cannot be ordered individually.



NOTES



A large area for taking notes, consisting of 25 horizontal lines spaced evenly down the page.



RECOMMENDED ACCESSORIES

▶ ON-BOARD & PORTABLE BATTERY CHARGERS

Stop buying new batteries and start taking care of the ones you've got. Many chargers can actually damage your battery over time – creating shorter run times and shorter overall life. Digitally controlled Minn Kota chargers are designed to provide the fastest charge that protect and extend battery life.



MK212PCL



MK210D



MK110PD

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Lets you tie lines and work from the transom any time of day — or night. Includes both white and blue LED lights with three brightness settings.



UP TO 15' DEEP

Control more water and catch more fish with the first 15' shallow water anchor.



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- Control Panel
- Wireless Remote
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- Advanced GPS Navigation System Remote



BLUETOOTH® CONNECTIVITY

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▶ MINN KOTA ACCESSORIES

We offer a wide variety of trolling motor accessories, including:

- 60-Amp Circuit Breaker
- Mounting Brackets
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- Quick Connect Plugs

