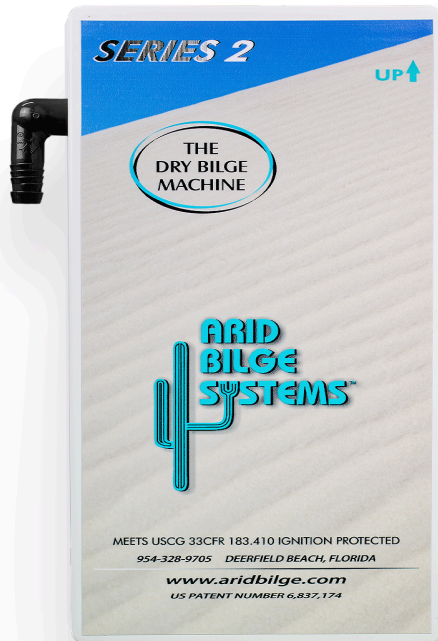


2026 SERIES 2 INSTALLATION AND OPERATIONS MANUAL



Arid Bilge Systems
1525 NW 3rd Street, Unit 5
Deerfield Beach, FL 33442
954-478-7066 | admin@aridbilge.com | alfred@aridbilge.com

IMPORTANT SAFETY NOTE

Arid Bilge Systems are designed to remove residual bilge water that traditional bilge pumps leave behind. Arid Bilge Systems do not replace standard emergency bilge pumps. Traditional high-volume bilge pumps must remain installed, operational, and properly maintained to protect the vessel from flooding, sudden water intrusion, or changes in vessel trim. The Series 2 system is a dry bilge management system. It is intended to keep selected bilge areas dry, fresh, and protected by removing trace residual water from two or three low points after the primary bilge system has done its job.



Arid Bilge Systems - Dry, Fresh, & Protected



INSTALLATION OVERVIEW



The Series 2 system may be mounted in many locations aboard the vessel, but it should not be mounted directly in the bilge. The central unit is not waterproof and should be installed in a dry, accessible bulkhead or protected mechanical area. The best installation location is usually near the discharge route and slightly above the selected discharge through-hull or drain path when possible. The unit should be mounted upright with the **UP** arrow on the faceplate pointing

Arid Bilge Systems - Dry, Fresh, & Protected



upward. The system uses gravity as part of its internal collection and discharge process. Do not mount the unit on its side, upside down, or in any position that prevents it from operating upright. This is especially important on sailboats or vessels that may operate at a heeling angle. If the vessel heels, the unit will heel with the boat, so the system should be mounted as upright and level as reasonably possible during normal vessel operation.

MOUNTING THE SERIES 2 UNIT

The Series 2 unit includes six #8 mounting holes on the two mounting flanges. These mounting flanges are intended for typical bulkhead mounting. If the unit must be shelf-mounted, a pair of flat aluminum bars may be attached to the bottom of the box so they protrude beyond both sides, similar to the existing mounting flanges. A common shelf-mounting approach is to use 1/8-inch by 1-inch by 7-inch flat aluminum bars, then secure those bars to the shelf or mounting surface. Use appropriate stainless steel fasteners for the mounting surface. Before fastening the unit or any bracket, verify that the fastener length will not damage the enclosure or interfere with internal components. The unit should be mounted securely, but it should also remain accessible. Do not install the unit in a sealed or unreachable location where future inspection, tubing removal, power service, or troubleshooting would be difficult.

DISCHARGE HOSE ROUTING

The Series 2 system is supplied with a black 1/2-inch 90-degree barbed discharge fitting. This fitting can be rotated in the direction needed for the installation. When possible, rotate the fitting clockwise. If the standard fitting does not suit the installation, the discharge fitting may be adapted or replaced with a 3/8-inch to 5/8-inch barbed fitting, provided the fitting uses a 1/2-inch NPT thread on the end that connects to the unit and the discharge path remains unrestricted. A 1/2-inch polybraid hose is the most commonly used discharge hose. The discharge hose should be kept as short and direct as practical.

For best performance:

- Keep the discharge hose under 12 feet whenever possible.
- The shorter the discharge route, the better.
- Avoid running the discharge hose uphill more than 2 feet above the unit.
- Route the discharge downhill to the discharge point whenever possible.
- Avoid kinks, restrictions, tight bends, undersized fittings, or unnecessary check valves.
- Secure all discharge hose connections with proper clamps.
- Verify that the final discharge path is clear before leaving the installation.

The Series 2 system is more efficient at lifting fluid from the bilge pickup than it is at pushing discharge water uphill above the unit. For this reason, discharge routing should be planned



carefully before the unit is mounted. There is no backflow from the discharge due to the checkvalve.

PREFERRED DISCHARGE CONNECTION POINTS

Preferred discharge connection points include:

- Hatch drains
- Deck drains
- Sink drains
- Other static, vented overboard drains
- Approved discharge routes suitable for the vessel

Static and vented drains are usually preferred because they are less likely to interfere with bilge pump operation and are easier to understand during future service. Do not discharge the Arid system back into the same bilge area the system is trying to keep dry.

CONNECTING TO AN EXISTING BILGE PUMP DISCHARGE

If the Arid Bilge System must be connected to an existing bilge pump discharge line, the vessel must have a proper riser loop or anti-siphon loop. The Arid discharge should be T-connected between the top of the riser loop and the thru-hull fitting. Do not T-connect the Arid discharge between the bilge pump and the top of the riser loop. If the T-connection is made in the wrong location, the discharge water may return to the bilge through the bilge pump. When this happens, the Arid Bilge System may continue running cycles while moving the same water in an endless loop. Over time, this can cause unnecessary runtime and may reduce system performance.

CHECK VALVE WARNING

Do not add a check valve to the bilge pump discharge line to solve backflow issues. A check valve can create a vapor lock condition. Vapor lock may prevent the bilge pump from priming properly, causing the pump to run for an extended period while air slowly escapes from the pump housing. If a check valve is already installed in the bilge pump discharge hose, review whether it should be removed during the Arid Bilge System installation. Traditional bilge pumps are emergency safety equipment. Nothing in the Arid installation should interfere with the bilge pump's ability to remove emergency water.



ENVIRONMENTAL RESPONSIBILITY

As with all overboard discharge devices, the vessel owner or captain is responsible for ensuring that hydrocarbons, fuel, oil, or other contaminants are not discharged into surrounding waters. Once the Arid Bilge System is installed and the bilge remains dry, leaks often become easier to identify. Water, fuel, oil, or other fluids may leave visible trails through the dry bilge, making it easier to locate and correct the source. Arid Bilge Systems also offers Eco-Drain oily water separator options for customers who want an additional environmental protection layer before discharge. Collected hydrocarbons, oil, fuel, or contaminated residue should be collected in an approved container and disposed of properly. Do not discharge hydrocarbons into the water, storm drains, the ground, or back into the bilge.

POWER CONNECTION

Current Series 2 units with visible side/ front indicator LEDs are designed to accept 12–24 VDC power. A voltage label is located near the power cord entry point. If the label indicates **12–24 VDC**, this manual applies to the current Series 2 unit processor. If your unit has no visible side indicator LEDs and the voltage label says only **12 VDC** or **24 VDC**, you will have to be sure what source of power the unit is receiving.

Power wiring:

- Red wire: positive
- Black wire: negative
- Protect the circuit with a 2- to 10-amp fuse or circuit breaker
- The unit also contains an internal 1.5-amp fuse in a fuse holder near the power cord terminals

Typical power draw:

- Standby: approximately 24 to 41 milliamps
- Running: up to approximately 0.8 amps at 12 volts when operating on a single intake

Before connecting power, verify polarity and confirm that the circuit is properly protected. The breaker or fuse should be clearly labeled so the owner, captain, or service technician can turn the unit off when needed.



INTAKE TUBING REQUIREMENTS

The Series 2 system is supplied with either 80 or 100 feet of 5/32-inch intake tubing, depending on the system configuration. Each intake tube may be a different length, but every finished intake tube must be between 20 and 50 feet long for the system to operate correctly.

Important: Do not cut any intake tube shorter than 20 feet.

If an intake tube is shorter than 20 feet, the system may not correctly recognize when bilge water is present at the pickup. This can cause the system to cycle off too early and leave that bilge compartment wet. For shorter runs, coil the extra tubing neatly near the system or along the route. Do not cut the tubing too short.

INTAKE TUBING BEST PRACTICES

- Use the supplied 5/32-inch intake tubing.
- Keep each finished intake tube between 20 and 50 feet.
- Coil excess tubing instead of cutting it too short.
- When possible, leave a service loop at both the system end and the pickup end.
- Route tubing cleanly and securely.
- Avoid kinks, crushing, tight bends, or heat-damaged areas.
- Keep tubing away from moving machinery, sharp edges, and hot surfaces.
- Label tubing when multiple zones are installed. Example: Engine Room Port / Starboard.

BILGE PICKUP OPTIONS

There are three pickup styles available for the Series 2 system. The appropriate pickup depends on the shape of the bilge, the location of the water, and the access available for installation.

Common Series 2 pickup options include:

- Mini standard pickup
- Offset pickup
- L-shaped pickup wand

The **mini standard pickup** is approximately 2 inches by 3 inches and is designed for flat-bottomed bilge areas that are at least 2 inches wide.

The **offset pickup** is approximately 2.75 inches by 4.25 inches. It pulls from the edge of the pickup where the push-to-lock fitting is located. The offset pickup is designed to sit with the



fitting edge down into a V-shaped compartment. The offset pickup should not be installed at an angle greater than approximately 45 degrees from level.

The **L-shaped pickup wand** is designed for V-bottomed bilges, narrow bilge compartments, or tight spaces where a flat pickup cannot sit properly at the water collection point.

PICKUP PLACEMENT

Pickups should be placed where water actually collects. The purpose of each pickup is to remove residual water from a low point that a traditional bilge pump cannot reach. Initial placement should be tested before securing the pickup permanently. Run the system with the pickups loose in the bilge at first so the installer can confirm that each pickup is located at the true low point. Leave extra tubing near each pickup when possible. This allows pickups to be moved during testing and makes future adjustment easier.

PICKUP INSTALLATION RULES

- Place pickups at the true low points where water collects.
- Do not drill into the pickup body.
- Do not crush or over-clamp the pickup.
- Do not block the pad or underside flow path.
- The pickup pad must be able to breathe and absorb water.
- Test pickup locations before securing them permanently.
- Use light tubing tension or an approved retaining method if a pickup needs help staying in position.
- Keep pickups accessible for cleaning and service.

CONNECTING THE INTAKE TUBING

Route the intake tubing first, then connect it to both the pickup and the Series 2 unit. For push-to-connect fittings, cut the tubing square and push the tubing approximately 7/16-inch into the fitting. When resistance is first felt, the tube is only partially inserted. Continue pushing until the tubing is fully seated and locked in position. If the tubing is not fully inserted, the connection may create a vacuum leak. A vacuum leak can prevent the system from drying the bilge because the system will pull air instead of water.



PINCH VALVE UPGRADE CONNECTION

If the Series 2 unit is equipped with the pinch valve upgrade, soft-walled silicone tubes will be present at the unit intake ports.

To connect the intake tubing:

1. Insert the hard-walled intake tube from the boat's end and insert into the soft-walled silicone tube.
2. Gently work the soft-walled tube over the hard-walled tube.
3. Continue until there is approximately 1/2-inch overlap between the two tubes.
4. A small micro tie wrap may be placed over the connection point for added security.

Do not pull on the soft-walled tubing at the unit. Pulling on this tubing can dislodge it from the pinch valve area or damage the connection.

REMOVING INTAKE TUBING

To remove tubing from a push-to-connect fitting:

1. Depress the orange plastic ring around the tube.
2. Hold the ring fully depressed.
3. Pull the tubing out while continuing to hold the ring in.
4. Do not pull the tubing out without depressing the ring.

For soft-walled pinch valve tubing at the unit end, gently pull back the edges of the soft-walled silicone tubing until it releases. Do not yank the two different tubes apart.

SECURING BILGE PICKUPS

Securing the mini standard pickup is often not necessary. The pickup has a non-skid underside and a low center of gravity.

If a pickup moves or flips during operation, use one of the following methods:

1. Leave the pickup loose and monitor it during testing.
2. Tie-wrap the intake tubing to a point directly above the pickup to help hold the pickup in position (A Bilge pump for example).
3. Fabricate a light aluminum retaining bracket if additional support is needed.



If using an aluminum bracket, do not apply downward pressure to the pickup. The pad underneath the pickup needs to breathe and absorb water. Over-clamping can prevent proper water entry and reduce performance. For pickup wands, the vertical tube can be tie-wrapped to a nearby structure. Make sure the bottom of the L-shaped section points downward because the wand absorbs water from under the L. The wand is made from soft-walled copper and can be gently hand-bent, but the bend must be smooth and gradual. Do not kink the wand.

STARTUP SEQUENCE AND NORMAL OPERATION

Once the discharge hose, intake tubing, pickups, and power are connected, the Series 2 system will begin its automatic operating sequence.

The basic operating sequence is:

1. Power is applied.
2. Approximately 3 seconds after power is applied, the compressor starts running.
3. For the next 6 seconds, the unit discharges any previously collected water.
4. An audible click is heard.
5. For the next few seconds, the unit may pump air backward through the active intake tube while continuing to discharge remaining water.
6. If the bilge pickup is submerged, bubbles may be seen at the pickup during this portion of the cycle.
7. Another audible click and tonal change may be heard.
8. The system begins vacuuming the collection chamber.
9. As the chamber reaches full vacuum, the pump may speed up and then shut off.
10. When the pump shuts off, an intake valve opens.
11. Liquid, air, or a mixture begins to flow through the 5/32-inch intake tube.
12. The system repeats the process for intake number 2 and, if equipped, intake number 3.
13. If more than one zone remains wet, the system may continue running cycles on the wet zones until the pickups begin pulling air.
14. When all connected zones are dry, the unit enters its three-hour rest mode.

During rest mode, the unit is silent and the green LED remains solid. The system will remain in rest mode for approximately three hours before checking the bilge compartments again. To wake the unit manually, turn power off for approximately three seconds and then reapply power.



INDICATOR LIGHT LEGEND

Current Series 2 units have three indicator LEDs on the left side of the unit:

- Blue LED
- Green LED
- Red LED

The unit also includes an internal piezo buzzer that sounds with the red LED during alarm conditions.

BLUE LED: ACTIVE INTAKE ZONE

The blue LED indicates which intake zone is active.

Typical blue LED behavior:

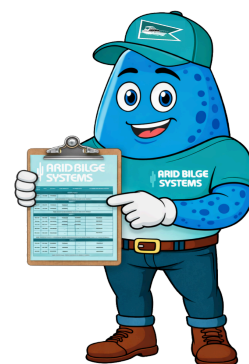
- One repeating flash: Zone 1 active / top port
- Two rapid flashes: Zone 2 active / second port
- Three rapid flashes: Zone 3 active / bottom port, if equipped
- Solid blue light: two zones may be active at the same time

GREEN LED: SYSTEM OPERATION

The green LED indicates the system's operating state.

Typical green LED behavior:

- Long, slow flashing green: system is discharging
- Rapid flashing green: system is vacuuming the collection chamber
- Solid green: system is in three-hour rest mode after all bilge compartments are dry



If the compressor is not running and the green LED is solid, the unit is likely in rest mode. If no LEDs are lit, the unit may not be receiving power. Check the power terminals with a voltmeter and confirm that the correct voltage is present. If voltage is present and no LEDs are lit, the internal 1.5-amp fuse may be blown.



ALARMS AND TROUBLESHOOTING

Several conditions can cause the Series 2 unit to produce an audio alarm. When an alarm occurs, the red LED and piezo buzzer flash and sound in different sequences to help identify the cause.

The most common alarm conditions are:

1. Blocked intake / clogged zone
2. Blocked discharge
3. Open port / tubing not connected / tubing too short
4. Internal leak or vacuum failure

Always inspect the installation carefully before assuming the unit has failed. Many alarm conditions are caused by pickup clogging, tubing restriction, blocked discharge routing, short tubing, or improper installation.

ALARM 1: BLOCKED INTAKE / CLOGGED ZONE

A blocked intake means the system is unable to move air or fluid through one intake zone properly.

Typical behavior:

- The unit runs normal cycles on the unaffected zones.
- The unit attempts to pull from the affected zone.
- After the other zones are dry, the unit alarms while attempting to blow air backward through the blocked intake.
- The red LED and buzzer identify the affected zone.

Alarm sequence examples:

- Zone 1 clog: 1 short flash/beep followed by 3 long flashes/beeps
- Zone 2 clog: 2 short flashes/beeps followed by 3 long flashes/beeps
- Zone 3 clog: 3 short flashes/beeps followed by 3 long flashes/beeps

Possible causes:

- Clogged pickup pad
- Dirt, debris, oil, or sediment around the pickup
- Kinked or crushed intake tubing
- Blocked intake tubing
- Intake tubing not fully seated



- Vacuum leak at the fitting
- Pickup pad saturated, damaged, or unable to breathe freely
- Intake valve not opening

BLOCKED INTAKE TROUBLESHOOTING

If a blocked intake alarm occurs:

1. Identify the affected zone from the red LED and buzzer sequence.
2. Inspect the pickup pad in that zone.
3. If the pickup appears clogged, remove and clean it.
4. Disconnect the pickup from the intake tubing.
5. Place the bare intake tubing in open air where it cannot touch water or debris.
6. Reset power and allow the unit to run through its cycles.
7. If the alarm clears, the pickup was likely the problem.
8. If the alarm does not clear, disconnect the intake tubing for that zone from the Series 2 unit.
9. Reset power again.
10. If the alarm clears after the tubing is disconnected from the unit, inspect the intake tubing for blockage, crushing, kinking, or damage.
11. If the alarm remains even with the intake tubing removed from the unit, the intake valve may not be opening and the unit may require service.

CLEANING A PICKUP

To clean a pickup:

- Remove the pickup from the tubing.
- Rinse the pickup with fresh water.
- Clear debris from the pad, screen, and fitting area.
- Gently work out any dirt, sediment, or residue.
- Backwash the pickup using a garden hose or sink over the fitting when possible.
- Inspect the perimeter of the pad for separation, delamination, saturation, or damage.
- Reinstall the pickup only if it is clean and intact.

A clogged pickup does not always mean the system has failed. In many cases, it means the pickup is doing its job by stopping debris before it enters the intake tubing or the internal system. Replace the pickup if it is damaged, saturated, separated, clogged beyond cleaning, or no longer performing properly.



ALARM 2: BLOCKED DISCHARGE

A blocked discharge means the system cannot discharge collected fluid properly.

Typical behavior:

- Rapid beeping
- Rapidly flashing red LED
- Alarm may occur shortly after power reset
- The system may attempt to discharge but cannot clear the collected fluid

Common causes:

- Closed seacock or thru-hull valve
- Blocked discharge hose
- Kinked discharge hose
- Incorrect discharge routing
- Obstruction in the thru-hull or drain path
- Discharge hose routed too high above the unit
- Internal discharge issue

BLOCKED DISCHARGE TROUBLESHOOTING

If a blocked discharge alarm occurs:

1. Confirm that any discharge seacock or thru-hull valve is open.
2. Reset power to the system.
3. If the alarm occurs after launch or seasonal recommissioning, verify that the seacock was not left closed.
4. Place a cup or small bucket under the black 90-degree discharge fitting.
5. Remove the discharge hose from the discharge fitting.
6. Reset power.
7. Observe whether water discharges from the unit.
8. If the unit alarms and discharges water into the container, the blockage is downstream in the discharge hose, thru-hull, valve, or drain path.
9. If the alarm continues and no water comes out of the discharge fitting, the compressor, air valve, float switch, or internal discharge pathway may require service.
10. Contact Arid Bilge Systems for service guidance if the issue cannot be corrected.



ALARM 3: OPEN PORT / TUBING NOT CONNECTED / TUBING TOO SHORT

An open port alarm may occur after the system has run a cycle for each zone and senses that the intake path is not behaving correctly.

Typical alarm sequence:

- 2 short flashes/beeps followed by 2 long flashes/beeps

Possible causes:

- No intake tubing connected
- Intake tubing not pushed fully into the fitting
- Intake tube shorter than 20 feet
- Open intake port
- Loose intake connection
- Improper tubing installation

Troubleshooting steps:

1. Confirm that all required intake tubes are connected.
2. Verify that each tube is pushed fully into the fitting.
3. Inspect for loose, partially seated, or disconnected tubing.
4. Confirm that every finished intake tube is at least 20 feet long.
5. Coil extra tubing instead of cutting any intake line shorter than 20 feet.
6. Reset power and allow the unit to run through a normal cycle.

ALARM 4: INTERNAL LEAK OR VACUUM FAILURE

An internal leak or vacuum failure means the system is unable to build or hold proper vacuum.

Typical behavior:

- The unit runs two cycles in approximately 90 seconds, or approximately 135 seconds for a three-zone unit.
- The unit alarms with 4 long beeps and flashes.
- The compressor may not speed up before shutting down.
- The system may not reach proper vacuum.



Possible causes:

- Dry discharge check valve losing prime
- Stuck open intake valve
- Failed fitting
- Internal leak point
- Bad compressor
- Bad three-way air valve
- Faulty vacuum sensor

BASIC VACUUM CHECK

If an internal leak or vacuum failure is suspected:

1. Remove the discharge hose from the black 90-degree discharge fitting.
2. Reset power.
3. After the system changes into vacuum mode, place your thumb over the end of the 90-degree discharge fitting.
4. Check whether suction is felt.
5. Listen for the compressor to speed up before shutting off.

If suction is felt, the discharge check valve may need to be re-primed.

RE-PRIMING THE DISCHARGE CHECK VALVE

If suction is felt at the discharge fitting and the system appears to have lost prime:

1. Rotate the 90-degree discharge fitting upward if possible.
2. Pour approximately 5 ounces of water into the discharge fitting.
3. Run the system.
4. Observe whether normal vacuum operation returns.

If the system is installed in an area that remains extremely dry, it may be helpful to periodically rinse one dry compartment so the system sees a small amount of water flow.



LOOP TEST FOR INTAKE VALVES

If an intake valve leak is suspected, short pieces of tubing may be used to loop intake ports together for testing.

General process:

1. Disconnect the intake tubing from the unit.
2. Cut a short 4-inch piece of spare intake tubing.
3. Loop two intake ports together.
4. For three-zone versions, use a second short tube to block or loop the third port as needed.
5. Reset power and listen for the compressor to build vacuum and speed up before shutting off.
6. If the unit pauses or behaves differently with the loop installed, reset power again.
7. Run the unit and turn power off just after the compressor shuts off.
8. Disconnect the looped tube and listen for suction or a hiss at the ports.
9. If suction is heard at a port while power is off, that valve may be leaking.

If a valve issue is identified, contact Arid Bilge Systems for the correct service procedure. Different valve versions may require different service steps.

SYSTEM CAPACITY

The Series 2 system is designed to remove residual bilge water, not to manage major leaks or emergency flooding.

Approximate total system capacity:

- 3.5 gallons per hour
- Approximately 84 gallons per day

If the vessel has a slow but continuous leak, the leak should be located and repaired. If the volume of water entering the vessel exceeds the capacity of the Series 2 system, the bilges will not become dry. The Series 2 system supports normal dry bilge maintenance. It is not a replacement for emergency bilge pumps.



WINTERIZING

If the system may be exposed to freezing conditions, winterization may be required. The Series 2 system is pneumatically driven, and water does not pass through the air pump. However, if the discharge hose or internal discharge riser can remain filled with water, it should be protected.

Winterizing process:

1. Place approximately 5 ounces of biodegradable antifreeze at the pickup locations.
2. Reset power to the system.
3. Allow the system to run several cycles and pull the antifreeze through the system.
4. Once the system re-enters rest mode, shut power off until spring.
5. In spring, verify that any discharge seacock or thru-hull valve is open before restoring power.

Use only appropriate biodegradable marine antifreeze suitable for the vessel and storage conditions.

MAINTENANCE

The Series 2 system is designed to be low-maintenance. For best performance, inspect the pickups periodically and clean them when needed. A good general practice is to inspect the pickups every 6 to 12 months, depending on how dirty the bilge environment is.

Clean or inspect pickups sooner if:

- The bilge is dirty
- Construction debris is present
- Fiberglass dust or paint chips are present
- Pickups have been exposed to oil, fuel, sludge, or heavy residue
- The system gives a blocked intake alarm
- A bilge compartment remains wet longer than expected

CLEANING PRODUCTS AND SOAP WARNING

Avoid allowing concentrated foaming cleaners, heavy detergents, harsh chemicals, or soap residue to enter the Arid Bilge System. Foam can interfere with normal system operation and may damage internal air-circuit components over time. Harsh chemicals may also damage pickup materials, tubing, seals, check valves, or other components.



Before major deck washdowns, bilge cleaning, or air-conditioning coil cleaning:

1. Turn off power to the Arid Bilge System.
2. Complete the cleaning process.
3. Rinse the bilge thoroughly with fresh water.
4. Allow traditional bilge pumps or normal drains to clear the bulk water and cleaner residue.
5. Turn the Arid Bilge System back on after the area has been thoroughly rinsed.

The simple rule is:

Let the bilge pump handle bulk soapy water. Let Arid finish drying the residual water.

AIR-CONDITIONING COIL CLEANING WARNING

Air-conditioning technicians may use acidic coil cleaners that can damage marine system components if allowed to collect in the bilge and enter the Arid system.

If AC coil cleaning is scheduled:

1. Turn off power to the Arid Bilge System before service begins.
2. After the AC service is complete, rinse the bilge thoroughly with fresh water.
3. Use enough fresh water to dilute and flush the cleaning residue.
4. Allow traditional bilge pumps to clear the bulk water.
5. Restore power to the Arid Bilge System after the cleaner residue has been diluted and cleared.

Do not allow concentrated acidic cleaner or harsh chemical residue to be pulled directly into the Arid Bilge System.

SHIPPING THE UNIT FOR SERVICE

If the unit must be returned to Arid Bilge Systems for service, prepare it carefully before shipping.

Shipping preparation:

1. Dismount the unit.
2. Leave the intake tubing and pickups in place on the boat unless otherwise instructed.
3. Refer to the pickup and tubing sections of this manual for proper tubing removal.
4. Take the unit to an area where water can drain safely.
5. Rotate the unit so the black 90-degree discharge fitting is at the lowest point.

Arid Bilge Systems - Dry, Fresh, & Protected



6. Rock the unit gently side to side and back toward the discharge fitting.
7. Continue until no more water drips from the discharge fitting.
8. Wrap the discharge fitting with electrical tape to help contain remaining moisture.
9. Do not place the unit inside a sealed plastic bag.
10. Pack the unit securely in a cardboard box with protective material.
11. Complete the Arid Bilge Systems Repair Request Form before shipping the unit whenever possible.

If the form cannot be completed online or printed, include a written note inside the box with:

- First and last name
- Company name, if applicable
- Return shipping address
- Phone number
- Email address
- Unit model
- Serial number
- Clear description of the issue

Do not seal the unit in plastic. If moisture escapes during shipping, it is better for a small amount of moisture to enter the cardboard box than to trap water against the electronics inside a sealed plastic bag.

CONTACT INFORMATION

Questions, service requests, or troubleshooting support:

Arid Bilge Systems

1525 NW 3rd Street, Unit 5

Deerfield Beach, FL 33442

Phone: 954-478-7066

Email: admin@aridbilge.com

Email: alfred@aridbilge.com

And as always.

Stay Dry, Fresh, and Protected!



Arid Bilge Systems - Dry, Fresh, & Protected

