

## FEATURES

- Highly responsive, effortless steering performance at all speeds.
- Low number of turns lock-to-lock (based on helm selection).
- Few components to spec and install.
- Semi-Auto purge feature.
- Suitable for multi-station applications.
- Integrated autopilot pump.
- Suitable for use with most SeaStar helms (including tilt versions).
- Automatic manual back up system.



SeaStar Power Steering provides super responsive automotive style steering performance for today's large motor yachts. The SeaStar DC Power Steering Unit is the heart of the system providing reliable and economical hydraulic flow to the steering cylinder whenever the wheel is turned. Whether docking or cruising at high speed, the system will deliver 100% power regardless of engine speed.

SeaStar's superior design and selection of materials, precision manufacturing and rigid quality control all add up to an outstanding robust and versatile system for all large boat applications.

## KEY FEATURES

### Easy to Spec and Install

Covers most power steering requirements.  
No need to determine required flow rate, engine pump spec, engine connectivity.  
The system is economically powered from the boat's 24v supply.

### Semi-Auto Purge

During service and/or installation a semi-auto purge feature is engaged dramatically reducing installation time and air in the system

### Few Components

Totally self-contained, there is no longer any need to install separate filters, coolers, engine pumps, flow control valves. The DC power unit covers all requirements within one easy to install module.

### 100% Performance, 100% of the time

Provides the maximum required hydraulic oil flow, at all engine speeds.

### On Demand Power

The DC Power Unit only draws power when a turn is initiated (typical duty time 5-10%). This ensures minimal power consumption, no wasted energy and longer filter and motor life.

### Integrated Autopilot Pump

The system includes a secondary pump with adjustable flow that can be controlled by most autopilot controllers.

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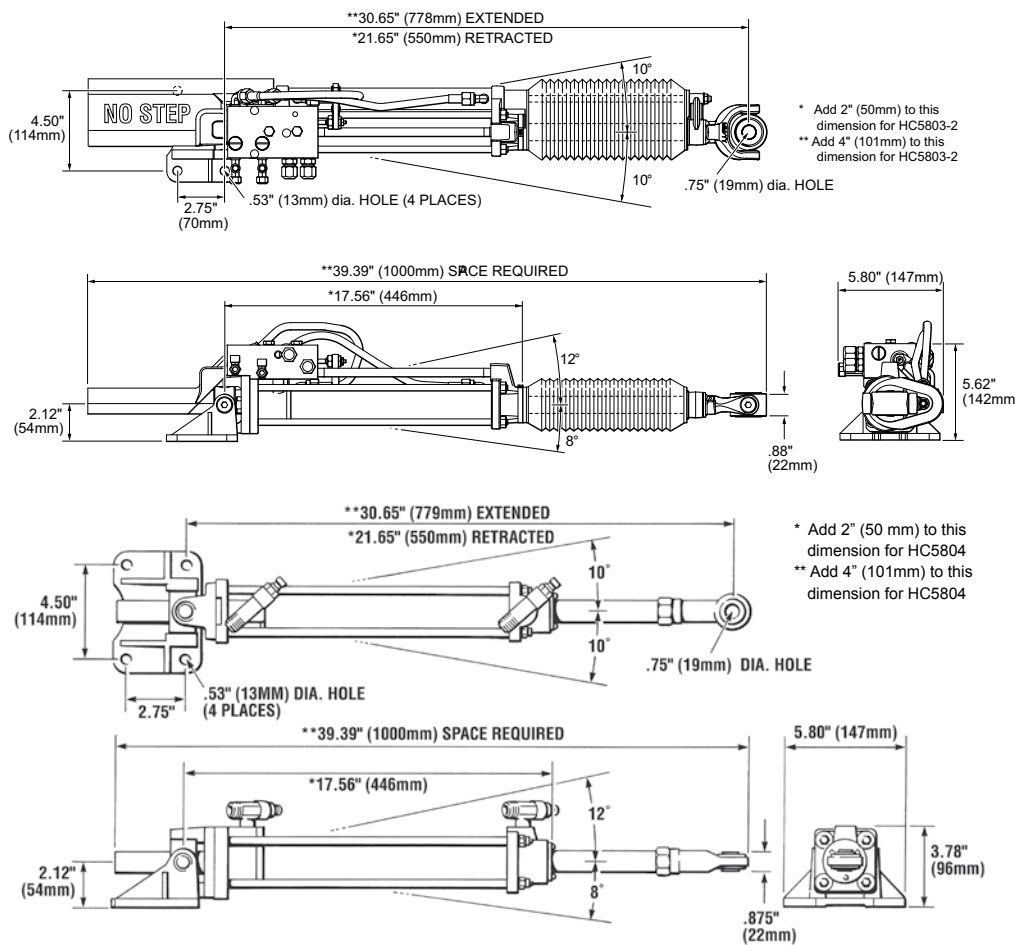
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### CYLINDER SELECTION GUIDE

CYLINDER SPECIFICATION	DISPLACEMENT	BORE	STROKE	OUTPUT FORCE	MAX. TORQUE (35° from Ctr)
Single - 9" X 2" CYL (HC5801-2)	21.25 in <sup>3</sup> (348cc)	2.0" (51mm)	9" (229mm)	2946 lbsf (13,090 N)	18,900 in-lbs (217kg/m)
Twin - 9" X 2" CYL (HC5802 & HC5801-2)	42.50 in <sup>3</sup> (697cc)	2.0" (51mm)	9" (229mm)	5892 lbsf (26,190 N)	37,800 in-lbs (435kg/m)
Single - 11" X 2" CYL (HC5803-2)	26.00 in <sup>3</sup> (426cc)	2.0" (51mm)	11" (280mm)	2946 lbsf (13,090 N)	23,140 in-lbs (266kg/m)
Twin - 11" X 2" CYL (HC5804 & HC5803-2)	52.00 in <sup>3</sup> (853cc)	2.0" (51mm)	11" (280mm)	5892 lbsf (26,190 N)	46,280 in-lbs (533kg/m)
Single - 9" X 2.5" CYL (HC5805)	37.11 in <sup>3</sup> (608cc)	2.5" (64mm)	9" (229mm)	5154 lbsf (22,926 N)	33,065 in-lbs (380kg/m)





**DC POWER STEERING**

**TECHNICAL DATA**

