TACO Marine® Grand Slam Outrigger Mounts

GRAND SLAM 1000
ELECTRO-HYDRAULIC OUTRIGGER MOUNT

INSTALLATION & OPERATION INSTRUCTIONS

TACO® MARINE

Kit Contents

- 1 GS-1000 port head
- 1 GS-1000 starboard head
- 1 Pump and relay assembly
- 1 Control box
- 1 Valve manifold
- 2 25′ 6-pin sensor cables
- 1 Control panel and harness assembly
- 2 GS-1000 port head

Required*

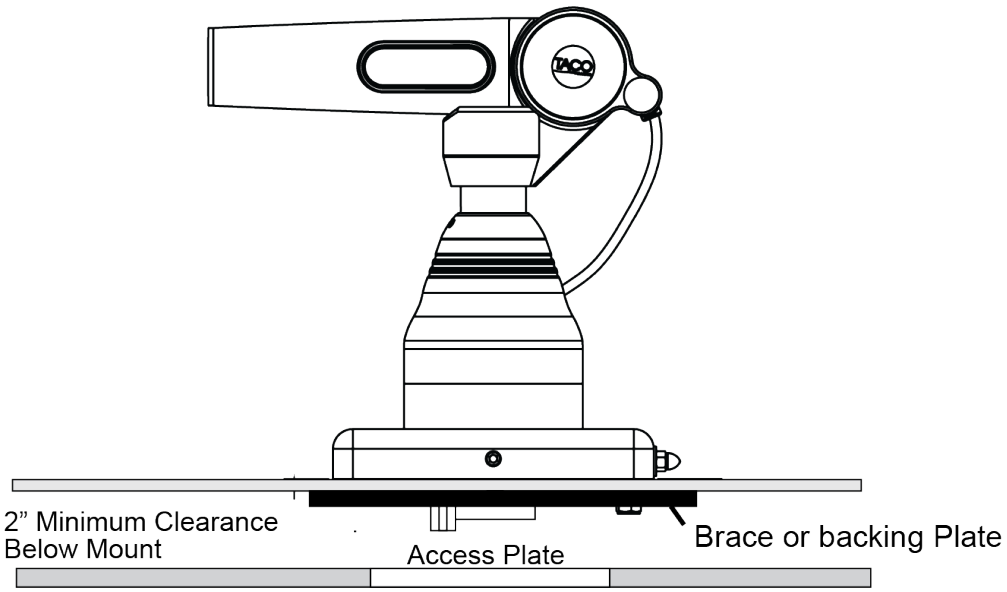
*not included

- POWER DRILL
- 5/16″ DRILL BIT
- 1/4″ DRILL BIT
- 3/16″ DRILL BIT
- 1/2″ DRILL BIT
- 3-1/8″ DRILL BIT
- JIG SAW
- SILICONE SEALER
- 8-5/16″ - 18 STAINLESS STEEL BOLTS (LENGTH BASED ON APPLICATION)
- 7/16″, 1/2″ 9/16″ OPEN END WRENCHES
- MIGHTY-VAC BLEEDER (OPTIONAL)

Thank you for purchasing the TACO Marine Grand Slam 1000 Electro-Hydraulic Outrigger Mount! As a family-owned and operated business since 1959, we take pride in offering the highest-quality, innovative products with excellent customer service. We stand behind our products 100 percent. If you have any questions about this mount or installation, please contact us by visiting **tacomarine.com/contactus**.

Installation Requirements

Head units require an 8” x 6” flat surface for mounting. There must be at least a 2″ deep hollow area below the mount with access to allow tubing and harnesses to be routed to the hydraulic manifold and control box. The hardtop must have adequate internal bracing to support the mount under load. Installers must also have access to the underside of the mount. This can be through a pie plate access cover. The other option is a threaded backing plate made into the hardtop. The control box and manifold must be mounted in a dry area within 2 feet of each other.



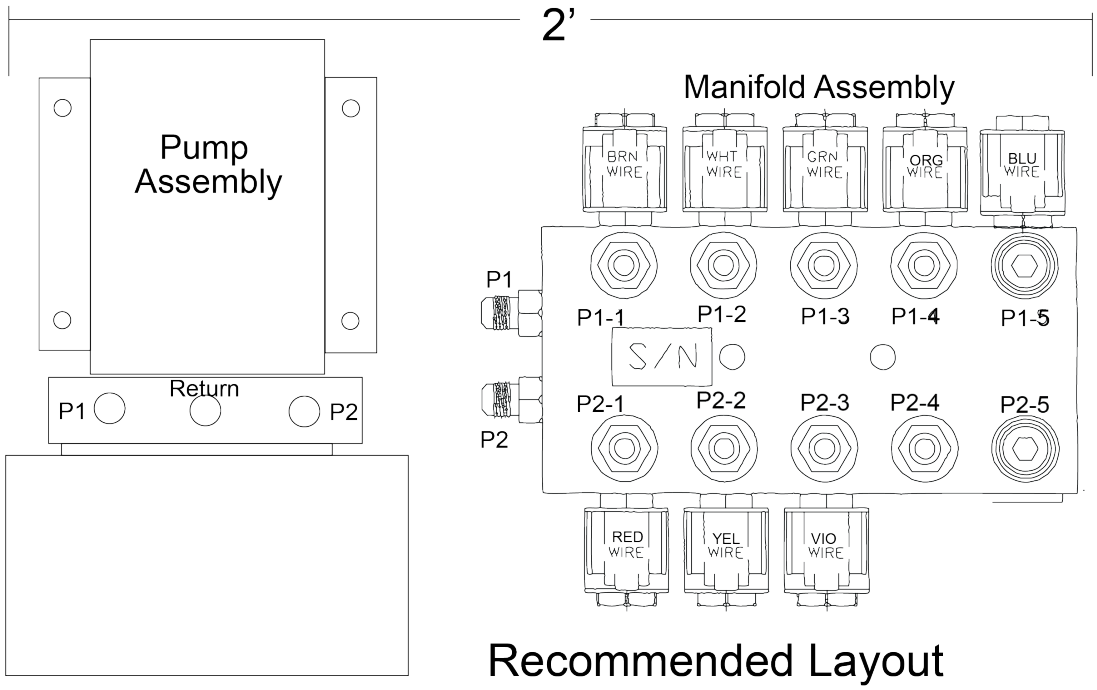
INSTALLATION

Preparing Mount Locations

1. Using the drill template provided, align the long edge of the mount parallel with the edge of the hardtop; verify the orientation of the template with the bow and stern markings.
2. Drill the four (4) 5/16" corner mounting holes through the top into the hollow core of the top.
3. Drill the 4" center hole into the hollow core of the top.
4. Drill the 2 -1/2" holes for tube fittings

Mounting the Pump, Manifold and Control Box Assembly

1. Prepare an area to mount the pump and manifold in a dry location. The overall distance between the pump and the manifold cannot exceed two feet. (See diagram below.)
2. Mount the pump unit with the reservoir parallel to the edge of the hardtop with 4 – 1/4" bolts or #12 screws. It is most efficient to mount the pump to the left of the manifold. Mount the manifold either to the right or below the pump assembly.
   Note Port configuration (P #) in the recommended layout.
3. Route three (3) of the 1/4" vinyl tubing through the 4" hole in the top to the manifold assembly. Allow 2 feet of extra tubing at each end to ease installation to the fittings. Do this for both heads. Note: To ease Identification of the tubes, it is prudent to number the tubes with either masking tape with a number or color-code them with a colored marker.
4. Mount the control box in a dry environment within 3' of the pump assembly using four (4) #12 screws.
5. Route the 6-pin sensor cable through the 4" hole in the top. Route the 6-pin sensor cable along with the tubing to the control Box.
   Note: On the control box, the receptacles are marked for port and starboard.



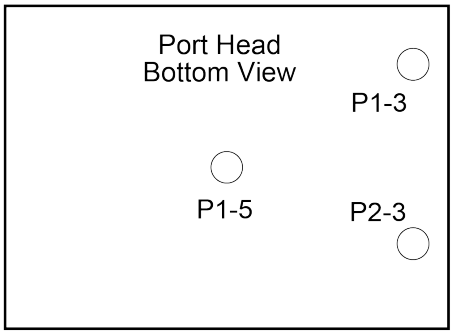
Recommended Layout

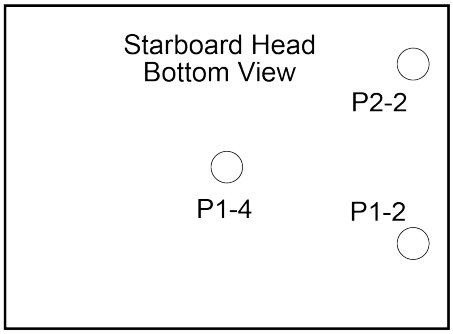
Installing the Head Assembly

1. There are three (3) connection points with compression fittings on the base of each head.
2. To identify the Port and Starboard head, note that the round steel TACO logo on the head casting faces outboard with the arms facing to the stern.
3. Use the following table for tubing connection to the manifold assembly.
4. Using the compression fittings provided and a short piece of tubing, connect the Pump P1 fitting to the Manifold P1 fitting. Then connect the Pump P2 fitting to the Manifold P2 fitting.
   Note: Do not overtighten fitting, as it will distort the tubing.
5. Connect the Manifold P1-1 and P2-1 to the "L" fitting on the Pump return. This completes the plumbing of the hydraulic system.

MANIFOLD CONNECTIONS

PORT	CONNECTED TO:
P1	PUMP UP
P2	PUMP DN
P1-2	STBD HEAD OUT
P1-3	PORT HEAD OUT
P1-4	STBD HEAD LIFT
P1-5	PORT HEAD LIFT
P2-2	STBD HEAD IN
P2-3	PORT HEAD IN





Electrical Installation

1. Connect the harness from the pump and manifold assembly to the control box. The connectors are color coded; the gray connector goes to the middle gray receptacle on the control box.
2. The control panel requires a 4-1/2" x 3-3/8" opening. Pass the two (2) harnesses through the cut out and fasten the panel with four (4) #8 screws. Run the two (2) cables to the control box (the connectors are color coded Green-Green and Black-Black).
3. Attach the main power cables to a 40-amp fuse or circuit breaker (red wire to the Positive 12V (+) and Black for the Negative (-)).

Bleeding The System

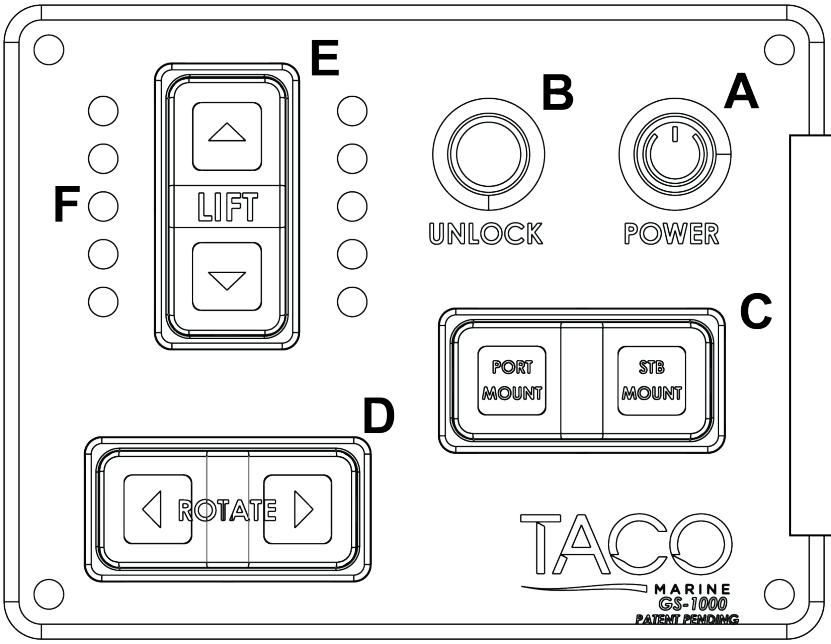
1. With all the hydraulic lines attached to the head, invert the head assembly (make sure the tie wraps, the upper and lower mounting plates, are still in place).
2. Fill the reservoir with a lightweight hydraulic oil (see appendix on page 8) or ATF fluid to the level line on the reservoir.
3. Note the bleed valve on one side of the "T" fitting. Attach a piece of tubing over the nipple of the valve and place the other end in a bottle to capture the fluid.
   Note: if using a Mighty-Vac, you can loosen the bleeder valve and vacuum the cylinder and line to 30hg and lock the bleeder valve. For manual bleeding, attach a vinyl tube to the bleed nipple and the other end into a bottle to capture fluid.
4. Activate the power button on the control panel, select the head to be bleed (port or starboard) and press the up switch. Fluid should fill the line and the cylinder should raise the head.
5. Release the bleeder valve and push the arm back to the 0° position; this will push the air out of the system. Lock the bleeder valve. Using the same procedure, bleed the other head.

Install the Heads

1. Remove the tie wraps securing the upper and lower mounting plates together.
2. Place a thin bead of marine-grade sealant under the mounting plate.
3. Secure the head using the 5/16”-18 bolts.
4. Through the lower access plate, verify all tubing is not kinked. Manually rotate head 90º to ensure it rotates freely.
5. Refer to the “Operation” section of this manual and cycle the rotation of each head through several full rotations to bleed the rotation system.
6. Install Outriggers per manufactures instructions.

OPERATION & MAINTENANCE

Control Panel & Operation



A - Main Power Switch
B - Safety Unlock Button
C - Port/Starboard Select
D - Rotation Switch
E - Lift/Lower Switch
F - Position LED

1. **A**- Main Power Switch: activates all features of the mount.
2. **B**- Safety Lock button: Switch must be held in the depressed position to allow operation of the Rotation Switch **(D)**. This prevents unintentional rotation of the outrigger arm.
3. **C**- Port/ Starboard Select Switch: This switch selects Lift **(E)** and Rotation **(D)** access to the selected outrigger.
4. **D**- Momentary Switch: When used in conjunction with the Unlock Switch to provide rotation to the head. The arm can be stopped at any position between 0° and 90°.
5. **E**- Lift/Lower Momentary Switch: This switch provides vertical lift of the outrigger with stops at 30°, 45°, 60° and 75°. Each momentary push of the button raises or lowers to the next position.
6. **F**- Position indicator LEDs: These will be illuminated with the position of the Port and Starboard outrigger at 0°. 30°, 45°, 60° and 75°

Operation Manual for Outriggers Control Panel

POWER BUTTON (A)

The power button on the control panel for the GS-1000 is a lock-down button. When pressed, the button will light up and stay on until pressed again. Each time the power button is pressed, the system will reset the electronic system to the default setting. If the system is shut off with outriggers in outward position, outriggers will stay in position until proper buttons are pushed to return outriggers to the default position.

PORT MOUNT / STARBOARD MOUNT (STBD) (C)

The Port Mount/Starboard Mount (STBD) are lock-down buttons (left/right) for which side outriggers you are wanting to work with. Choose desired side and press down button (will lock in). When button is in center position, lift or rotate button will not work.

LIFT UP / DOWN BUTTON (E)

When wanting to lift up/down outriggers, choose the side (Port or STBD Mount) and lock down. And then click the lift button (Up/Down) until you have reached the desired level. With each click, the lights will light (up or down) on the side you are working on (Port/STBD Mount). When you reach the desired level position, stop clicking the up/down button and the outrigger will stay at that level until changed by operator.

ROTATE (OUT/IN) BUTTON (D)

When wanting to rotate outrigger (Out/In), choose the side (Port or STBD Mount) and then press and hold down the unlock button (B) and press rotate in/out button. By holding this button down, the outrigger will move outward/inward, depending on which arrow you are pushing. Arrows are switched when using either Port Mount or Starboard Mount (STBD). Follow the arrow directions when choosing sides. For example, the left arrow will rotate the Port outrigger away from boat with Port selected and will bring STBD outrigger in when STBD is selected. When reaching the desired location position, let off button to stop motion. Outrigger will stay in this position until changed by operator.

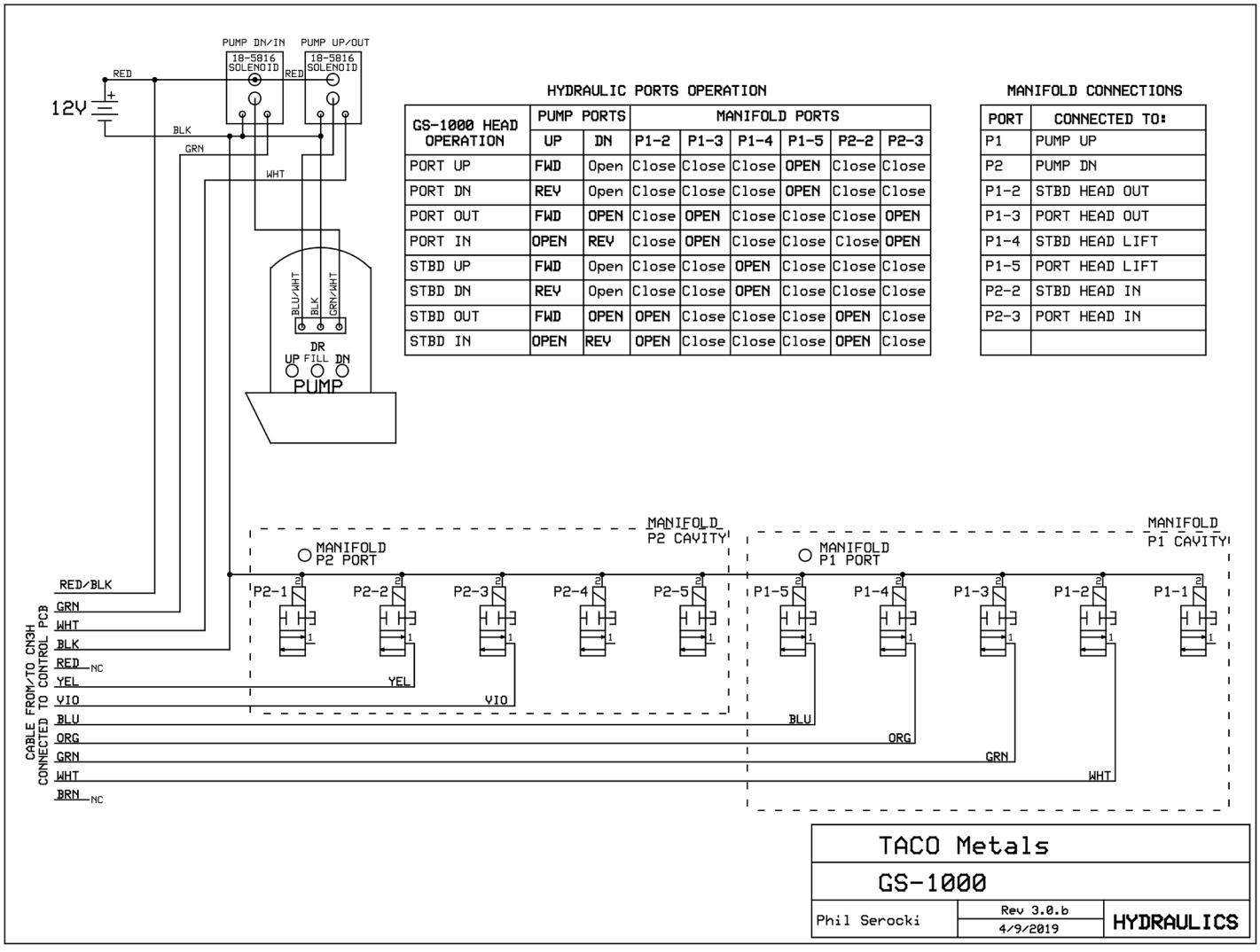
Keeping the Lower switch (E) depressed for more than five (5) seconds will return the outrigger to the 0° position.

***NOTE:** In case of mechanical pump failure, there is a rocker switch mounted on the pump assembly, and depressing this switch will manually lower the outriggers to where they can be removed.

APPENDIX

Hydraulic Ports & Connection Diagram

- Use a Light Hydraulic oil ISO 32, like Mobile DTE 24 of an automotive ATF Fluid
- Approximate capacity: 1 qt.



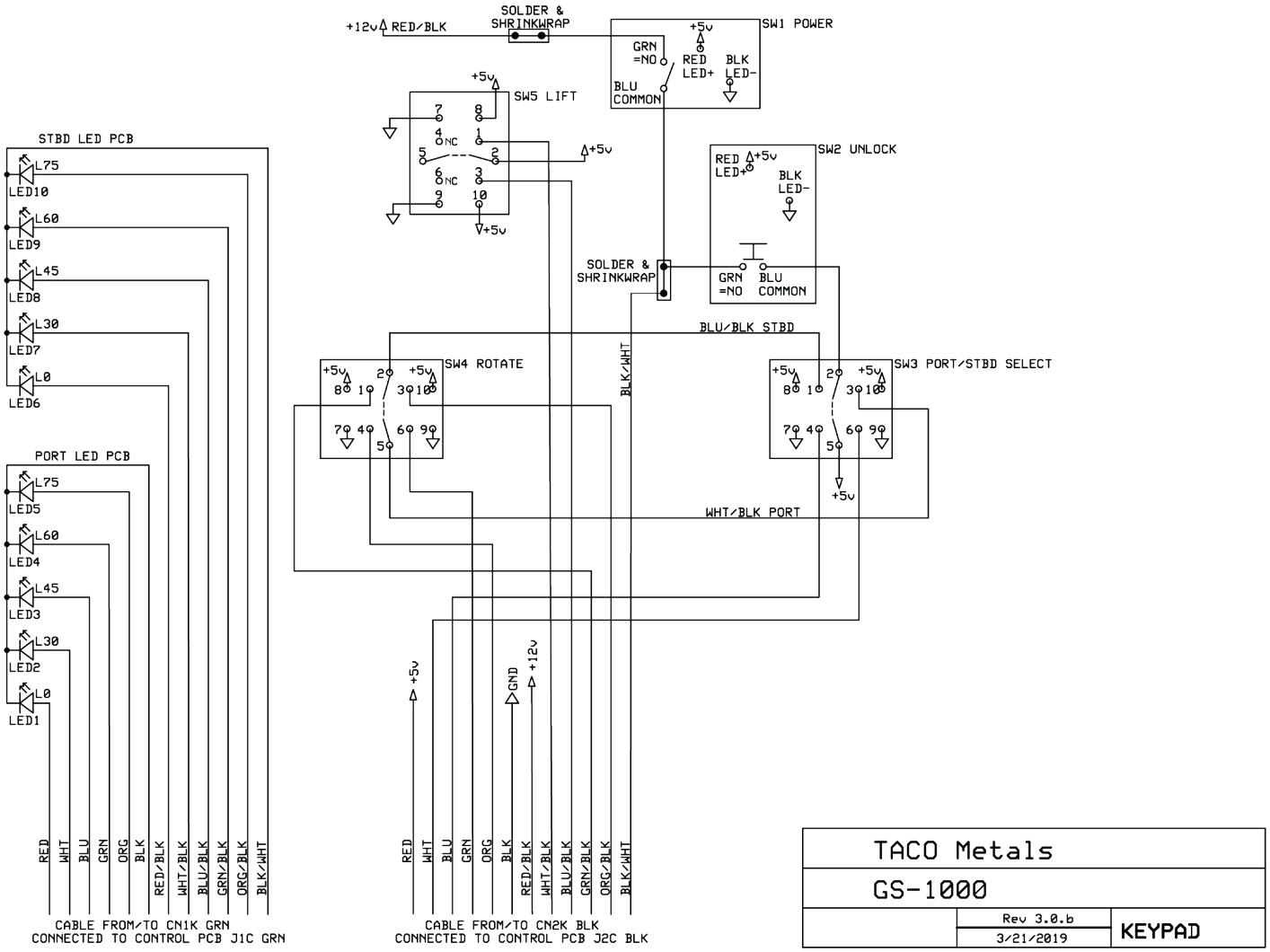
HYDRAULIC PORTS OPERATION

GS-1000 HEAD OPERATION	PUMP PORTS		MANIFOLD PORTS					
	UP	DN	P1-2	P1-3	P1-4	P1-5	P2-2	P2-3
PORT UP	FWD	Open	Close	Close	Close	OPEN	Close	Close
PORT DN	REV	Open	Close	Close	Close	OPEN	Close	Close
PORT OUT	FWD	OPEN	Close	OPEN	Close	Close	Close	OPEN
PORT IN	OPEN	REV	Close	OPEN	Close	Close	Close	OPEN
STBD UP	FWD	Open	Close	Close	OPEN	Close	Close	Close
STBD DN	REV	Open	Close	Close	OPEN	Close	Close	Close
STBD OUT	FWD	OPEN	OPEN	Close	Close	Close	OPEN	Close
STBD IN	OPEN	REV	OPEN	Close	Close	Close	OPEN	Close

MANIFOLD CONNECTIONS

PORT	CONNECTED TO:
P1	PUMP UP
P2	PUMP DN
P1-2	STBD HEAD OUT
P1-3	PORT HEAD OUT
P1-4	STBD HEAD LIFT
P1-5	PORT HEAD LIFT
P2-2	STBD HEAD IN
P2-3	PORT HEAD IN

Keypad Interface



TACO Metals		
GS-1000		
	Rev 3.0.b 3/21/2019	KEYPAD

How to clean

Always use a mild, non-abrasive soap and fresh water. Thoroughly wash the aluminum with a soft towel or sponge to remove dried salt crystals and other contaminants. Rinse completely with fresh water.

Safe Cleaners

Mild dish washing liquid, specialty marine cleaners:
Sea Safe Boat Wash, Boat Wash Concentrate and Super Suds.

Safe marine lubricants:
CRC Corrosion Inhibitor, Corrosion Block and Get Some Extreme.

Harmful Cleaners

Bleach (Clorox, etc.) and mild abrasive cleaners:
Ajax, Comet, Soft Scrub, Rubbing Compounds, etc.

Strong cleaners:
409, Engine Degreasers, etc.

Acids of any type:
Such as Muriatic, naval jelly or aluminum acid.

Need Support?

Contact Us

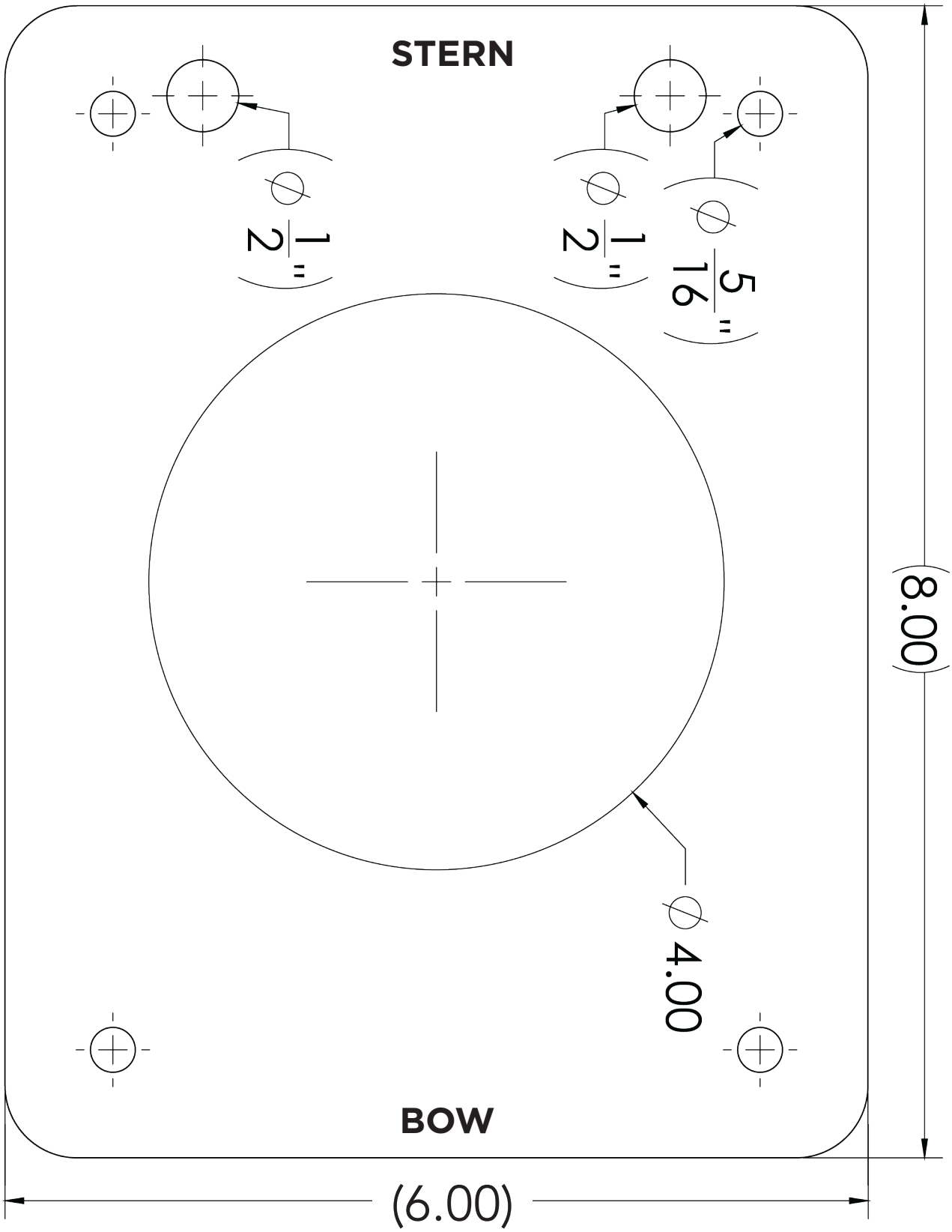
1.800.653.8568
support@tacomarine.com
tacomarine.com
50 NE 179th ST
Miami, FL. 33162

@tacomarine
@taco_marine

TACO Marine®

LEFT BLANK INTENTIONALLY

GS-1000 Drill Template



Please print at 100 percent for accurate sizing. Slight scaling may still occur. Therefore, before drilling, it is recommended that all template dimensions be measured for accuracy.

TACO®

MARINE

INSTRUCT-GS-1000