

Converting your Composite Motor Cruiser to Maddox

ACTION PLAN:

1. Confirm compatibility. Salt & Brackish water applications only

(ref. [Anode Selection Guide](#) and ref: [Maddox Suitability Guide](#))

2. Check bonding to materials requiring protection is in good operating condition

(ref. [Guide to Bonding](#))

- Minimum 10mm² fine-strand tinned copper. 60ft + recommend 12mm²
- Waterproof lugs & connections
- Less 1ohm resistance to anode

3. Replace zincs with Maddox Anode

- If shaft anode is installed, remove, and bond shaft with MPS Shaft Grounding Straps, then bond to hull mounted Maddox anode
- Use MPS Conductive Grease for all anode connections

GUIDE: (not appropriate for a sailing yacht)

- Bond all through hull fittings & sea strainers
- Bond all underwater metallic fixtures
- Bond shaft with MPS Shaft Grounding Strap
- See MPS guide to bonding (ref. [Guide to Bonding](#))



a) IPS Series I (No ACP) - use 1 x MDX300 per drive

b) IPS Series II + (ACP) - Maintain electrical isolation of drives so ACP can maintain cathodic protection to IPS. Only use Maddox to protect other fittings - engine block, swim platforms, trim tabs, through hull fittings, sea strainers & compatible thrusters.

c) Aluminium drive (Mer Cruiser, Zues drive, etc) - Not suitable for Maddox. Will not protect. Drives can be electronically isolated & Maddox used to protect hard metals like stainless steel trim tabs, swim platforms & through hull fittings.

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