



Caution

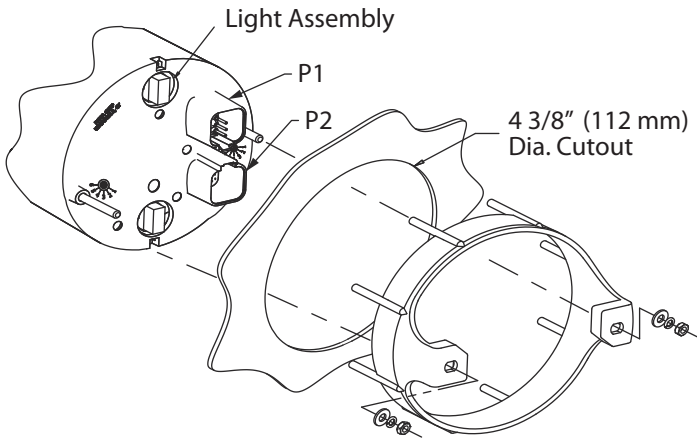
Disconnect the battery during installation.

Tighten nuts on the back clamp only slightly more than you can tighten with your fingers. **Six inch-pounds of torque is sufficient.** Over tightening could result in damage to the instrument and may void your warranty.

Ensure wire insulation is not in danger of melting from engine exhaust heat or interfering with moving mechanical parts when connecting sensors.

Installation

1. Location: Some interference (erratic operation) may be noticed on the gauge during radio transmissions. This will neither damage the gauge nor affect accuracy when not transmitting.
2. Be certain to use stranded, insulated wire not lighter than 18AWG.
3. Cut a 4-3/8" (112 mm) diameter hole in the dash and mount the tachometer with the back clamp supplied.

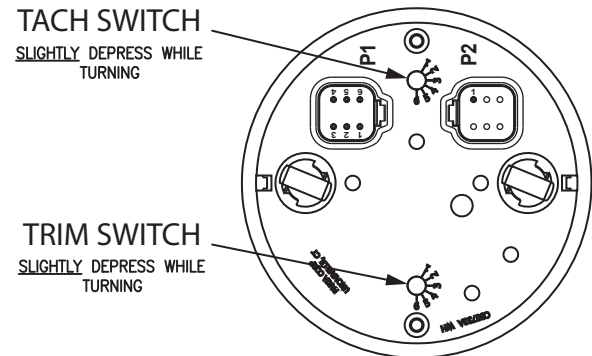


Wire Connection

P1 CONNECTOR	P2 CONNECTOR
1 - B+	1 - TRIM
2 - LIGHTS	2 - GND
3 - TACH	3 - N/C
4 - FUEL	4 - N/C
5 - TRIM	5 - N/C
6 - GND	6 - N/C

Configuration

TACH SWITCH SETTING	TRIM SWITCH SETTING
1 - 4 POLE / CYL	1 - BRP / SUZUKI
2 - 6 POLE / CYL	2 - MERC O/B
3 - 8 POLE / CYL	3 - YAMAHA
4 - 10 POLE	4 - SUZUKI PWM
5 - 12 POLE	5 - MERC I/O
	6 - HONDA



Setting TRIM SWITCH For Some SUZUKI & MERC Engines:

Suzuki Analog is specific to engine models **DF225**, **DF250**, and **DF250SS** only. All other engines should use **Suzuki PWM** setting.

Some newer or larger **Merc OB** model engines may require the IO setting. This is because the engine outputs an 'AGI' signal, or 'Analog Gauge Interface'. Consult Mercury engine information for the Trim sender type where possible. Outboard engines that are known to work with the Merc OB setting are 75-115 Hp (with Merc sender 8M0094923), and outboard engines known to work with the IO setting are 150 and 200 Hp (with Merc sender 8M0059529).

Engine Running Only Hourmeters

During normal operations the "Engine Hours" icon displays solid when the key is on and the engine has not yet been started. Turning the engine on activates the counting function. The icon will begin to blink indicating that the hourmeter is currently counting hours for the connected engine.



IMPORTANT!

Changing the Trim or Tach setting requires a 5 minute reboot cycle for the new setting to take effect. Power down the gauge, change the switch setting, then wait 3 minutes before powering back up again. If the gauge does not perform correctly after this step, again power down the gauge and wait another 5 minutes before powering back up.

An internal capacitor (battery) holds the setting in memory for at least this long, and the gauge will not perform correctly until it is given adequate time to reset.