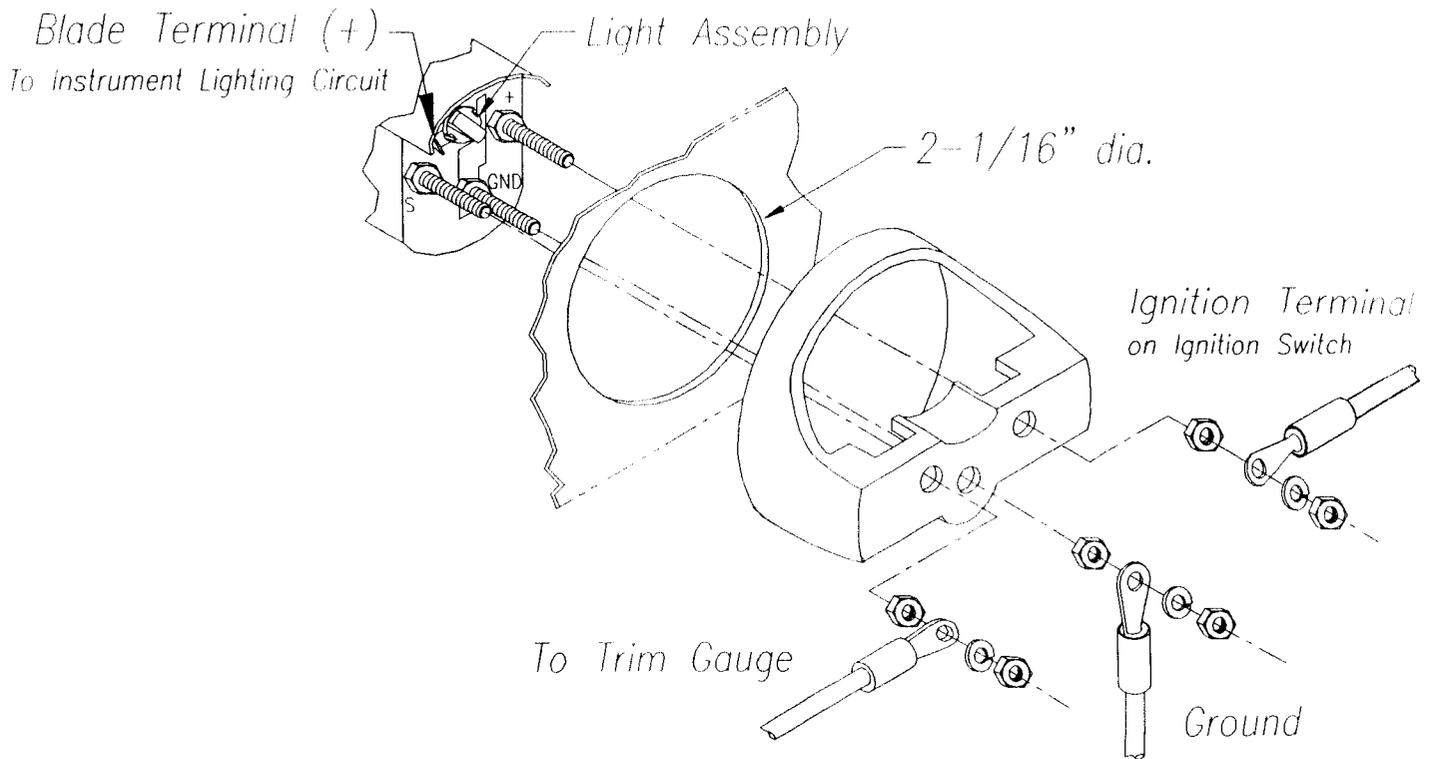


Trim Gauge



WARNING: Different outboard and I/O manufacturers may not use the same trim sender values. Be sure you have selected the proper trim gauge for your application.*

CAUTION: Disconnect the battery during installation. Tighten nuts on the backclamp only slightly more than you can tighten with your fingers. Six inch-pounds of torque is sufficient. Overtightening could result in damage to the instrument and may void your warranty.

1. All outboard motors and I/O's that have a trim control have a wire or terminal that provides the trim gauge signal. See owner's manual for the location and color for this wire.
2. Be certain to use stranded, insulated wire, not lighter than 18 AWG that is approved for marine use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the gauge, except the light, which requires a 1/4" female blade terminal.
3. Cut a 2-1/16" dia hole in the dash and mount the gauge with the backclamp supplied.
4. Connect a wire to the stud marked "S" (signal) and secure with a nut and lockwasher. Connect the other end of the wire to the trim signal terminal or wire.

5. Connect a wire to the stud marked "GND" (ground) and secure with a nut and lockwasher. Connect the other end of the wire to the boat's electrical ground, generally available in several locations at or near the instrument panel.

6. Connect a wire to stud marked "I" (ignition) and secure with a nut and lockwasher. Connect the opposite end to a 12VDC circuit that is activated by the ignition switch.

7. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the instrument lighting circuit. No separate ground is required for the lighting. Reconnect the battery.

NOTE: To change light bulb, twist black socket assembly one-eighth turn counter clockwise until it pops out. Bulb pulls out of socket assembly. It is a GE No. 161 instrument lamp.

*For technical assistance, contact Faria® Marine Instruments customer service between 8:30 A.M. and 5:00 P.M. Eastern time weekdays at (860) 848-9271 or (800) 473-2742.

Marine Instrumentation Facts

Battery Connection Warning

Disconnecting the battery(s) while the engine is running by either removing the battery cable(s) from the battery post(s) or by inadvertently turning the battery switch to the "off" position will cause an extremely high voltage to be produced on the 12 volt line. This voltage is applied to the tachometer, gauges, and other 12 volt powered electrical equipment and will almost surely cause immediate failure (component burn out) of the instruments and any equipment which is operating at the time.

Less obvious, yet just as destructive, are loose connections on ammeters or bad connections between battery cables and battery posts caused by corrosion and/or frayed cables. Also included in this category are defective, cracked, or corroded battery switches and isolators.

This damage is due to the fact that in almost all battery started engine applications, the battery acts as a voltage limiter. To prevent this damage, battery terminals and clamps should be cleaned and tightened periodically. Cracked, corroded or otherwise defective battery switches or isolators should be replaced.

A few minutes to address these critical items will help to ensure long instrument life and reliable operation of all your electrically operated equipment.

Meter Movement Stops

Some marine tachometers have no internal meter stops which now permit 360 degrees of pointer movement. When the ignition is shut off, the pointer will fall to approximately the 6 o'clock position. When the ignition is switched back on, the pointer will go to zero and then to the correct RPM when the engine is started.

Other models will stop on zero with no power applied but have the potential for pegging at the maximum RPM's or if the switch on the back of the tach is in-between positions.

To remedy this, the engine is started and revved up to RPM's greater than mid-range. This will allow the tach to re-synchronize itself and operate normally. The tach can also be shut off, and a magnet used on the face of the lens to return the pointer to zero. Either of these methods can be used (with switch on back of the tach in the correct position) to return to normal operation.

Lens Fogging

Most marine instruments have small vents in their cases to allow a way out for moisture which finds it's way in. It is possible for moist air to be drawn into the vents when the air inside the tachometer or gauge cools down after the instrument is turned off. The morning sun can draw this moisture up against the lens causing fogging. This same sun will force the moisture back out of the instrument as well. Turning on the instrument with the instrument light "on" can also speed up moisture removal. Fogging is not abnormal, nor will it harm your *Faria* instrument, which is built to withstand the harsh environment.

Radio Transmissions

Some interference (erratic operation) may be noticed on tachometers or synchronizer during radio transmission. This will neither damage the instrument nor affect it's accuracy when not transmitting.