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*The #1 Choice in Performance Boating!™*

# SYNCHMETER

## Model # GISM GISMGA - All Colors
## Installation Instructions

1. Turn off battery(ies).
2. Install tachometer as recommended (consult Instructions supplied w/tachometer). Completely wire as usual.
3. Install synchmeter in standard 3 3/8" cutout in dash
4. Secure with hardware supplied.
5. Install module (black box) near sync gauge and tachs.
6. Install the wires from the module as follows:

   The white wire with the black tracer goes to the stud on the back of the sync gauge marked **+12v**

   **VERY IMPORTANT -** THIS IS THE ONLY WIRE TO GO TO THIS TERMINAL. **DO NOT PUT 12V POWER DIRECTLY TO THIS TERMINAL**

   The solid white wire from the module goes to the stud on the back of the sync gauge marked **SIG**

   The black wire from the module goes to stud on the back of the gauge marked **GND** (it is recommended to share this ground with both the tachs also).

   The purple wire from the module goes to 12v ignition power (key switch).

   There are 2 gray wires (marked port & starboard) that need to connect to the signal or sender terminal on the respective tachometer.

   Connect 12v power to the stud on the back of the sync gauge marked **LT** for the light.

7. Reconnect the battery (ies).



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Trouble Shooting

**STEP ONE(this usually solves the problem) -** Before you do anything else check for defective wiring or grounds, as this is the most common cause of failures. Inspect all wiring an terminals. Also, look for corroded or missing engine ground strap connections.

**STEP TWO -** If pointer in receiver does not move when ignition switch is turned on, check to see that current is actually being carried from the ignition switch to the terminal ”I” on the receiver. Also, check to see that paint or corrosion does not prevent proper ground. If pointer still does not move, receiver is defective and must be replaced.

**STEP THREE -** If receiver meter is not accurate with sender, check the receiver to be sure it is the correct OHM and VOLTAGE.

| QUICK- CHECK TROUBLE LOCATOR | |
|---|---|
| NO INDICATION AT FAR RIGHT | 1. No current to ignition terminal because of broken or disconnected lead.<br>2. Grounded wire between sender and receiver.<br>3. Receiver not grounded.<br>4. Sender defective. |
| EXCESSIVE POINTER FLUCTUATION | 1. Loose wire connections.<br>2. Defective sender |
| LOW READING AT ALL TIMES | 1. Wire to sender broken.<br>2. Sender not properly grounded.<br>3. Defective sender. |
| INDICATES IN ACCURATELY | 1. Incorrect sender.<br>2. Low voltage at receiver terminals.<br>3. Defective sender. |
| POINTER FLUCTUATES WHEN LIGHTS ARE TURNED ON | 1. Engine not properly grounded. |