PontoonStuff, Inc.
1165 Fremont Court
Elkhart, IN 46516
Tel: 877-295-9522

Premium Gauge Panel Installation Instructions

Thank you for your purchase of the PontoonStuff.com Premium Gauge Panel This OEM quality panel is engineered to be easy to install, long lasting, and trouble free.

Preliminary

- Disconnect all connections to the battery.
- Unwrap your new gauge panel being careful not cut or damage any wires or switches.
- Locate the following connections:
    - Black - ground
    - Purple - "key on" power
    - Gray - tachometer signal

Mounting Location

- Your new gauge panel measures 15 ⅞" wide at the top, 14 ¼" wide at the bottom, and 5 ⅞" high in the middle. This panel needs at minimum an area that is 15 ⅞" wide at the top, 14 ⅛" wide at the bottom, and 5 ⅞" high in the middle and requires a mounting depth of 3 ½". Even though the components only require 2 ⅞" of depth, another ⅝" is required for the wires and connectors.
- The panel should be mounted in an area that is easily viewed by the captain. Centering the panel in the helm with easy access to the depth sounder buttons is the preferred location.

Installation

- Use the attached cutout template to mark your helm for cutting. The cutout is not rectangular. It is 4" tall with a 2" radius on each end. The overall width of the cutout is 14 ⅜" . Print both pages of the template and align them at the alignment marks.
- To ensure proper printing scale, please take time to measure the printed scale on the drawing.
- Test fit the switch panel. If panel fits flat and straight, mark the eight mounting holes using either the panel or the cutout template. If not, slightly increase the hole size until the panel fits properly.
- Drill ⅛" holes and secure panel using #8 pan head screws (not included).

Wiring

- The electrical connection for your new gauge panel is fairly simple (only three wires).
    - The purple wire connects to your boat's "key on" power wire. This wire can usually be found using the wiring code below or by using a digital multimeter. If a "key on" power wire is not available, the purple wire be connected to an On/Off toggle switch.
    - The black wire connects to your boat's battery (-) ground system. Usually there is either a ground bus in the helm or a connection point in the engine harness to connect the black wire from your new gauge panel. If one cannot be located, run a new ground wire from the helm back to the battery. To help reduce confusion, it is recommended that a black wire is used.

    - The gray wire connects to your engine's tachometer signal wire. The best way to locate this wire is by using the wire color code below.
- Engine wiring color code
    - Mercury
        - Purple - "key on" power
        - Black - ground battery (-)
        - Gray - tachometer signal
    - BRP
        - Purple - "key on" power
        - Black - ground battery (-)
        - Gray - tachometer signal
    - Yamaha
        - Yellow - "key on" power
        - Black - ground battery (-)
        - Green - tachometer signal
    - Suzuki
        - Gray - "key on" power
        - Black - ground battery (-)
        - Yellow - tachometer signal
    - Honda
        - Black/yellow - "key on" power
        - Black - ground battery (-)
        - Gray - tachometer signal
- Depth sounder transducer
    - Before installing the transducer, uncoil the transducer cable and test the cable routing to ensure adequate cable length.
    - Install the transducer per the included instructions. Take care in cable routing to prevent chaffing and accidental snagging. Use the included crimp connectors to connect the plug to the transducer cable.
- Tachometer setting - Use the attached "Outboard Tachometer Applications" sheet to set the tachometer to the proper setting for your engine.

Final Steps

- Reconnect the battery.
- Test all gauges. Gauges will illuminate and power up with "key on" power. The voltmeter should read around 12 volts when the engine is off and around 14 volts when the engine is running. The GPS will read the boat speed as soon as the boat is moving. The tachometer should read below 1,000 rpms when the engine is idling and between 5,000 and 6,000 rpms at full throttle. The depth sounder will begin reading depth as soon as "key on" power is applied. A flashing depth means the transducer has temporarily lost track of the bottom. This is a very common reading when not in the water.
- Tie up all excess wire. Connections will pull loose if excess slack is allowed to pull on them when the boat is underway.

Outboard Tachometer Applications

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Make / Year	Model	# of Poles
Chrysler	35 HP, 70 HP & up	12
1968 - 1983	55, 60, 85 & 125 HP	20
Force	50 HP through early 1987 (A,B models)	8
1984 - 1999 Some older Force engines are 20 pole (see note f.)	35 HP (1986 & later) 40 HP (1991 & later) 50 HP (1992 B models & later) 70 HP (1991 & later) 90 - 120 HP L-Drive (1991 B & later) 145 HP L-Drive (1991 & later)	12
Honda to Present Older tiller models require Honda jumper wire 32197-ZH8-003, BF 40/50 HP require 06383-ZV5-315 Tach Kit (thru 2005)	BF 75/100A, BF 8A, BF 9.9/15A HP BF 25/30, BF60, BF 75/90 HP BF 40/50 (2006 and later) BF 115 /130 HP BF 135/150 HP, BF 200/225 HP	4
	BF 35/45, BF 40/50 HP (thru 2005)	6
	BF 8D/9.9D, BF 15D/ 20D (Includes Power Thrust Models)	12
Mercury/Mariner 1977 to Present (See note "e") *Use Tach adapter #17461A9 Service #17461T9 **Use Tach adapter MM #17461A8 or A10 Service #56-883040A1 SmartCraft requires AGI converter for Analog Gauges.	18, 25, 48, 60 HP Mariner through 1983 8, 9.9, 15 and 25 HP (4 stroke)(after1998-2004) Less than 40 HP - All Before 1999 40 HP (serial # 582399 and before)	4
	8, 9.9 (Before 1999 and after 2005) & 50HP (4 stroke)	6
	6 to 25 HP 1999 & up, *2002 & up	10
	25 HP & 30 HP (4 stroke) 40 HP (after serial # 582399) 45 HP (1987), 50-60 HP (4 stroke EFI) 50 HP & above, ** 75, 90,115 HP (4 stroke EFI) 135, 150, 200, 225 HP, DI 3.0L EFI 225 & 250 HP Pro Max 3.0L 300 HP EFI	12
Evinrude/Johnson 1977 to Present for 88 HP {90} & 112 HP {115} a voltage reg. kit is recommended. A System Check Tach or 2" gauge is required	9.9 HP -15 HP 4 stroke after 2001	6
	All 2 cylinders less than 70 HP	10
	9.9 HP & 15 HP (2 cylinder) (4 stroke) 25-35 HP 3 CYL 40-50 HP, 2 cylinder (1993 & later) 60 HP, 3 cylinder (1985 & later) 70 HP & greater, including sea drives All FICHT models All E-Tech 40 HP - 250 HP	12
Suzuki to Present A System Monitor Tach or 2" gauge is required	Less than 55 HP - All, DT55, 2-Stroke Models 60 HP, 65 HP thru 1985, DT 2-Stroke Models 50 - 60 HP Cabrea, DT 2-Stroke Models	4
	DF 2.5 through DF 15, DF 25 V(TWIN) 2006 & later 25 HP & 30 HP (1993 & later) DT 2-Stroke Models 55 HP & 65 HP (1985 & later) DT 2-Stroke Models	6
	75 HP & up (1985 & later) DF 25 through DF 30 (3 Cyl Models), DT 2-Stroke Models 75 HP and up (Cabrea) DT 2-Stroke Models 115 HP and up (1988 & later), DT 2-Stroke Models DF 40 through DF 250, (4 stroke) ALL	12
Tohatsu / Nissan to Present (See note "e").	(2 strokes) 8 HP, 9.8, 9.9, 15, 18, 25, 30, 40C, M40C or less (all 2 cylinder) All TLDI 40 through 115	4
	(2 strokes) M40D, 40D2, 50D, 50D2, 70B and CM90A (all 3 cylinder) (4 strokes) MFS20 or less	6
	(2 strokes) 115 HP, 120 HP, 140 HP, M115A-M140A (all 4 cyl.) (4 strokes) 8, 9.8, 9.9, 15, 18, 25 & 30 HP, EFI 25, 30, MFS25/30 (3 cyl)	12
Yamaha 1984 to Present S250B and V8 four stroke will not support a conventional tachometer.	6 HP - 25 HP (2 cyl '84-'87), F/T 9.9 ('85-'91) C25 - C55 (2 cyl) Except C30 (2cyl '93-'97)	4
	F/T 9.9 (MID '92 on), C30-C70 (3 cyl) C30 (2 cyl '93-'97), 25 HP (3 cyl), 25 HP (2 cyl,'88-'05) C/P/E 30-70, F8, F15, F20	6
	F/T 25-F250, HPDI 150-300, 80-SX250 F/T 9.9 (early '92), C75-C150, P75-P200 V /V X 150-250, F15C/F20	12

Notes:

a. 6000 RPM tachs are for Inboard & I/O gas engine applications only

b. 7000 RPM & 8000 RPM tachs are for all outboard motor applications only. 20 Pole Tachs are no longer available.

c. Electrical pulses per revolution are equal to 1/2 the number of alternator poles.

d. Older model outboards (prior to 1977) may have the tach signal wire originating at the ignition system though they are alternator equipped. All alternator tachometers may be used on these systems by disconnecting the tach signal wire at the engine and connecting that wire to the unrectified alternator signal at the rectifier. Be certain the number of alternator poles match the tachometer pole setting of the tach.

e. TOHATSU recommends, when using aftermarket tachs on TLDI engines, using indictor light kit part number 3Y9762510 and Harness 3T5710420. Strong alternator interference on some TOHATSU / NISSAN outboards and some pre 2001 Mercury 90HP outboards may require wiring a .1mf, 100 volt non-polarized capacitor between the signal and ground stud terminals.

f. Faria no longer makes a 20 pole tach.

7000 RPM Outboard Tach

OB ALT SWITCH SETTING
1 - 4 POLE
2 - 6 POLE
3 - 8 POLE
4 - 10 POLE
5 - 12 POLE
SLIGHTLY DEPRESS WHILE TURNING

6000 RPM w/12 Pole option

ENG. CYL. SWITCH SETTING
1 - 4 CYL
2 - 6 CYL
3 - 8 CYL
4 - 12 POLE OB ALT
SLIGHTLY DEPRESS WHILE TURNING

Made in the USA

Faria Beede Instruments, inc.
www.FariaBeede.com

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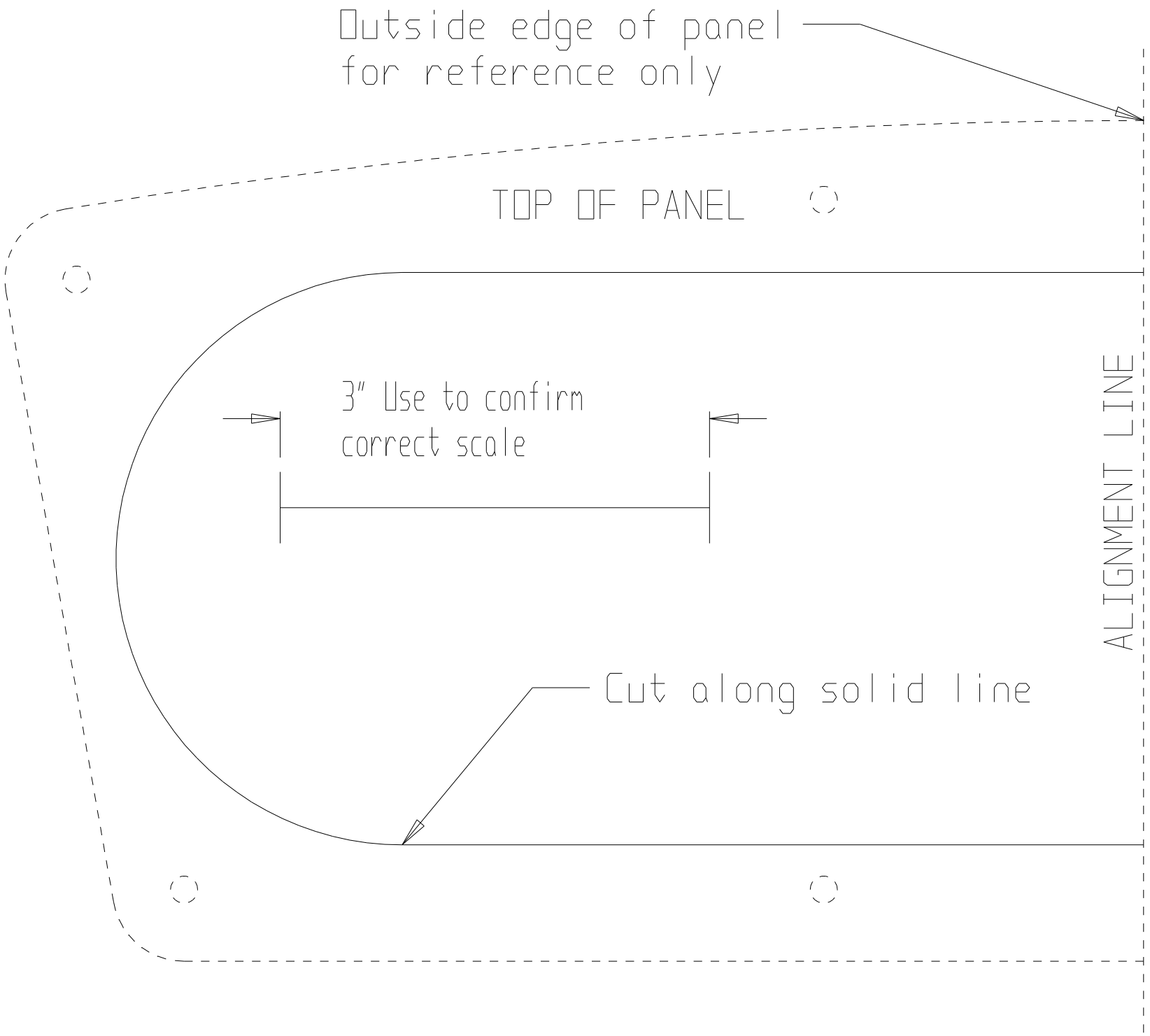

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