

**GPS SPEEDOMETER**

Insure that the wire connections to the pins in both connectors are well crimped or soldered or both.

Insure that the proper wire colors are in the proper pin locations.

Insure the sockets are properly seated and locked into their locations.

Insure the plastic connectors are pressed all the way in the receptacles on the gauge. You will hear a click as the locks engage.

Power will be in the triangular connector. Voltage between the Red and Black pins is to be 12-16 volts. When the ignition is turned on the pointer will oscillate momentarily, then zero.

The course LCD will show three dashes until the GPS acquires 3 satellite signals. This can take up to 3 minute. Then the course shown will correct itself once the boat starts moving in a direction.

If the boat stops and is allowed to drift, the last known heading stays displayed until forward movement is resumed. A new course will be displayed.

There is no field test for the satellite receiver or the speedometer head.

The lamp is replaceable with light kit IA62995.

The GPS part number is on the side of the housing.

The reciever must be mounted with the arrow facing the sky or verticle as shown in view 3. It must not be mounted under fiberglass, plastic, aluminum or wood unless tested before permanent mounting.

The reciever wire length can be shortened or lenghtened at will. However the wire length not to exceed 300/100 feet/ meters.

The reciever part number is on the side of the reciever.

The reciever is compatible with other GPS heads using a NMEA 0183 protocol. If you use another antenna, then a NMEA 0183 splitter is most likely needed unless the other device has a remote output.

On loss of signal the heading will go to 3 dashes and the pointer will go back to zero until signal returns.

If the signal is lost because of a satellite being down, etc., you may get a GPS ERR message on the LCD. The unit should return to function once the data returns.

