

TESTING A GAUGE

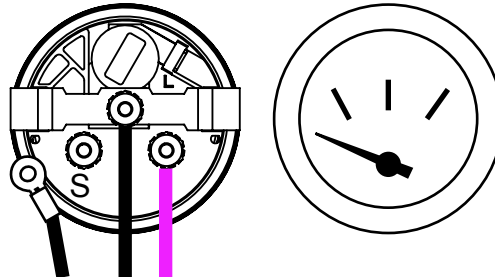
Is The Gauge Functional?

To determine if the gauge is working perform the following test.

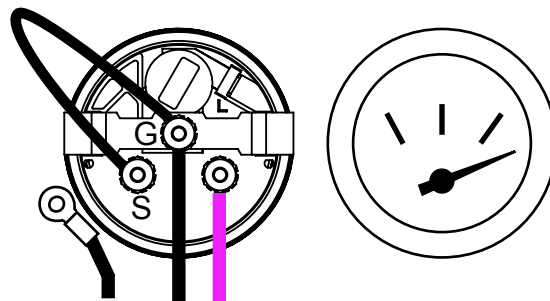
Fuel Level, Oil Pressure, Oil Temperature, Water Temperature

Turn on the key

1. Remove the S (sender) wire from the S terminal. The gauge pointer must move to below the furthest left mark.



2. Next, short the S terminal to the G Terminal. The pointer must go to the far right of the last mark.



If the pointer moves left and right when performing the two steps, the gauge is functional. The fault may be in the sender wire or sender.

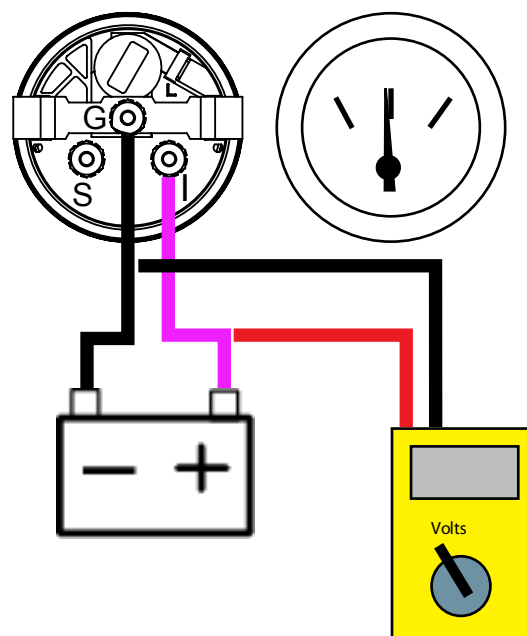
Voltmeter

Turn on the key.

Remove the voltmeter from the panel and connect directly to a known good battery. I to battery positive. G to battery negative.

Gauge should read approximately battery's voltage. A multi-meter test gage can be installed to more accurately read battery voltage.

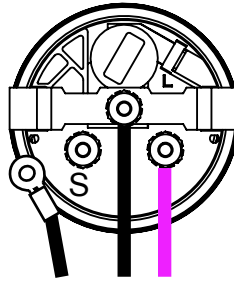
Remember, no wire is connected to the S terminal...ever.



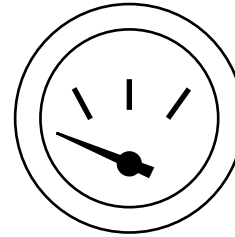
Engine Trim

Turn on the key

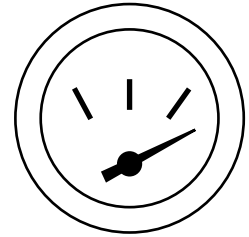
1. Remove the S (sender) wire from the S terminal. The gauge pointer must move to pointer position shown per engine type.



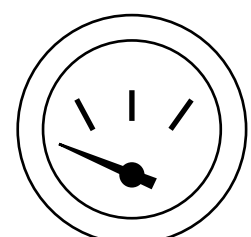
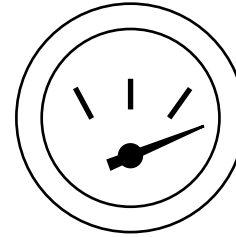
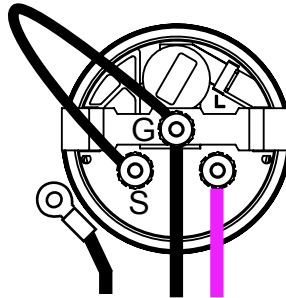
Pointer position for Evinrude, Johnson, 2002 up Suzuki



Pointer position for Mercury, Mariner, Mercruiser, 2001 up Yamaha



2. Next, short the S terminal to the G Terminal. The pointer must move in the opposite direction as shown per engine type.



If the pointer moves left and right when performing the two steps the gauge is functional. Look to the trim sender or the wire in between for the fault.