



2000-2001 MODELS: CARBON FIBER OR WOODGRAIN DASH PANEL

SPEEDOMETER & TACHOMETER GAUGES – BLACK BEZEL with BLACK FACE



2002 MODELS: SILVER OR ZEPHYR POD & DASH PANEL

SPEEDOMETER & TACHOMETER GAUGES - STAINLESS STEEL BEZEL with BLACK FACE



The following are instructions on how to remove the Teleflex MPH and RMP gauges and replace them with the Faria MPH and RPM analog gauges.

Step 1 – Removing pod from boat

Mark the center of the steering wheel so you know its orientation when re-installing. Remove the nut using a 3/4" deep well socket. Unscrew all thumb screws and pull out pod far enough to reach behind and disconnect all wiring from the pod. Remove pod from the boat.

Step 2 – Mounting the gauges

SEE PHOTO #1 – Remove Potentiometer from the Faria MPH before installing it.

Remove the mounting brackets on the back of the MPH and RPM gauges on the backside of the pod. After the MPH and RPM gauges have been removed, insert the Faria MPH and RPM gauges into the holes and secure to the pod with the use of the Faria mounting brackets.



1) rear view of
FARIA
MPH gauge

Step 3 – Potentiometer

NOTE: All wires must be attached to the gauge AFTER the mounting bracket has been fully installed. Attach the potentiometer to the MPH gauge by connecting the red and white wires to the unlabeled stud on the back of the gauge and connecting the black wire to the grounding stud labeled GND.

Step 4 – Wire Identification

Find the plugs that were attached to the Teleflex gauges and cut the wire off as close to the plug as possible. The wires should be: MPH = Purple (ignition), Dark Blue (instrument lights), Black (ground). The gray cable with the 2 white (or 1 white and 1 yellow) wires and the red and black wires can be left under the pod unattached; these will no longer be needed. Wires for the RPM gauge are: Purple (ignition), Dark Blue (instrument lights), Black (ground), and Gray (Tachometer Signal wire)

Step 5 – Connecting wires to gauges

Strip the wires that were attached to the Teleflex gauges and crimp connectors on the ends of the wires. Both dark blue wires will use a 16 AWG blue slide terminal, all other wires will use the 16 AWG blue ring terminal. For the RPM gauge connect the purple wire to the stud labeled IGN, place the black wire on the stud labeled GND, and connect the gray wire to the SIG stud. The blue wire for the gauge lights will slide onto the spade terminal on the back of the gauge.

For the MPH gauge connect the purple wire to the IGN stud, the black wire will connect to the GND stud, and the blue slide terminal will slide onto the spade terminal on the back of the gauge.

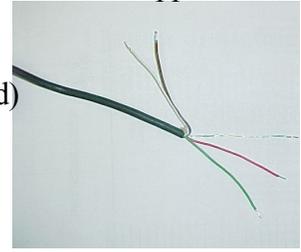
***If Perfect Pass is ALREADY installed in the boat SKIP Step 6 AND go to step**

#8*

Step 6 – Installing the Paddlewheel

Now route the paddlewheel wire from the its bilge location to the gauges. SEE PAGE 3 for approximate paddlewheel location. Lay plug in bilge to later connect to paddlewheel base.

SEE PHOTO #2 - **AT the MPH gauge**, (the white and brown wires are not used) the paddlewheel wires will connect with the green wire going to the SIG stud, the red wire connecting to the IGN stud, and the bare wire will connect to the GND stud.



2) Paddlewheel wires AT the MPH gauge

From underneath boat, using the page 3 drawing mount the paddle-wheel. **FIRST check inside the boat to make sure there are no hoses, wire, etc... in the way that may get damaged.** Use a 3/16" drill bit to drill the pilot hole. From the underside of the boat use a 2" hole saw to drill out the hole.

Apply a healthy amount of water tight caulking to the paddlewheel and insert the wheel from the bottom of the boat (wire first). On the paddlewheel you will find 5 wires, the white and brown wires will not be used. Attach the red wire to the IGN stud of the MPH gauge, the green wire will connect to the SIG stud, and the bare wire will connect to the GND stud.

Step 7 – Re-installing the pod & mounting the Potentiometer

After all the wires have been connected to the gauges, slide the potentiometer (POT) through the access hole in the pod. Set the pod in place but do not secure with screws until the final battery check has been done.

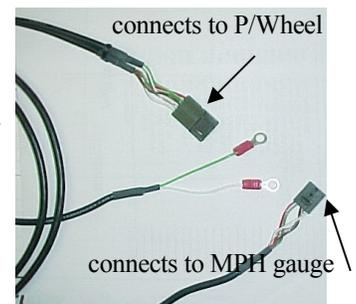
SEE PHOTO #3 - The POT will mount to the black L-bracket and the bracket will through-bolt to the under side of the deck under the pod. The POT can be attached to the L-bracket with the nut supplied with the POT. Use 2 each 10-24 X 1 1/4" Oval Head Machine Screws with 2 each 10-24 Nylon Lock Nuts to secure the bracket in place.



3) Potentiometer mounted to bracket

Step 8 – ONLY IF PERFECT PASS IS ALREADY INSTALLED IN BOAT...

SEE PHOTO #4 - In the kit will be a Perfect Pass jumper wire. Connect the green wire to the SIG stud on the MPH gauge and the white wire to the GND stud. Disconnect the Perfect Pass paddlewheel from the P.P. module and connect the jumper wire to the module. Connect the paddlewheel wire to the only remaining connector on the jumper wire. Tie up and secure all wires.



4) Harness for boat WITH Perfectpass

Step 9 – Battery checking

Connect the battery and power up the system. Check that the lights work properly on the gauges and that the needles in the gauges have power. Lake test the boat to check proper operation of the gauges. If the MPH gauge reading is off, use the POT to adjust it to the correct reading.

**BEFORE DRILLING ANY HOLES INSPECT AREA
INSIDE THE BOAT FOR ANYTHING THAT COULD BE
DAMAGED FROM DRILLING**

**NOTE: USE A 3/16" DRILL BIT FOR A PILOT HOLE.
DRILL THE HOLE WITH A 2" HOLE SAW**

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206

216

210

Port

Stbd

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