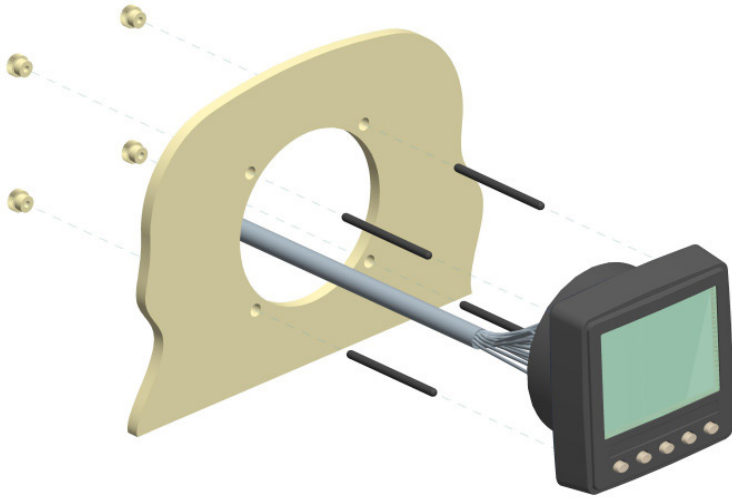


This display is designed to be connected to Honda® NMEA 2000 engines. Separate display is required for each engine up to two engines, and an additional display would be required if speedometer is desired.

This engine display monitor is designed for 10-32 VDC systems. Please follow the instructions below for proper mounting, wiring, and setup

## Mounting the display

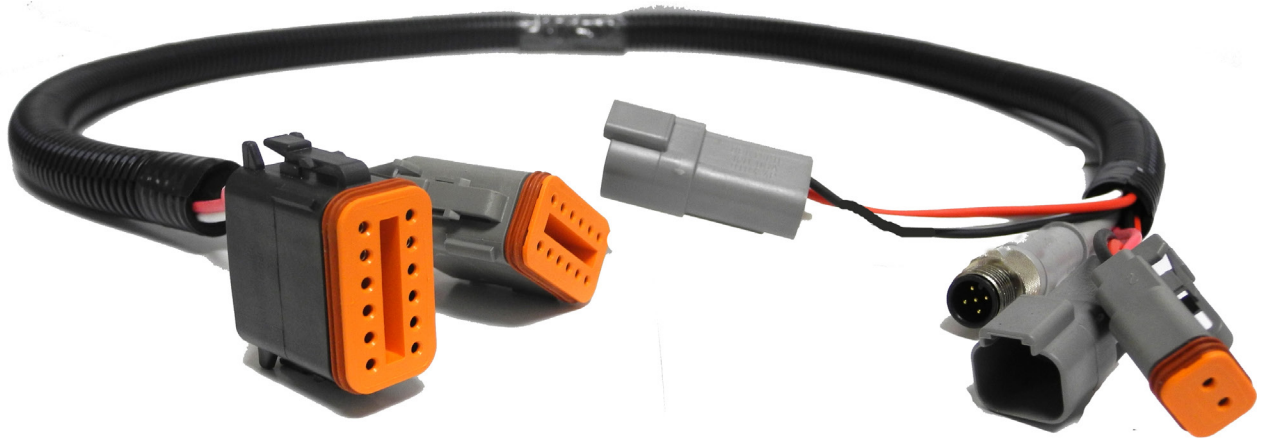


- Decide on a location.
- Allow adequate clearance behind the display for cable connections. This is to ensure that the cables are not unduly stressed and for ventilation. Leave sufficient cable so that the unit may be removed if servicing is required.
- Using the template supplied with the display as a guide, cut out the mounting hole and drill four 3/16" (4.7mm) holes for M4 studs.
- Screw the studs into the rear case; longer studs can be used (not supplied).
- Connect the proper harness to the display unit.
- Place the engine display monitor in position, secure by screwing thumb nuts onto the studs. Take care not to over tighten the studs/thumb nuts as they may damage the display unit. Do not use metal screws to tighten the unit, they may damage the display housing and damage the internal components of the display.

## Wiring Harnesses



Tachometer Harness (pictured above) is included with the Tachometer display kit. The male 2-pin Deutsch connector is for power.



Speedometer Harness (pictured above) is included with the Speedometer display kit. The female 4-pin Deutsch connector is for the GPS receiver (sold separately). The female 2-pin Deutsch connector is for analog fuel signals (pin positions explained later). The male 2-pin Deutsch connector is for power.



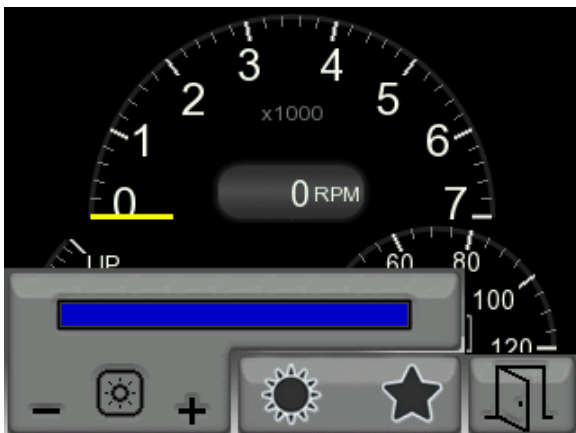
Power Harness (pictured above) is sold separately and is optional. It provides power for three displays (two tachometers and one speedometer). This harness comes with two dummy plugs which should be used to plug the unused receptacles.

The Molex® DeviceNet cables must be plugged into the NMEA 2000 network backbone.

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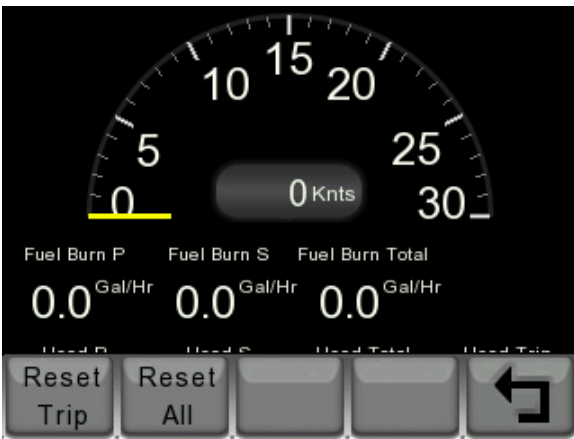
## Home Screen

There are five buttons on the engine display used to navigate various screens available.



### To set up background color and brightness:

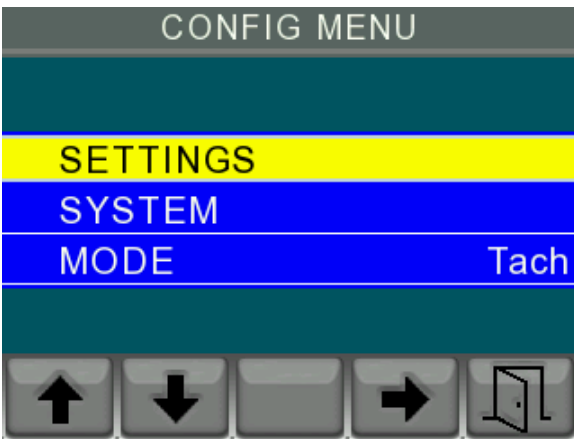
- ▶ Press button 5 (far right) momentarily.
  - Press buttons 1 / 2 to decrease / increase screen brightness.
  - Press button 3 for daylight.
  - Press button 4 for nighttime.
  - Press button 5 to exit.



## To reset Fuel Burn, Fuel Used and Trip data (Speedometer only):

- ▶ With Mode set to Speedometer and on screen 3
  - Momentarily press button 3.
  - Press button 1 to reset trip only.
  - Press button 2 to reset all data.

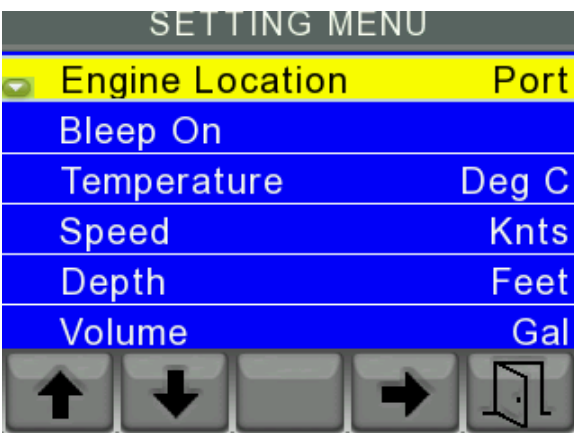
## Display Setup



To enter **CONFIG MENU** press and hold button 5 (far right).

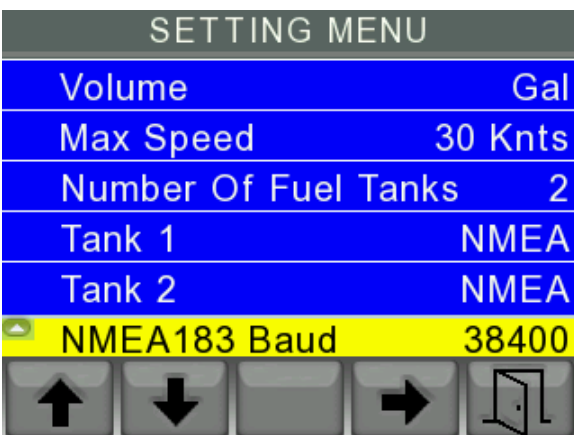
- Use ▲ or ▼ to navigate menu.
- Use ▶ to enter or change selected item.
- Press button 5 to backtrack to previous screen or exit out completely.

To change this display from Tachometer (default) to Speedometer, highlight **MODE** and use ▶ to make the change.



The **SETTING MENU**.

- **Engine Location** - select either **Port** or **Stbd** for the tachometer information.
- **Bleep** - select **On** or **Off** for the audible bleep when pressing buttons.
- **Temperature** - select either **Deg C** or **Deg F**. (Affects Tach only)
- **Speed** - select speed indication preference. (Affects Speedo only)
- **Depth** - select depth indication preference. (Affects Speedo only)



- **Volume** - select fuel measurement.
- **Max Speed** - select max speed preference. (Affects Speedo only)
- **Number Of Fuel Tanks** - select 1 or 2 fuel tanks. ( Only Speedo displays fuel tank )
- **Tank 1 / Tank 2** source - select fuel input source. (Only Spdo displays fuel tank levels).
- **NMEA183 Baud** - select between 4800 and 38400 baud rate for the NMEA0183 GPS speed signal. This must match the baud rate supplied from the GPS receiver.

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# Fuel Tank Signal

The engine display receives fuel level information from the NMEA 2000® CAN bus. In addition the fuel information can be configured to use analog fuel senders. In the SETTING MENU, highlight the fuel tank you wish to change. The choices are NMEA, 10-180 Ohms (VDO®), or 240-33 Ohms (Stewart Warner®). The fuel sender wires are only available on the Speedometer harness 2 pin female Deutsch plug. Pin 1 (Pink wire) is Tank 1; Pin 2 (Pink wire with white stripe) is Tank 2.

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## Connecting GPS Antenna

If using the NMEA 0183 Veethree GPS receiver, just connect the 4 pin male plug to the 4 pin female plug located on the Speedometer harness. **Note:** Make sure to select the correct baud rate in the **SETTING MENU**. **4800** for standard update receiver and **38400** for high speed update receiver.

If the GPS speed signal is coming from another NMEA 0183 receiver or device, the wiring needs to be adjusted. Connect the NMEA 0183 transmit wire to the white wire on the 4 pin female plug on the Speedometer harness. Make sure the **GPRMC** sentences and the output is enabled. The red and black wires do not need to be used if the GPS antenna/device is independently powered.

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## Troubleshooting

If engine information is not available or lost the pointer and numerical data will flash continuously until problem is resolved. This engine display does not manufacture any alarms or readings it only receives and displays them. If one of the parameters is wrong, the NMEA 2000® reading needs to be troubleshot using proper equipment.

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## Alarms

Each pictograph is displayed on the main screen when the associated warning or alarm is detected by the engine monitor. Use button 3 to acknowledge the alarm, note that the alarm pictograph will be displayed until the reason for the alarm is resolved. Some alarms sent from the engine do not have pictograph and should be recorded prior to acknowledgement.



Charging fault



Engine overheat



Check engine  
(PGM-FI Fault)



Engine oil pressure

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