

ENGINE SYNCHRONIZER MONITORS FOR ALL ENGINES USING VEETHREE TACHOMETERS

Please note that all synchronizer modules have been discontinued, Veethree currently has no information on third party modules which are compatible with Veethree synchronizer gauges.

You must have the gauge, module and harness for correct operation.

You must have 12 volts DC minimum on the module IGN terminal.

The module Ground terminal must be grounded.

Recheck all wires to be certain they are correct, clean and tight.

If the gauge on the dash is always pegged to port or to starboard, usually it is the module that is at fault. Replace it.

Gauge can be zero'd or nulled by adjusting the module's null potentiometer under the colored hole plug (with both ignitions turned on but the engine not running).

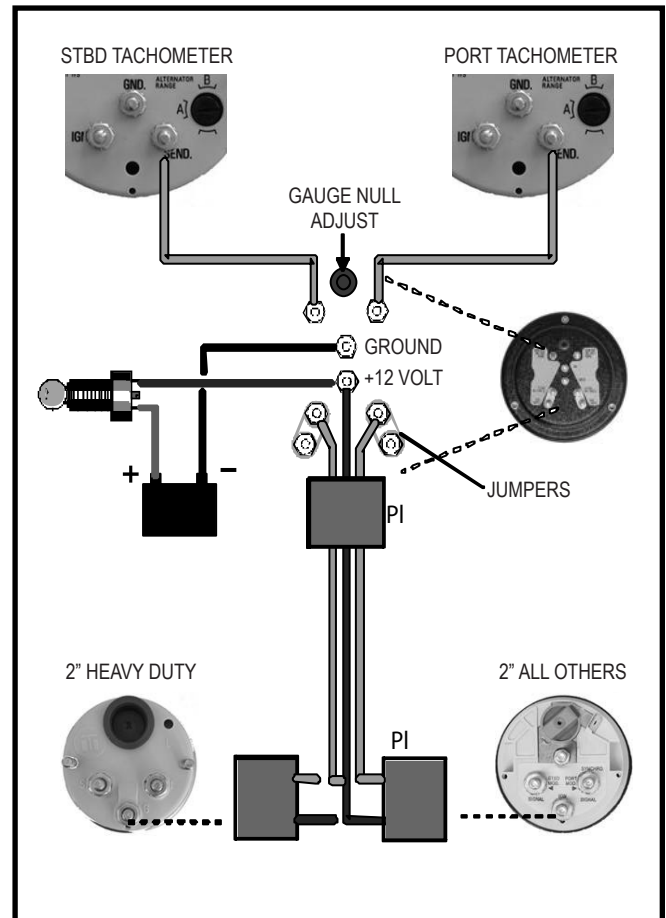
The module and the gauge can be tested for correct operation, See page 2.

The system is only energized when the ignition switch it is tied to is turned on. Example: wired to starboard instruments, only when the starboard side is turned on will the synchronizer operate.

Gauge pointer will point to the faster engine. Reversing the starboard and port tachometer wires on the module will make the gauge point to the slower engine.

One module can operate two gauges if the fl at brass jumpers are left in place. Damage to the module will result if the jumpers are removed with two gauges installed on the module.

The same gauge and harness can be used on various types of engines. However, the MODULE must be matched to the tachometer type. Model types are listed on page 2.



Gauge part number is located on the side of the housing.

The lamp assembly is replaceable-

The Heavy Duty Series: #57376
 All other gauge series: IA62995

Testing the Dash Gauge

To test the gauge only (Figure 1), place a 130 ohm, 1/2 watt or larger resistor from the port or starboard terminal to a common ground under the dash panel. Connect the gauge's IGN 12 volt terminal to a positive voltage source. The pointer will and should deflect about 45 degrees. If you started on the starboard terminal, next go the port terminal and do the same thing. If the pointer goes about 45 degrees to both directions, the gauge is fine.

Testing the Module

The module can be tested by measuring certain voltages at the gauge. Connect a volt-ohm test meter to the dash gauge (Figure 2) to either port or starboard terminal. With both ignitions on but the engine not started, the test meter should read about 5 volts DC on either the port or starboard side. The gauge pointer should be nulled.

At 2000 rpm on the starboard engine, idle on the port engine, the test meter will read about 9 volts DC on the starboard side and about 2 volts on the port side. Repeat the test by swapping the test meter to the port terminal and ground. At 2000 rpm on the port terminal, idle on starboard, the voltages should be approximately switched.

Module Application (the same gauge can be used for all applications)

Gasoline inboards & I/Os-	1508370P (Discontinued)
Alternator tach drive & outboards-	1504877 (Discontinued)
Pulse generator Signaflex type-	1508473 (Discontinued)
Proximity sender in bell housing-	1507574 (Discontinued)
Wiring harness, all modules, 18"-	1471175

