



# ELECTRICAL

## Section 2D – Wiring Diagrams

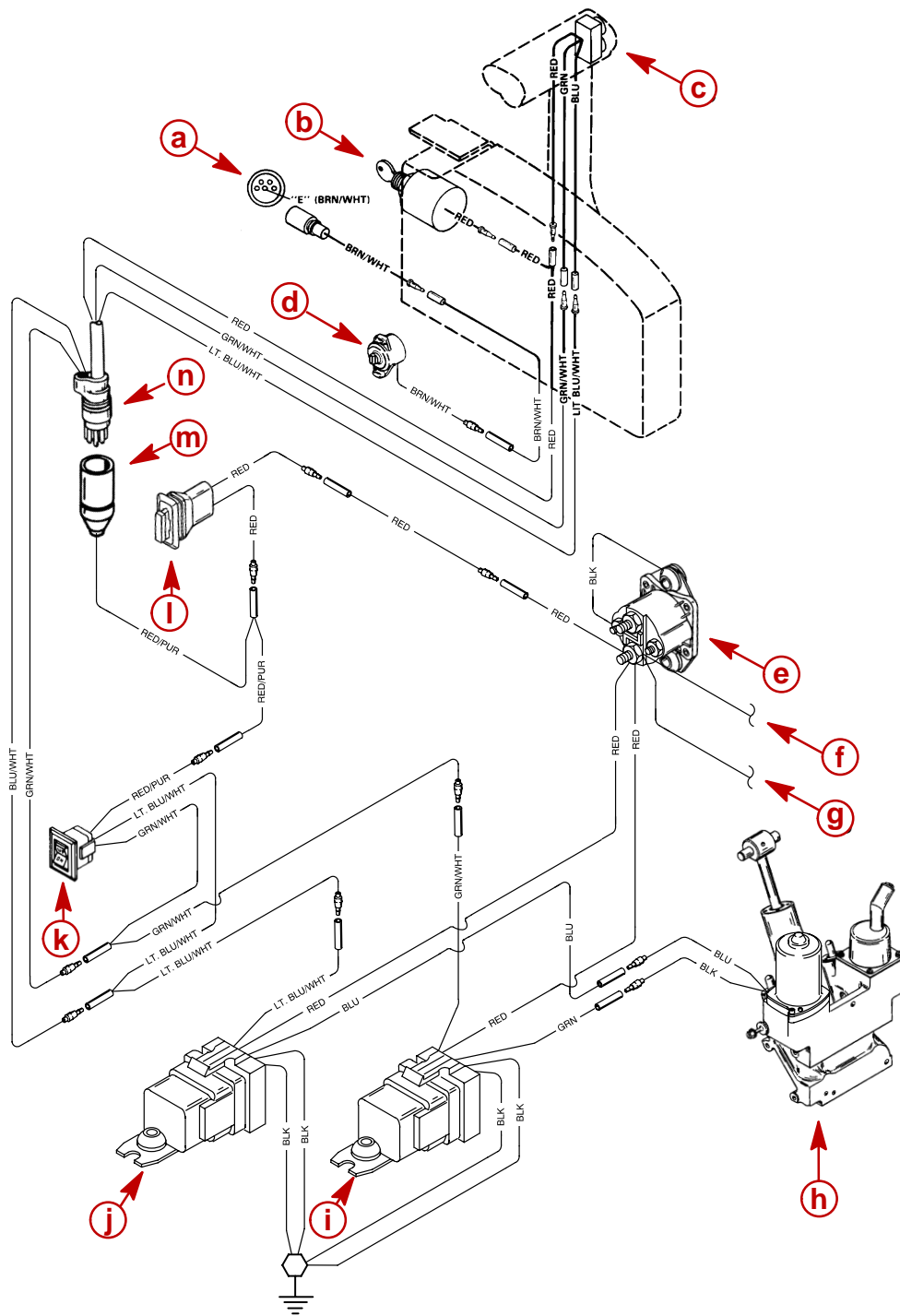
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# Power Trim Wiring Diagram



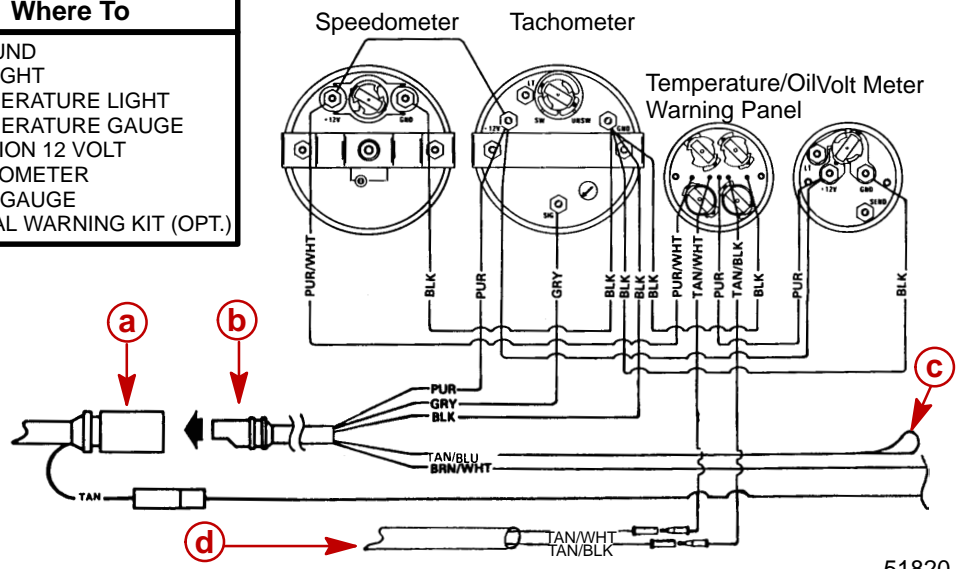
- a** - Tach. Connector
- b** - Key Switch Assembly
- c** - Trim Switch
- d** - Trim Sender
- e** - Start Solenoid
- f** - To Battery
- g** - To Alternator

- h** - Trim Pump and Motor
- i** - DOWN Solenoid
- j** - UP Solenoid
- k** - Bottom Cowl Switch
- l** - 20 Ampere Fuse
- m** - Engine Harness
- n** - Remote Control Harness



# Instrument Wiring Connections

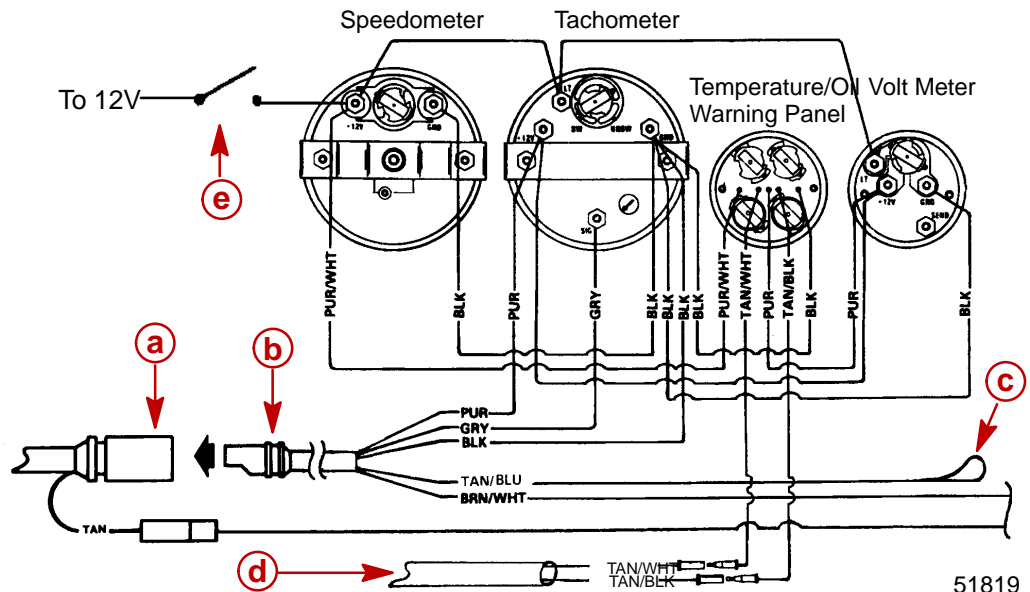
Wire Color	Where To
BLK = BLACK	GROUND
TAN/WHT = TAN/WHITE	OIL LIGHT
TAN/BLK = TAN/BLACK	TEMPERATURE LIGHT
TAN = TAN	TEMPERATURE GAUGE
PUR = PURPLE	IGNITION 12 VOLT
GRY = GRAY	TACHOMETER
BRN/WHT = BROWN/WHITE	TRIM GAUGE
TAN/BLU = TAN/BLUE	VISUAL WARNING KIT (OPT.)



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**Figure 1 – Without Light Switch**

**NOTE: ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.**



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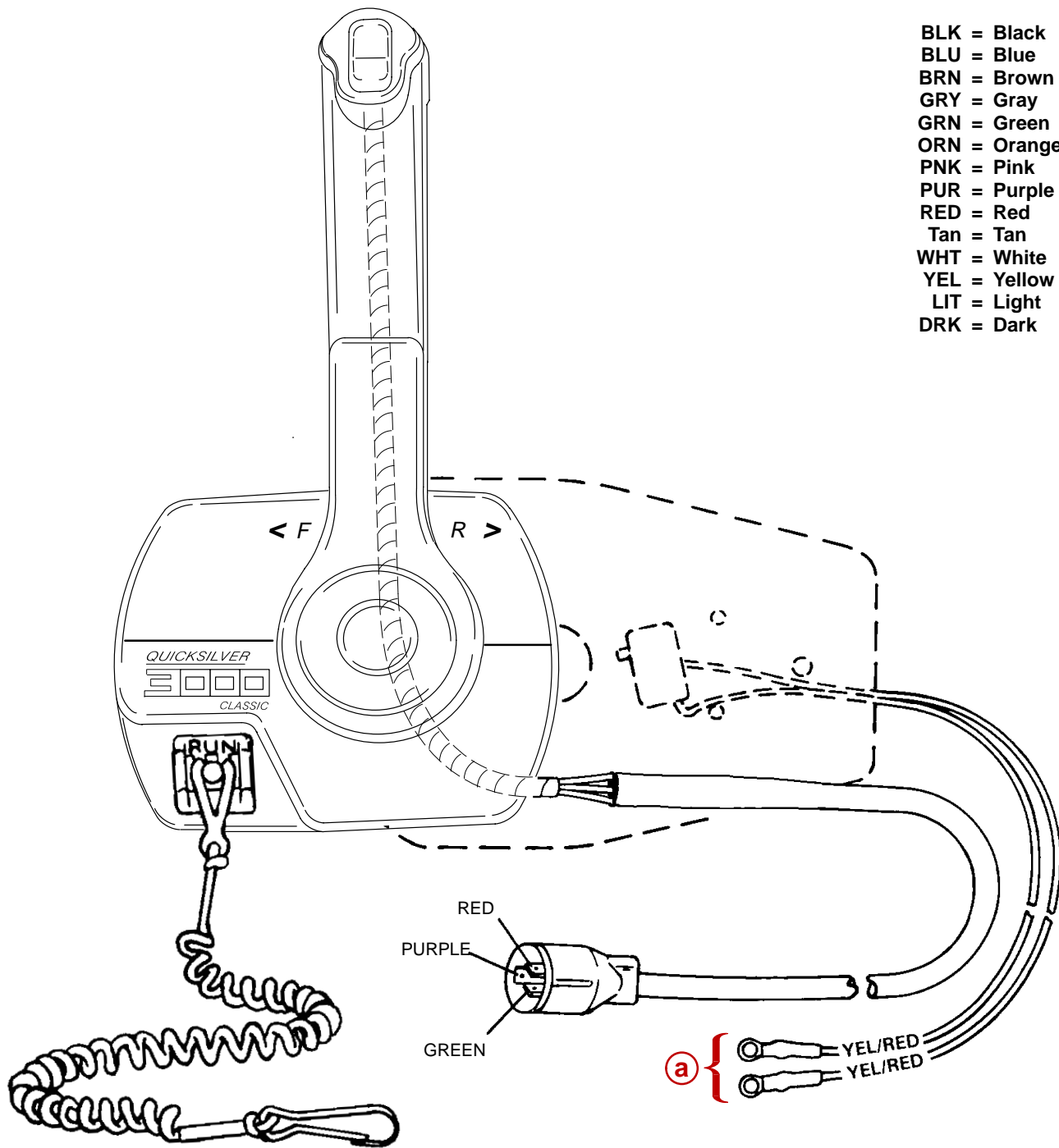
**Figure 2 – With Light Switch**

- a** - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b** - Tachometer Wiring Harness
- c** - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d** - Cable Extension (For Two Function Warning Panel)
- e** - Light Switch



# Commander 3000 Classic Panel Remote Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- Tan = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

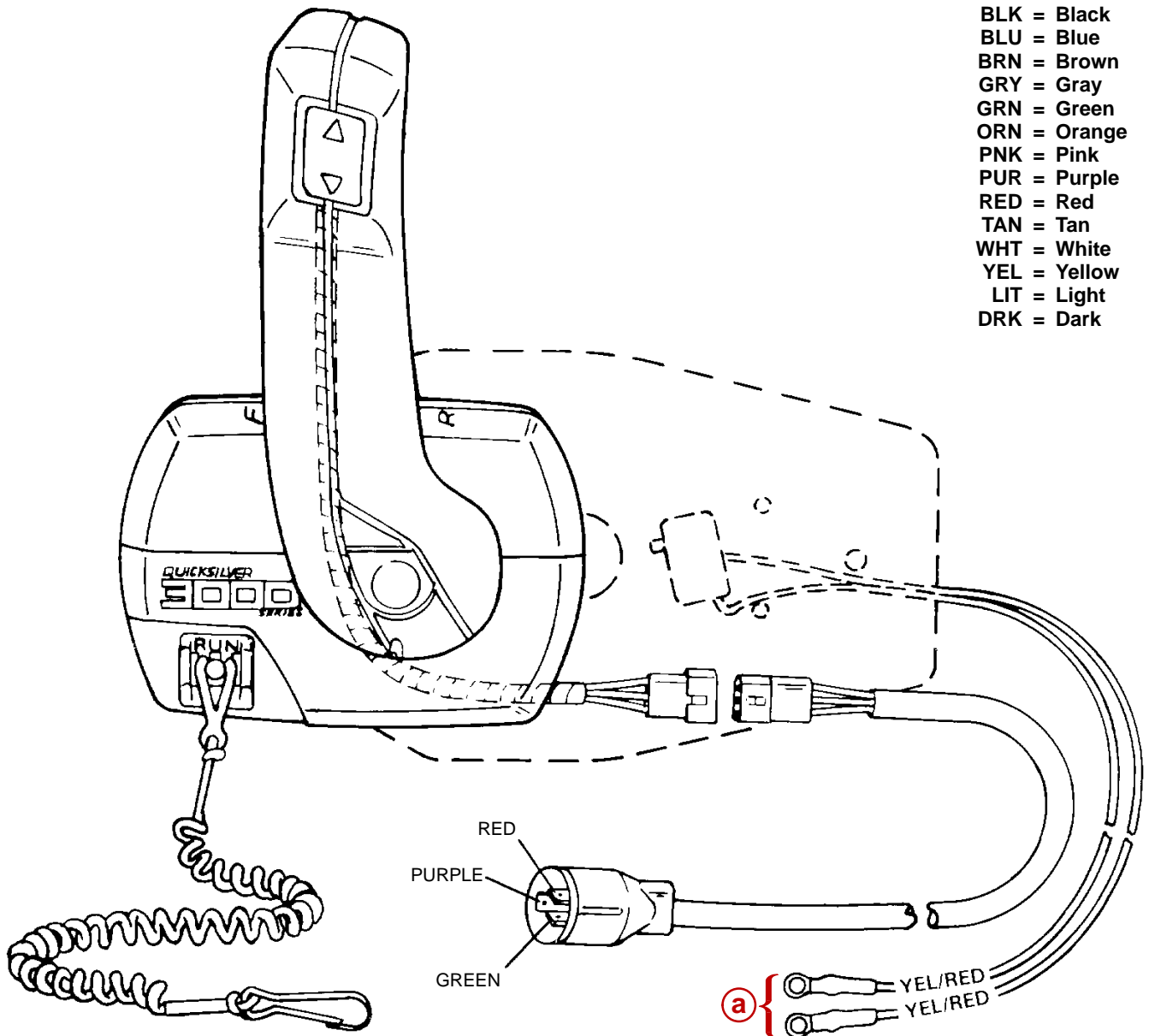


**a** - Neutral Interlock Switch



# Commander 3000 Panel Remote Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

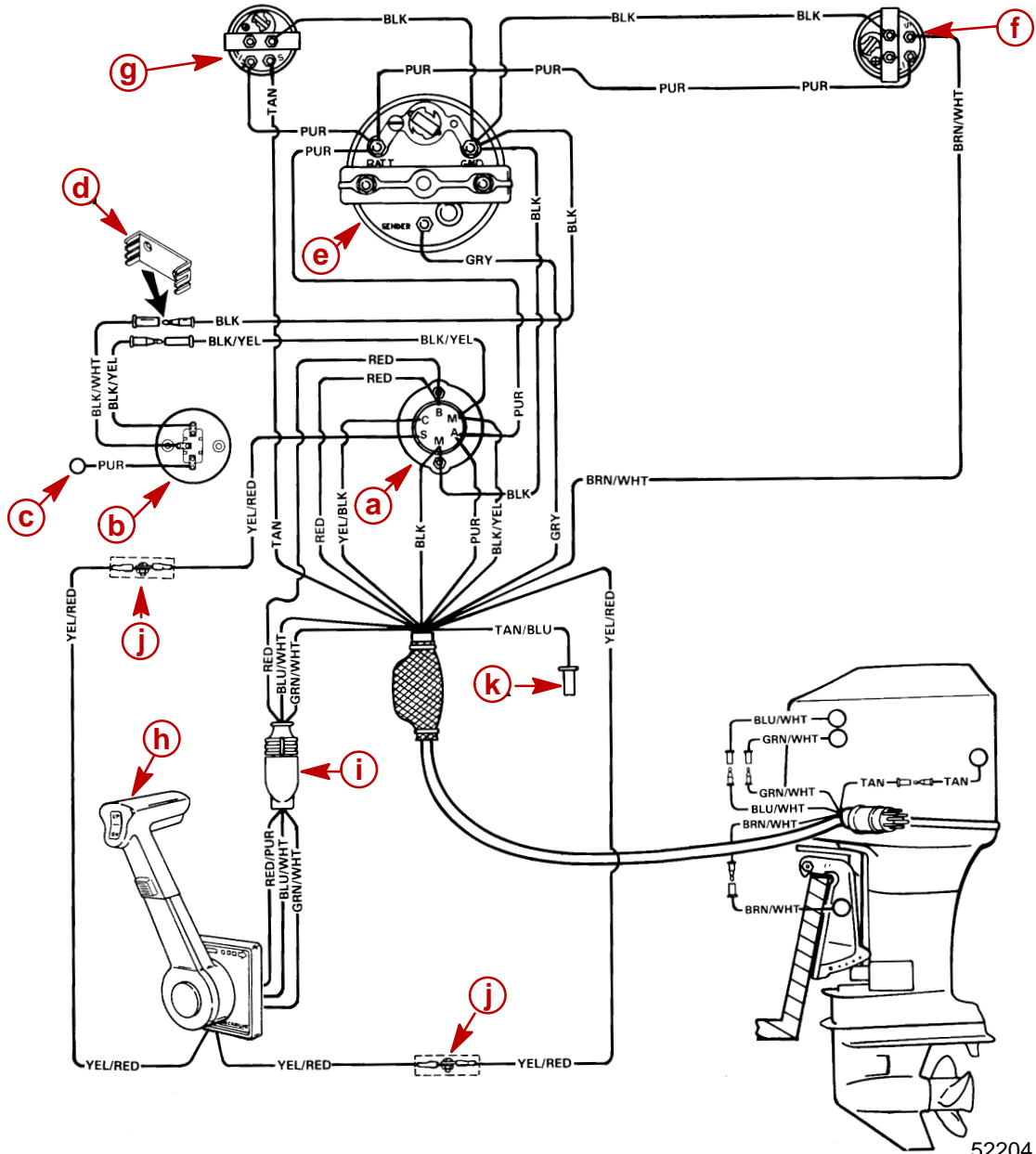


**a** - Neutral Interlock Switch



# Instrument/Lanyard Stop Switch Wiring Diagram

BLK=BLACK  
 BLU=BLUE  
 BRN=BROWN  
 GRN=GREEN  
 GRY=GRAY  
 PUR=PURPLE  
 RED=RED  
 TAN=TAN  
 WHT=WHITE  
 YEL=YELLOW

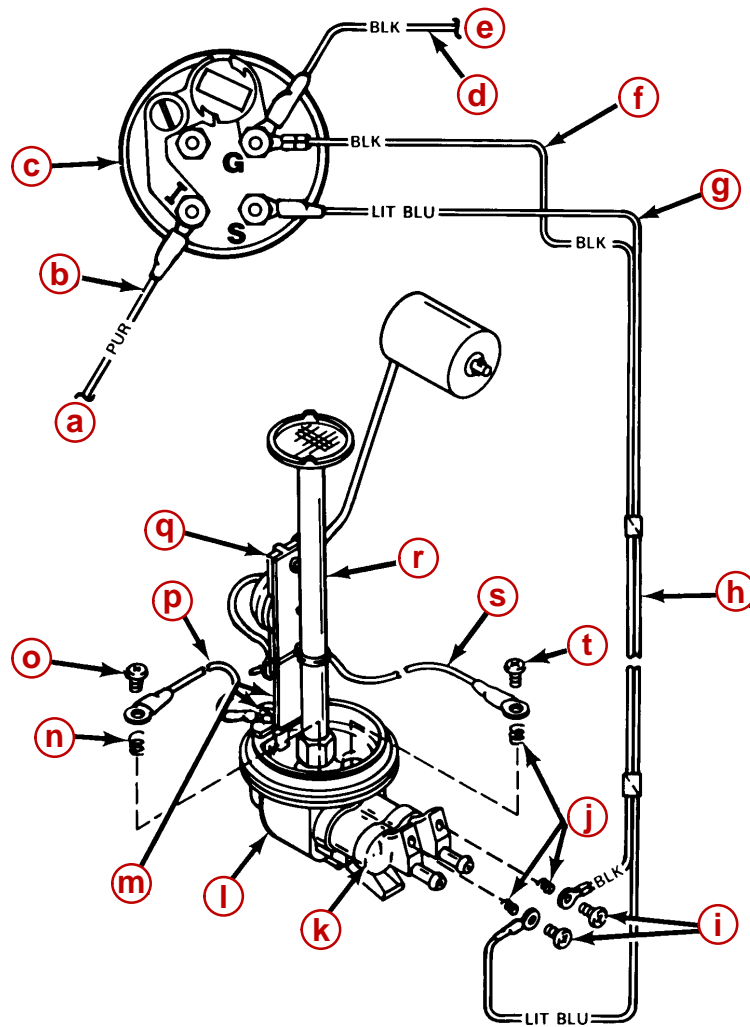


- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead Not Used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge (Optional)
- g** - Temperature Gauge
- h** - Remote Control
- i** - Power Trim Harness Connector
- j** - Connect Wires Together w/Screw and Nut (2 Places); Apply Liquid Neoprene to Connections and Slide Rubber Sleeve over each Connection.
- k** - Lead to Optional Visual Warning Kit

**IMPORTANT: On installations where gauge options will not be used, tape back any unused wiring harness leads.**



# Oil Level Gauge Wiring Diagram

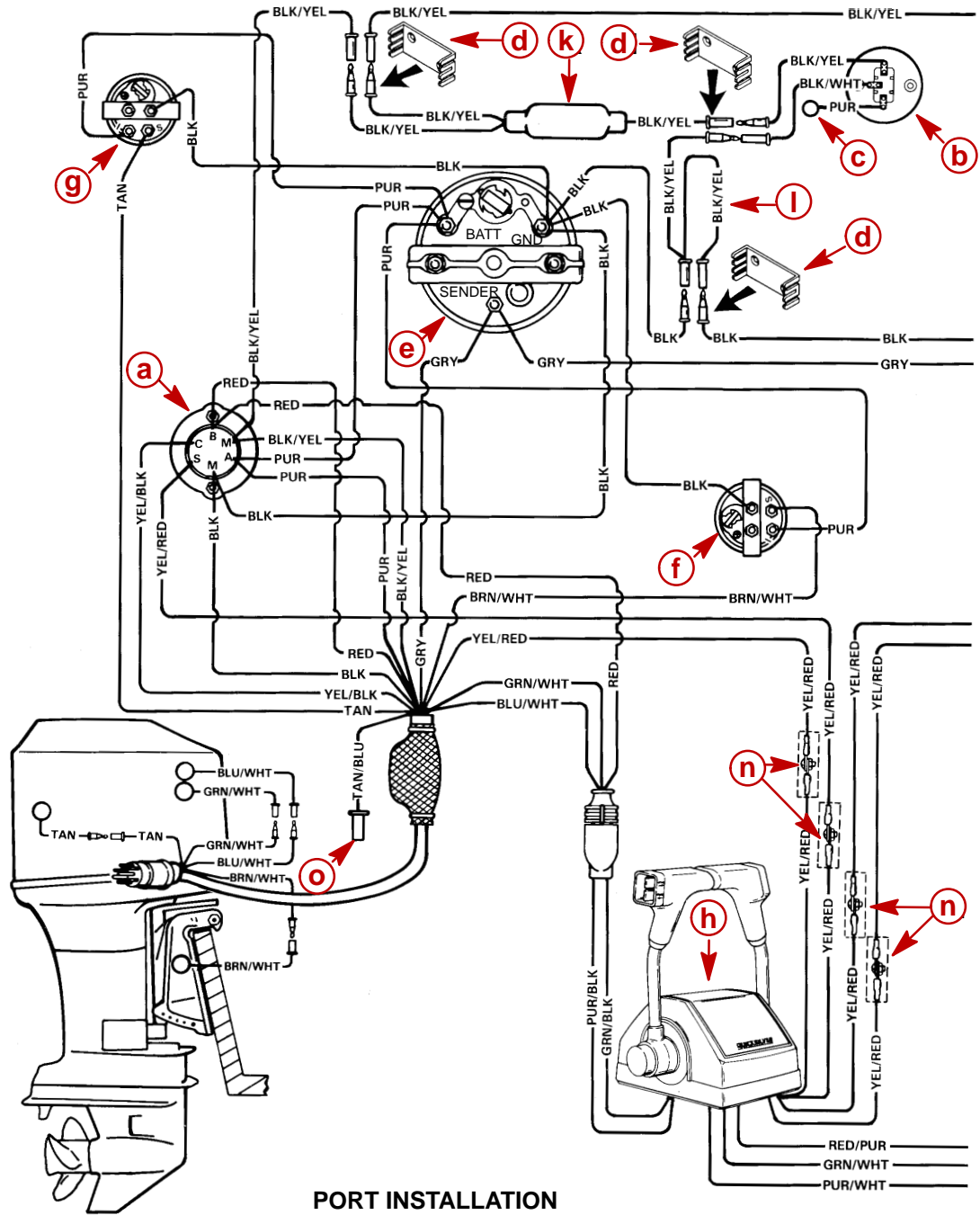


- a** - To 12 Volt Source
- b** - PURPLE Wire (Connect to Trim Indicator Gauge "I" [or POSITIVE (+) 12 Volt Source that is Turned "ON" and "OFF" with Ignition Switch])
- c** - Oil Level Gauge
- d** - BLACK Wire (Connects to NEGATIVE Ground)
- e** - To Ground
- f** - BLACK Wire (From Gauge to Oil Clip Connector)
- g** - LIGHT BLUE Sender Lead to Gauge
- h** - Wiring Harness (LT. BLU. and BLACK)
- i** - Screw (10-16 x 5/8 in.)
- j** - Spring
- k** - Oil Clip Connector
- l** - Adaptor Housing
- m** - Screw (10-16 x 1/4 in.)
- n** - Spring
- o** - Screw (10-16 x 5/8 in.)
- p** - BLACK Wire
- q** - Oil Level Sender Unit
- r** - Oil Pick-Up Tube
- s** - WHITE Lead (from Oil Level Sender)
- t** - Screw (10-16 x 5/8 in.)



# Instrument/Lanyard Stop Switch Wiring Diagram (Dual Outboard)

BLK=BLACK  
 BLU=BLUE  
 BRN=BROWN  
 GRN=GREEN  
 GRY=GRAY  
 PUR=PURPLE  
 RED=RED  
 TAN=TAN  
 WHT=WHITE  
 YEL=YELLOW

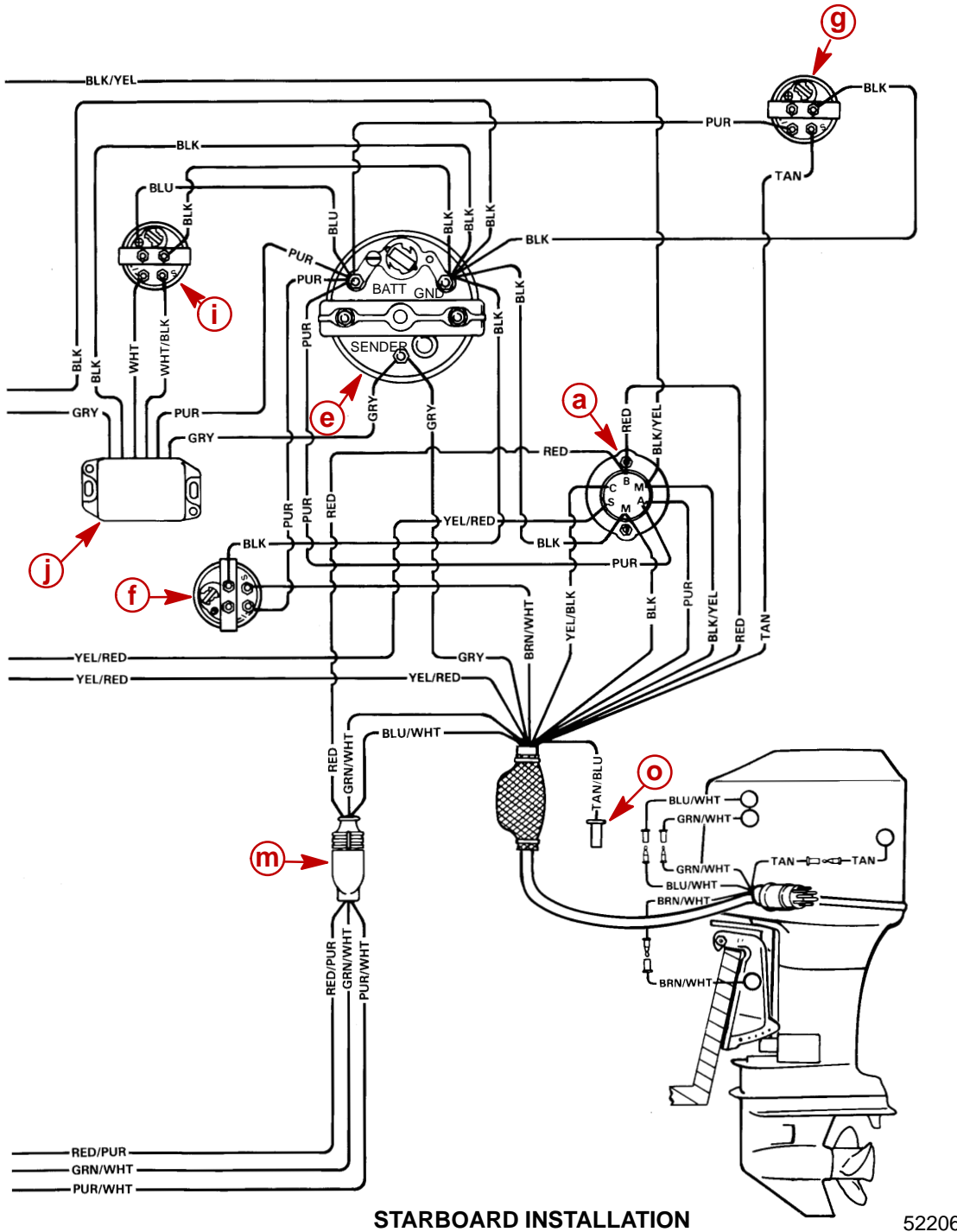


- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead not used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge
- g** - Temperature Gauge
- h** - Remote Control





**IMPORTANT: On installations where gauge options will not be used, tape back and isolate unused wiring harness leads**



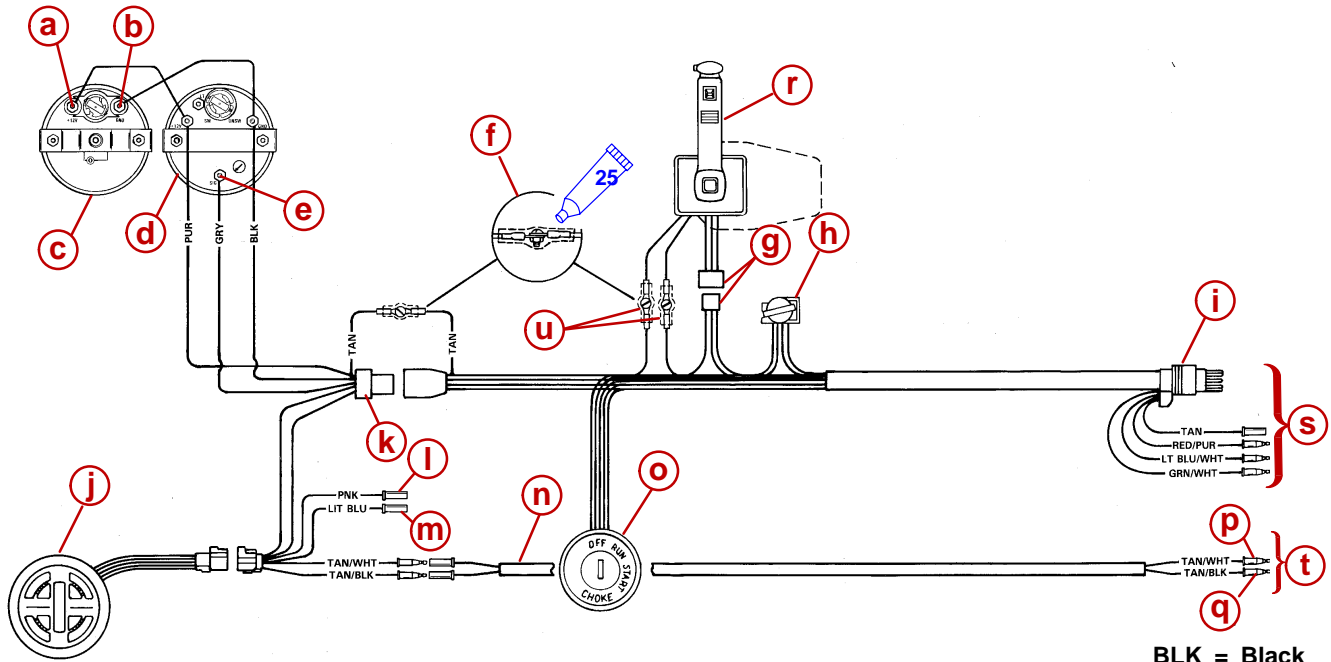
**STARBOARD INSTALLATION**

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- i** - Synchronizer Gauge
- j** - Synchronizer Module
- k** - Lanyard Switch (Isolation) Diode
- l** - Y Harness
- m** - Power Trim Harness Connector
- n** - Connect Wires together with Screw and Nut (4 Places); Apply Liquid Neoprene to Connections and slide Rubber Sleeve over each Connection.
- o** - Lead to Visual Warning Kit



# Panel Mount Remote Control Wiring Installation



- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

 25 Liquid Neoprene (92-25711--2)

- a** - (+) 12 Volt Terminal
- b** - (-) Ground Terminal
- c** - Speedometer
- d** - Tachometer
- e** - Tachometer Signal Terminal
- f** - Connect Wires Together with Screw and Hex Nut (3 Places); Apply Quicksilver Liquid Neoprene to Connections and Slide Rubber Sleeve Over Each Connection.
- g** - Power Trim Connector
- h** - Horn
- i** - 8 Pin Harness Connector
- j** - Multi-Function Gauge
- k** - Multi-Function Adapter Harness
- l** - To Fuel Sender (Optional)
- m** - To Oil Sender (Optional)
- n** - Two Wire Harness
- o** - Ignition/Choke Switch
- p** - Low Oil Sender Lead
- q** - Over Temperature Switch Lead
- r** - Panel Mount Remote Control
- s** - To Engine
- t** - To Engine
- u** - Neutral Safety Switch Lead



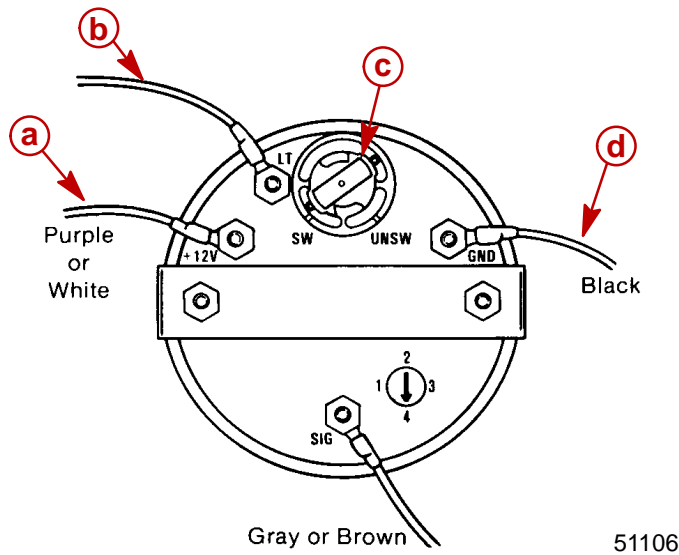
# QSI Gauge Wiring Diagrams

## Tachometer Wiring Diagram

Tachometer dial on back side of case must be set to position number 4.

### WIRING DIAGRAM A

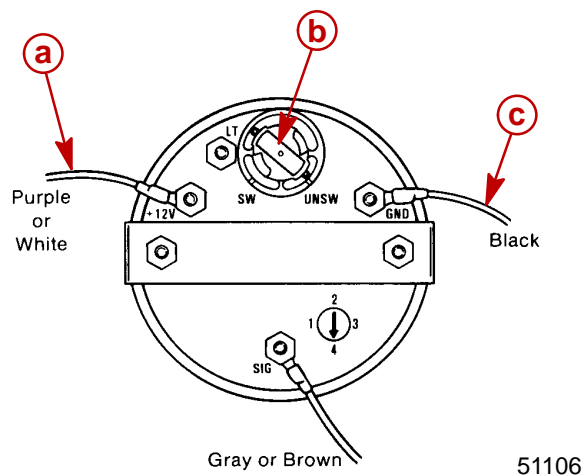
Use this wiring diagram when using a separate light switch for instrument lighting.



- a** - Connect to + 12 Volt
- b** - +12 Volt Light Switch Wire
- c** - Position Light Bulb to the Switched Position
- d** - Connect to NEGATIVE (-) Ground

### WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



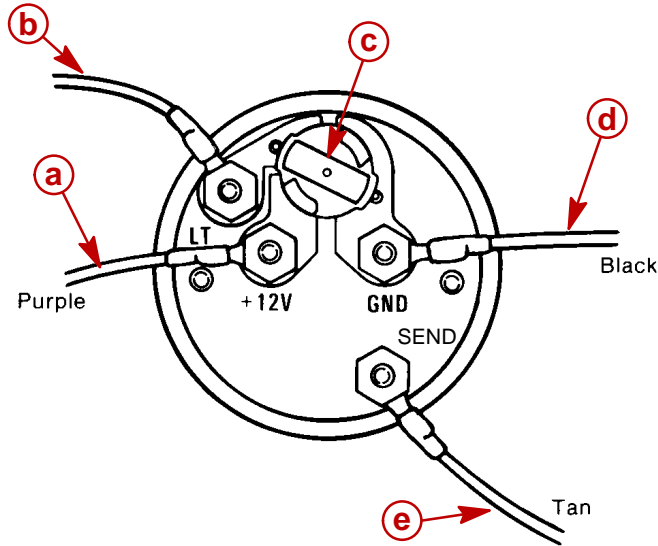
- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground



# Water Temperature Gauge

## WIRING DIAGRAM A

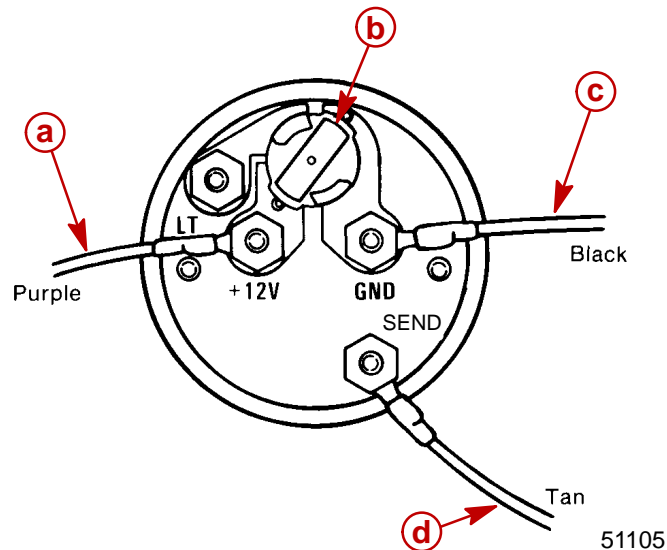
Use this wiring diagram when using a separate light switch for instrument lighting.



- a** - Connect to + 12 Volt
- b** - +12 Volt Light Switch Wire
- c** - Position Light Bulb to the Switched Position
- d** - Connect to NEGATIVE (-) Ground
- e** - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/ Choke Assembly.

## WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key is turned on.)

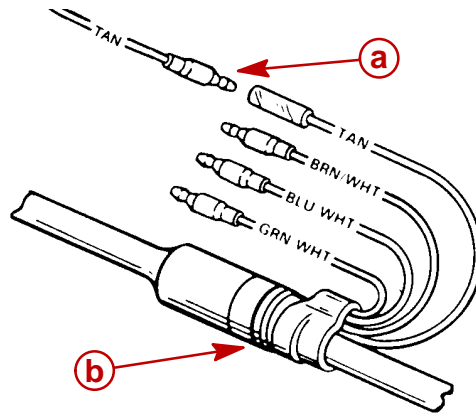


- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground
- d** - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/ Choke Assembly



Route TAN lead on starboard side of engine to engine/remote control harness. Connect as shown.

**IMPORTANT: Tape back and isolate any unused wiring harness leads.**



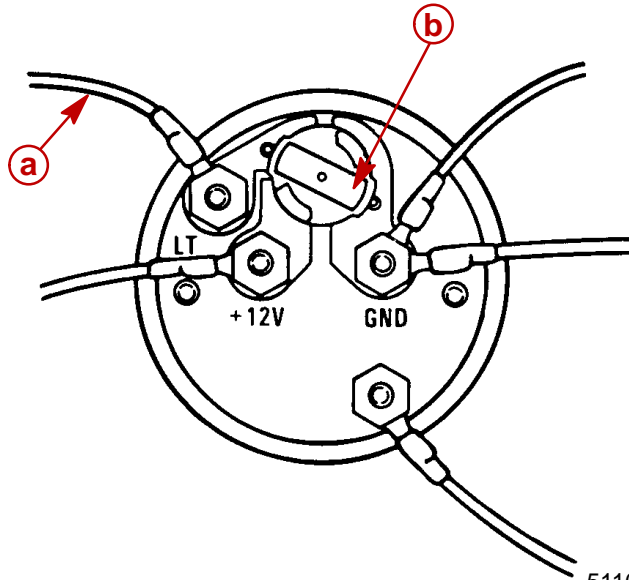
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- a** - Lead from Temperature Sender
- b** - Engine/Remote Control Harness

## Oil Level Gauge Wiring

### LIGHT BULB POSITION A

Use this position when using a separate light switch for instrument lighting.



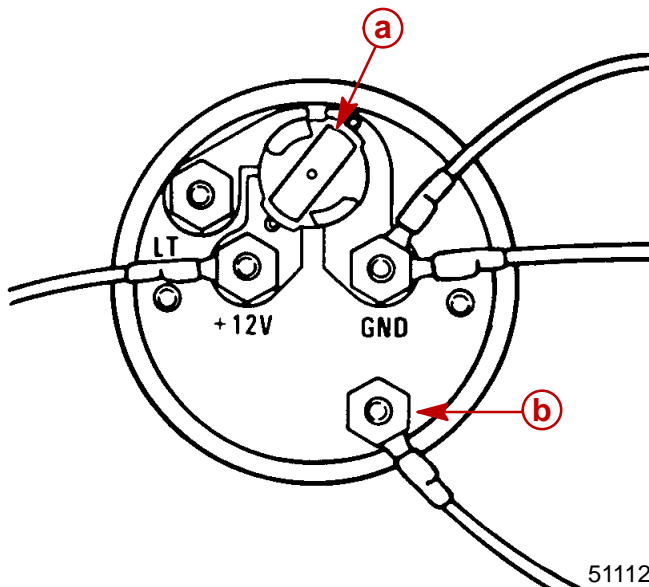
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- a** - +12 Volt Light Switch Wire
- b** - Position Light Bulb to the Switched Position



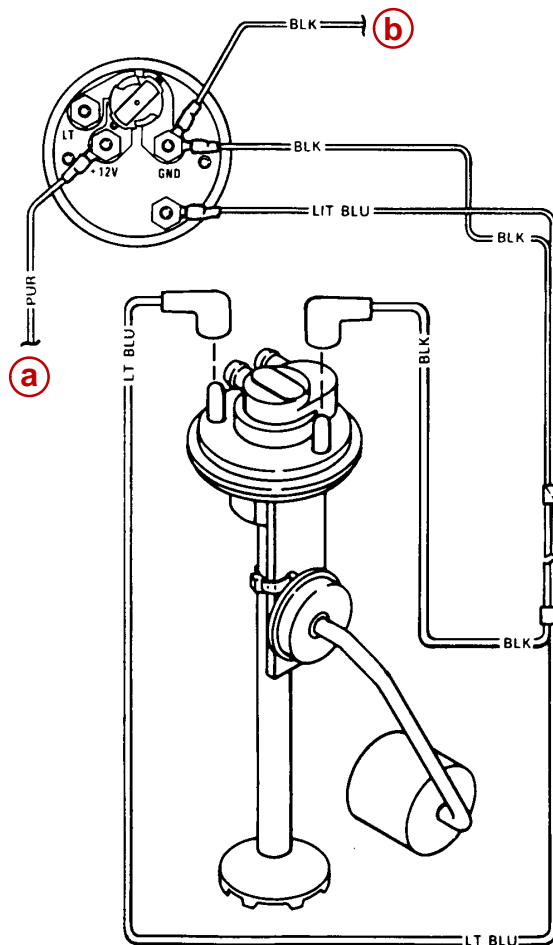
### LIGHT BULB POSITION B

Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



- a** - Position Light Bulb to the Unswitched Position
- b** - Sender

### SENDER WIRING



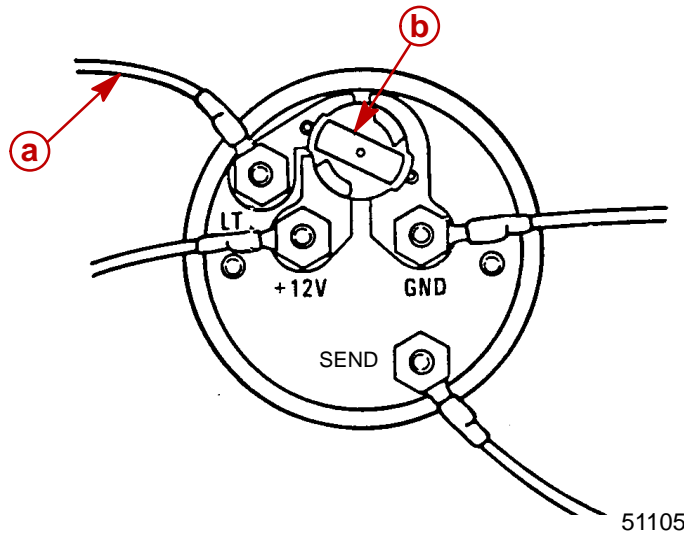
- a** - Connect to +12 Volt
- b** - Connect to NEGATIVE (-) Ground



## Engine Synchronizer Wiring Diagram

### LIGHT BULB POSITION A

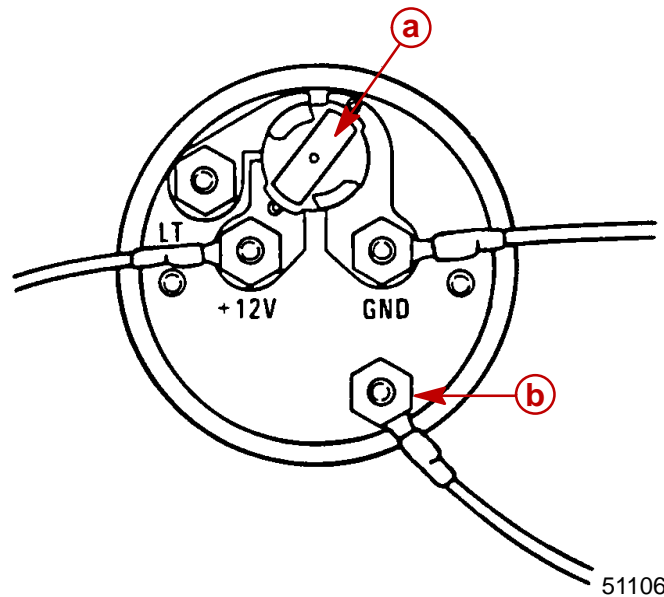
Use this position when using a separate light switch for instrument lighting.



- a** - +12 Volt Light Switch Wire
- b** - Position Light Bulb to the Switched Position

### LIGHT BULB POSITION B

Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)

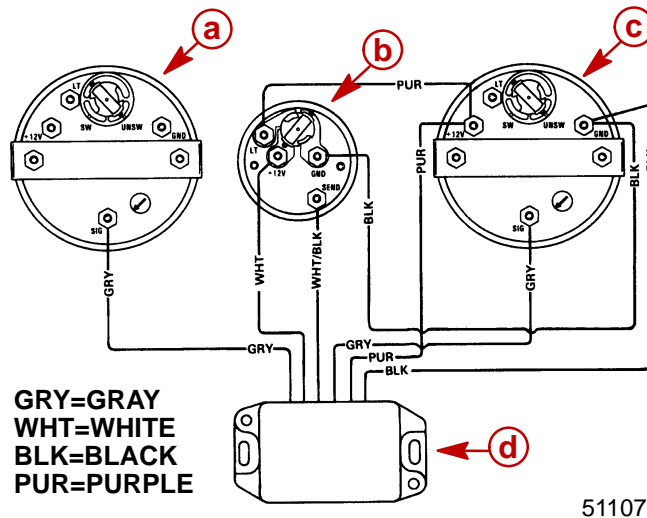


- a** - Position Light Bulb to the Unswitched Position
- b** - Sender

Synchronizer wiring can be accomplished two different ways as an option to the user.

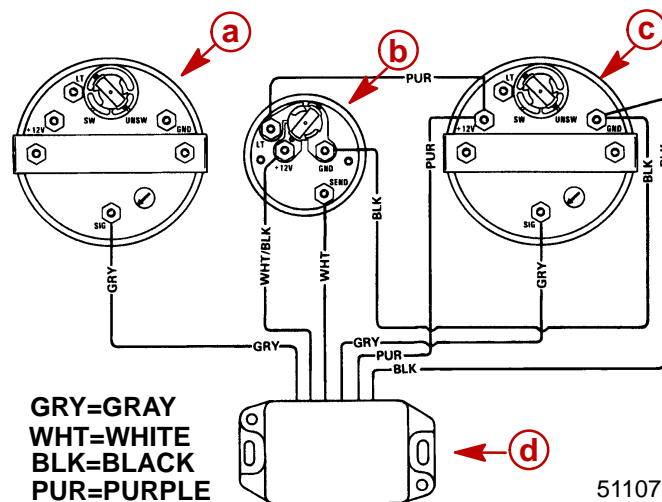


**Wiring Diagram – Gauge needle to point toward slow running engine**



- a** - Tachometer Starboard Engine
- b** - Synchronizer Gauge
- c** - Tachometer Port Engine
- d** - Synchronizer Module

**Wiring Diagram – Gauge needle to point toward fast running engine**



- a** - Tachometer Starboard Engine
- b** - Synchronizer Gauge
- c** - Tachometer Port Engine
- d** - Synchronizer Module

## Maintenance

Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichloroethylene, turpentine, etc.





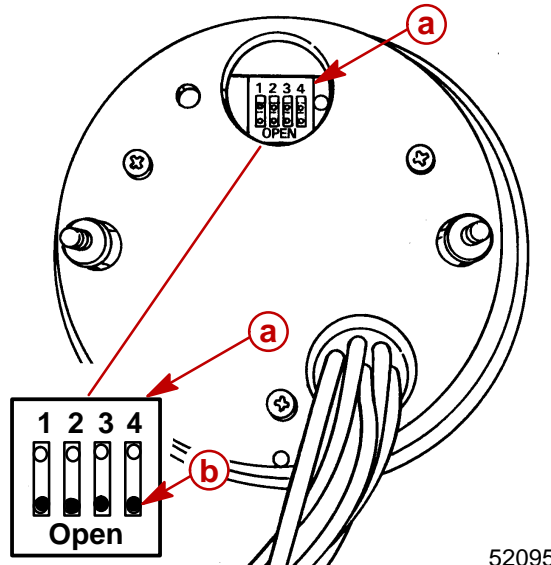
# Multi-Function Gauge

## Dip Switch Setting/Testing

**NOTE:** The multi-function gauge dip switch must be set on the back of gauge prior to operation. Turn the ignition switch to the "OFF" position before setting dip switch. The gauge will reset to selected settings when the ignition is turned "ON".

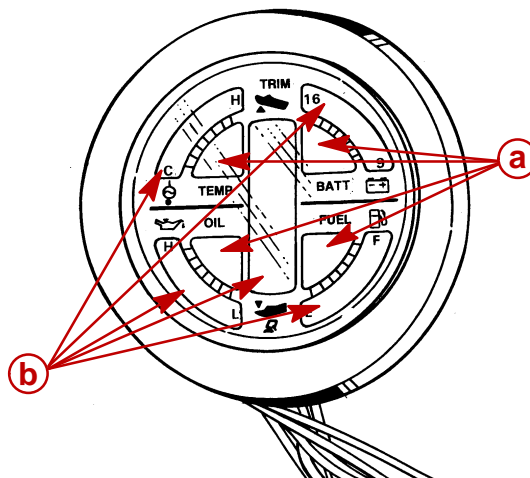
**IMPORTANT:** Test the gauge and related wiring **BEFORE** making final "Dip Switch" settings and **BEFORE** securing the gauge to dashboard of boat.

1. With the ignition switch in the "OFF" position, set the multi-function gauge dip switch in (test) position as shown. (BLACK dot indicates switch position).



- a** - Dip Switch (shown in test position)  
**b** - Black Dot - Switch in "OPEN" Position

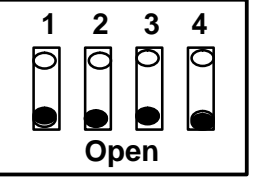
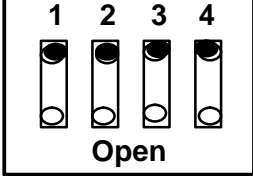
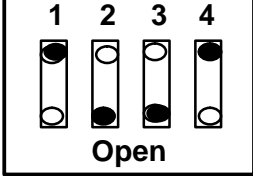
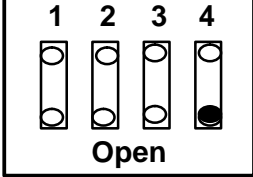
2. Turn ignition switch to the "RUN" position. The multi-function gauge now is in the display test mode. The gauge Temp, Batt, Oil, and Fuel red warning lights should be alternately flashing "ON" and "OFF"; the BLACK L.C.D. bar graphs should be cycling. (This indicates that all gauge functions are operational).
3. Turn ignition switch to the "OFF" position. Reset the gauge dip switch to the correct operating position for the outboard application.



- a** - Gauge Lights (Red)  
**b** - Gauge L.C.D. Bar Graph (Black)



## Outboard Multi-Function Gauge Setting

Model	Dip Switch Setting
Test Display (All)	
275 hp (3.4 Litre) Outboards (single engine)	
135-250 hp Outboards (single engine)	
<p><b>“Note” On Dual Engine/Single Fuel Tank Applications: Position Dip Switch 4 “Open”</b></p> <p style="text-align: center;">*</p>	

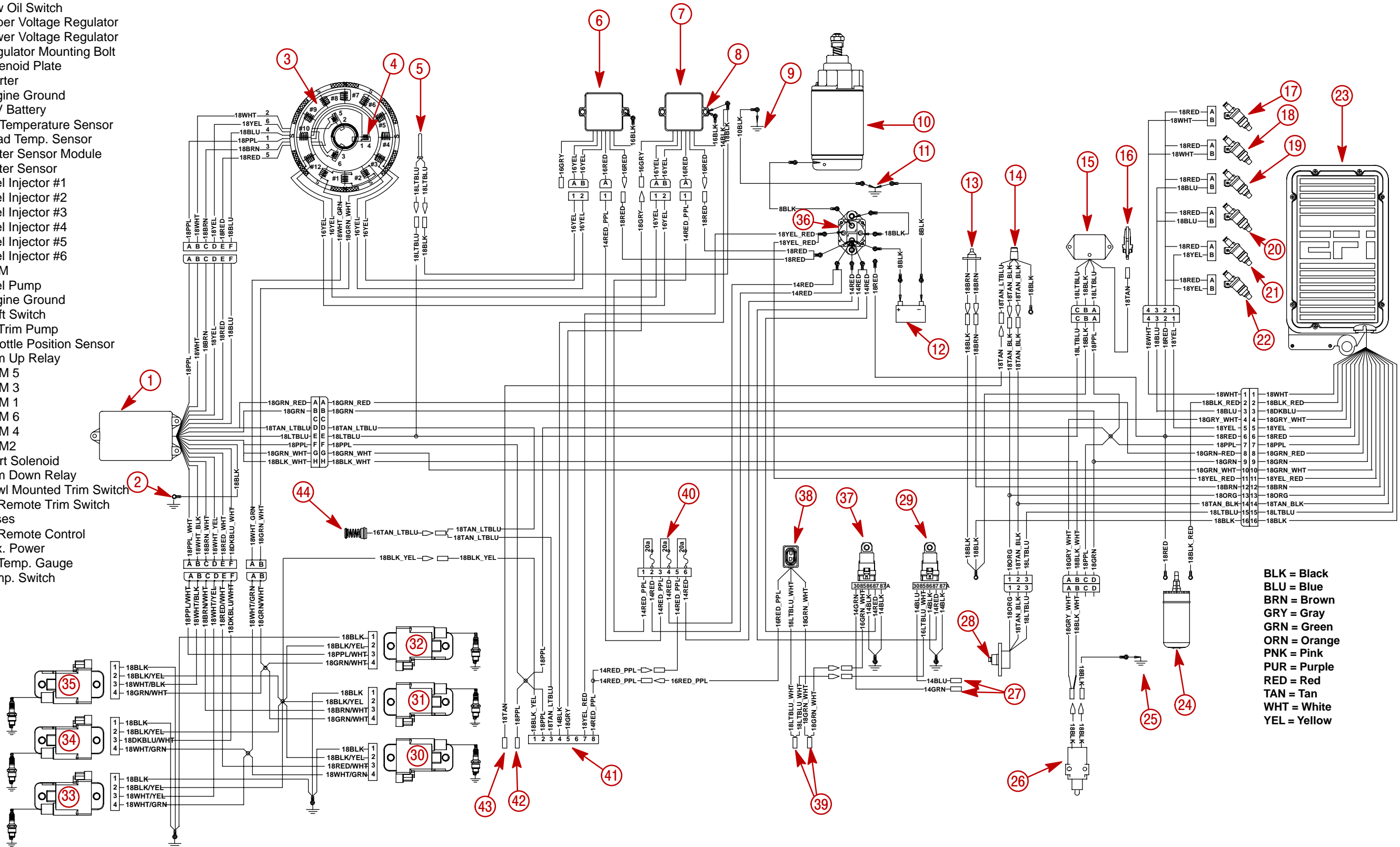
\* Dip Switch (4) in “Open Position” For Dual Engine Single Fuel Tank Applications. Switches 1,2,3 Must Be In Specified Model Position.





# 2.5 Litre V-6 150/175 EFI Wiring Diagram 2000 Models

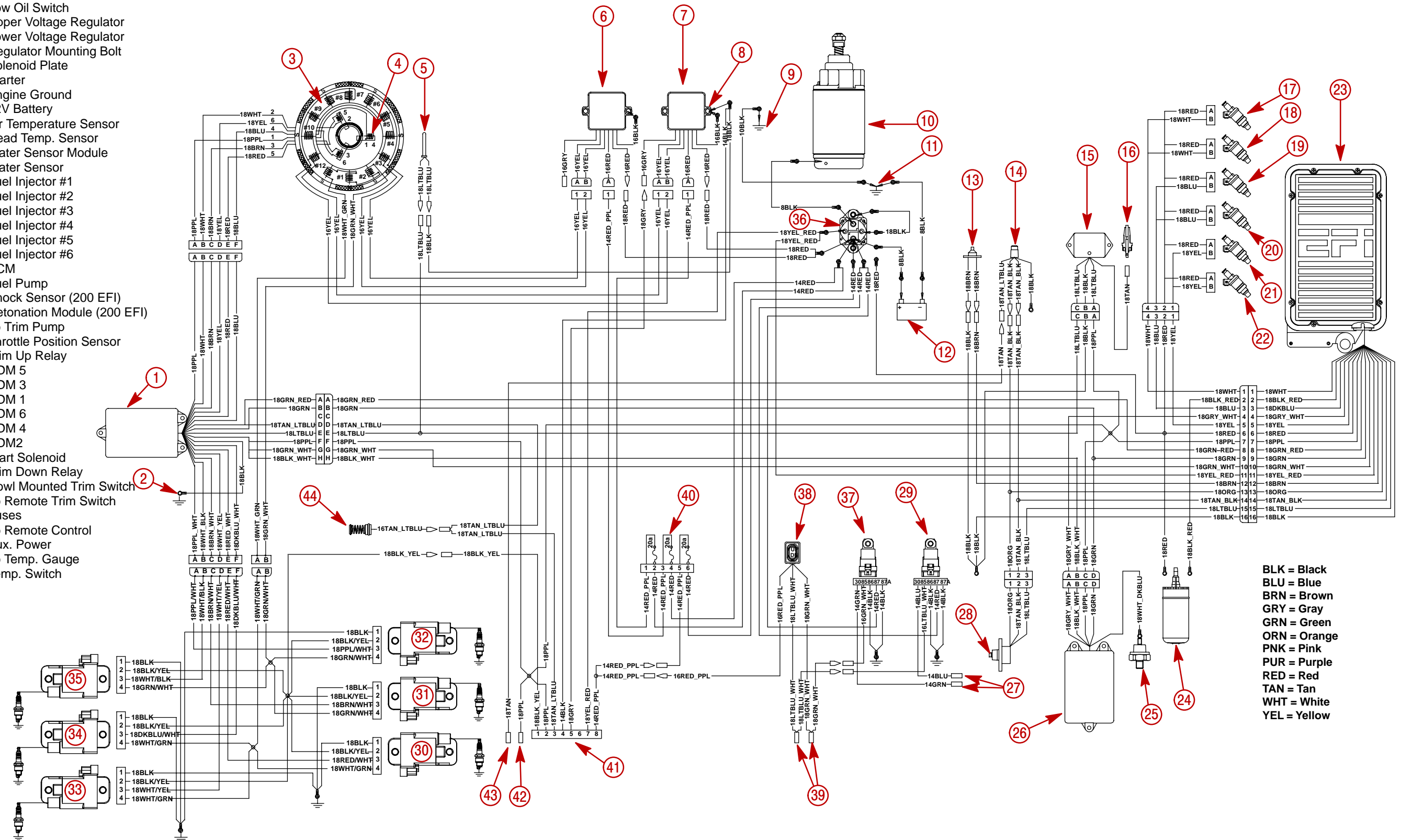
- 1 - Control Module
- 2 - Control Module Mounting Bolt
- 3 - Stator
- 4 - Trigger
- 5 - Low Oil Switch
- 6 - Upper Voltage Regulator
- 7 - Lower Voltage Regulator
- 8 - Regulator Mounting Bolt
- 9 - Solenoid Plate
- 10 - Starter
- 11 - Engine Ground
- 12 - 12V Battery
- 13 - Air Temperature Sensor
- 14 - Head Temp. Sensor
- 15 - Water Sensor Module
- 16 - Water Sensor
- 17 - Fuel Injector #1
- 18 - Fuel Injector #2
- 19 - Fuel Injector #3
- 20 - Fuel Injector #4
- 21 - Fuel Injector #5
- 22 - Fuel Injector #6
- 23 - ECM
- 24 - Fuel Pump
- 25 - Engine Ground
- 26 - Shift Switch
- 27 - To Trim Pump
- 28 - Throttle Position Sensor
- 29 - Trim Up Relay
- 30 - CDM 5
- 31 - CDM 3
- 32 - CDM 1
- 33 - CDM 6
- 34 - CDM 4
- 35 - CDM2
- 36 - Start Solenoid
- 37 - Trim Down Relay
- 38 - Cowl Mounted Trim Switch
- 39 - To Remote Trim Switch
- 40 - Fuses
- 41 - To Remote Control
- 42 - Aux. Power
- 43 - To Temp. Gauge
- 44 - Temp. Switch





# 2.5 Litre V-6 200 EFI Wiring Diagram 2000 Models

- 1 - Control Module
- 2 - Control Module Mounting Bolt
- 3 - Stator
- 4 - Trigger
- 5 - Low Oil Switch
- 6 - Upper Voltage Regulator
- 7 - Lower Voltage Regulator
- 8 - Regulator Mounting Bolt
- 9 - Solenoid Plate
- 10 - Starter
- 11 - Engine Ground
- 12 - 12V Battery
- 13 - Air Temperature Sensor
- 14 - Head Temp. Sensor
- 15 - Water Sensor Module
- 16 - Water Sensor
- 17 - Fuel Injector #1
- 18 - Fuel Injector #2
- 19 - Fuel Injector #3
- 20 - Fuel Injector #4
- 21 - Fuel Injector #5
- 22 - Fuel Injector #6
- 23 - ECM
- 24 - Fuel Pump
- 25 - Knock Sensor (200 EFI)
- 26 - Detonation Module (200 EFI)
- 27 - To Trim Pump
- 28 - Throttle Position Sensor
- 29 - Trim Up Relay
- 30 - CDM 5
- 31 - CDM 3
- 32 - CDM 1
- 33 - CDM 6
- 34 - CDM 4
- 35 - CDM2
- 36 - Start Solenoid
- 37 - Trim Down Relay
- 38 - Cowl Mounted Trim Switch
- 39 - To Remote Trim Switch
- 40 - Fuses
- 41 - To Remote Control
- 42 - Aux. Power
- 43 - To Temp. Gauge
- 44 - Temp. Switch



BLK = Black  
 BLU = Blue  
 BRN = Brown  
 GRY = Gray  
 GRN = Green  
 ORN = Orange  
 PNK = Pink  
 PUR = Purple  
 RED = Red  
 TAN = Tan  
 WHT = White  
 YEL = Yellow