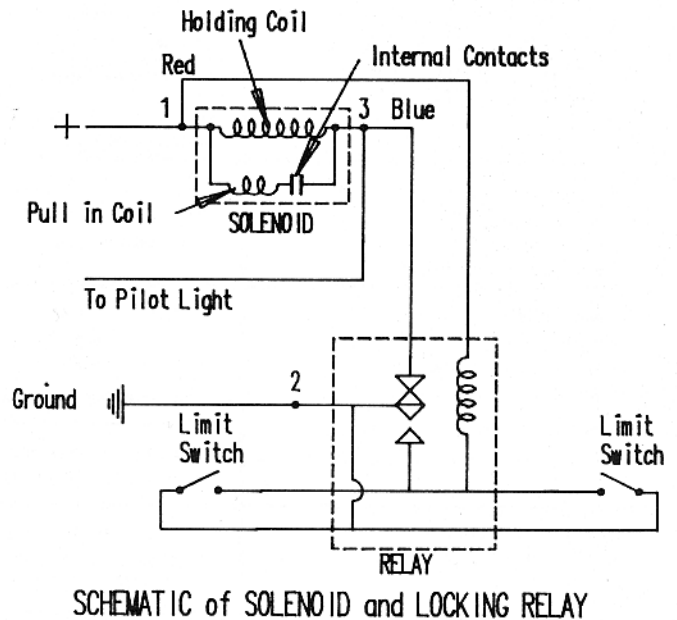
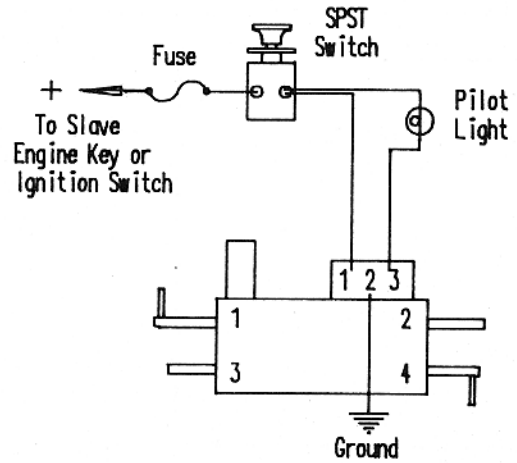
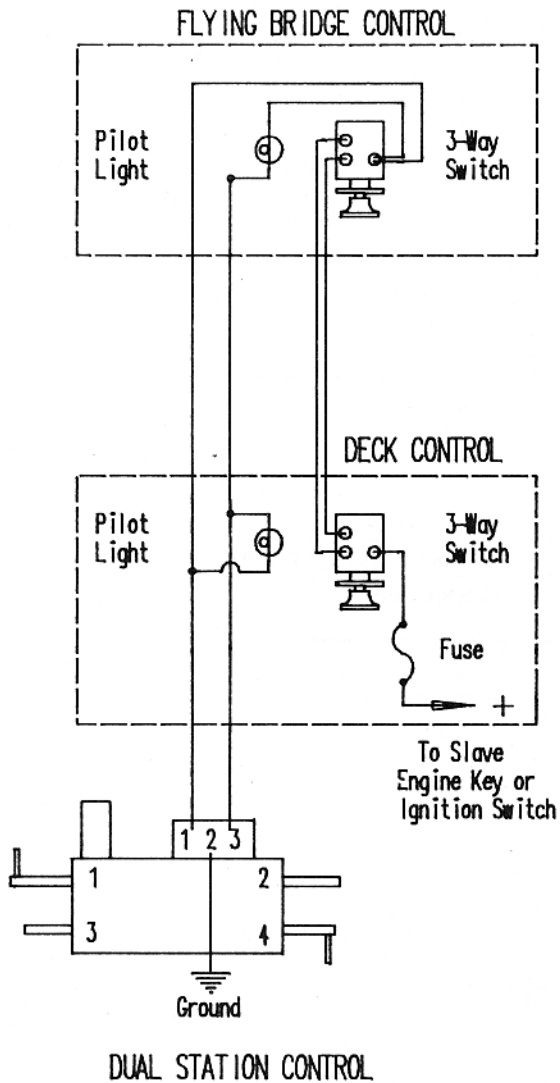


## SECTION L - WIRING



- Wire gauge and fuse rating:  
12 Volts - 12 Gauge - 10 Amp. Max.  
24 Volts - 14 Gauge - 5 Amp. Max.  
32 Volts - 14 Gauge - 5 Amp. Max.
- Use fuse between SYNCHRONIZER switch and slave engine power switch.
- Connect wire from switch to #1 terminal (Red).
- Connect appropriate ground wire to #2 terminal.
- Connect pilot light ground to #3 terminal (Blue)

- The pilot lights should not be connected to ground other than at the #3 terminal. Activation of either limit switch causes the relay to self-lock, thus opening the solenoid ground. The pilot light goes off indicating to the operator the SYNCHRONIZER is off. To re-engage, switch OFF and ON again.
- NOTE: Grounding pilot lights to any point other than the #3 terminal will render the automatic cut-off system inoperative. This will cause premature drive cable or pin fracture.

## SECTION M - MAINTENANCE

- 1) The SYNCHRONIZER has been lubricated internally for the life of the unit under normal pleasure boating conditions. A once a year spraying externally with any water displacing agent such as "WD-40", "CRC" is recommended. Mechanical drive adapters or drive joints should be greased once a year at the grease fitting provided.
- 2) If the SYNCHRONIZER is sluggish in synchronizing the engines, a clutch adjustment is necessary. This is because of normal wear on the internal clutch in the SYNCHRONIZER. See section K Clutch Adjustment.
- 3) If any problems arise - see section N Trouble Shooting Guide.