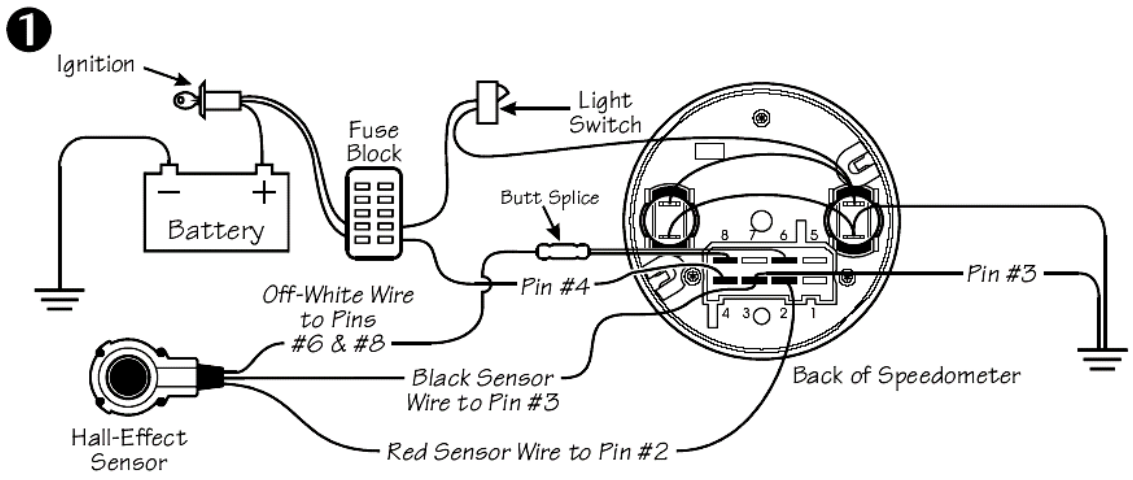
CONTINENTAL

Technical Bulletin
No.TB-437 005

Product: Speedometer	Description	Date
Type: Electrical	Hall Effect Sensor Wiring and Testing	May 2009
		1



Wiring of Sender to Speedo:

Red on sender to terminal #2 on speedo

Black on sender to terminal #3 and ground (important)

Off-white on sender to terminals #6 and #8

Keyed Power of 12volts to term #4

Testing Hall Effect Sender and Wiring:

- Turn ignition key “ON”. Put red lead of a voltmeter to term #2 of the speedometer and black lead to term #3. You should have approx. 5volts dc.
- With the key “ON”, leave the black lead of the voltmeter on term #3 and put the red lead on term #8. Remove the sender from the transmission with the square drive key in place in the sender. Rotate the square drive shaft key in either direction very slowly with your fingers. You should see the voltmeter pulse from 0-4 volts dc (0-4-0-4-0). If it pulses, the sender is working properly. 16 pulses per revolution.
- If the voltmeter stays a constant 5 volts dc, the sender is defective.

Programming the Speedo:

- Mark a measured mile with another vehicle by spraying a paint line on the side of the road.
- Hold the black button “in” on front of speedometer while starting the vehicle. Once the vehicle is started release the button.
- Now using the button on the front of the speedometer, push and scroll until it says “AUtOCl”. Then wait a few seconds and the word “bUttOn” will appear on the display.
- Drive to your first mile marker at this point. Your speedo will not work in this mode. At your first mile marker, press the button on the front of the speedo. The word “StArt” will appear. Start driving until you reach your next mile marker, press the button. You are finished and the speed as well as odometer will be calibrated.
- If you change gearing or tire sizes in the vehicle at any time repeat the process for re-calibration of the speedometer.