



ELECTRICAL

Section 2D – Wiring Diagrams

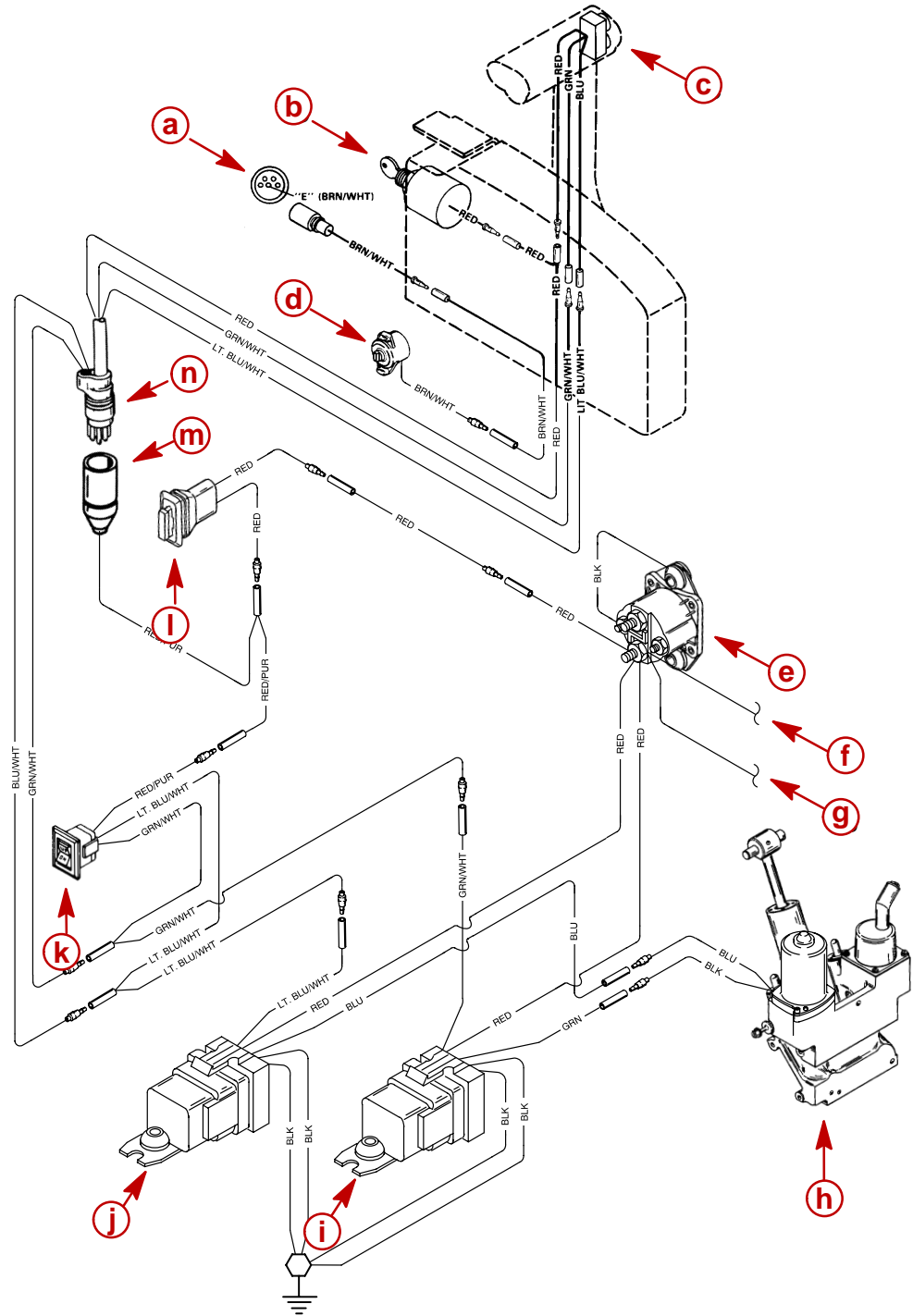
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Power Trim Wiring Diagram



- 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)

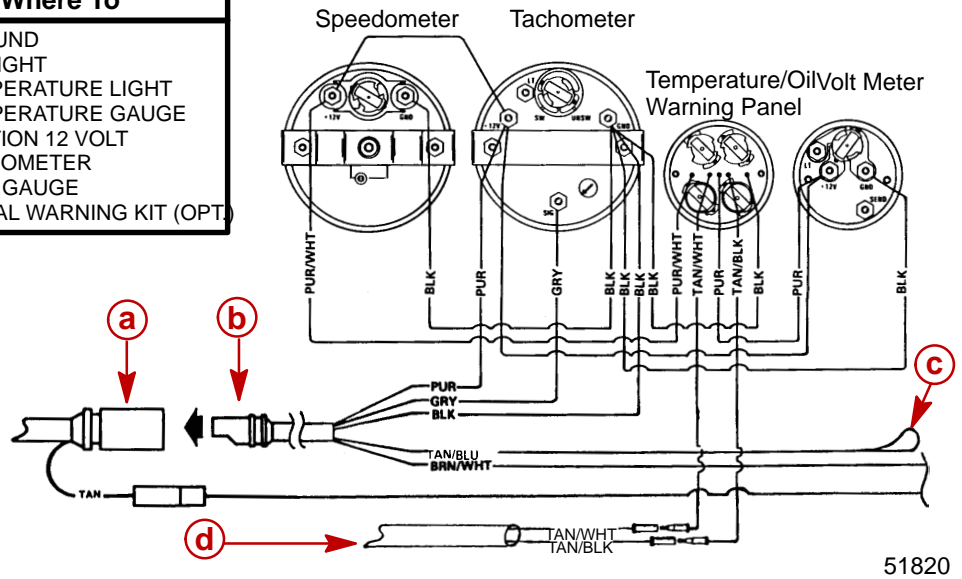


Figure 1 – Without Light Switch

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

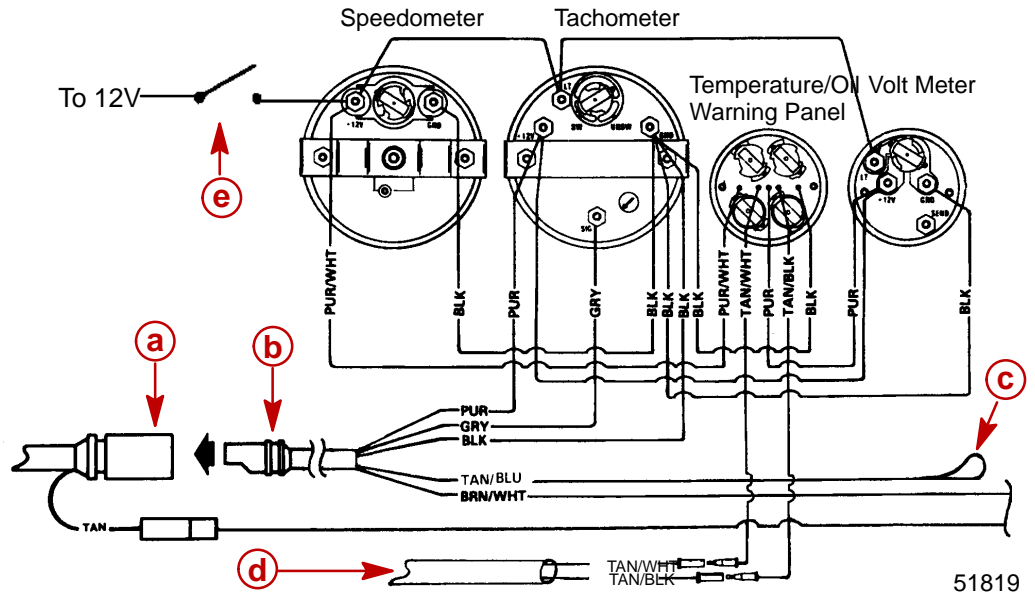


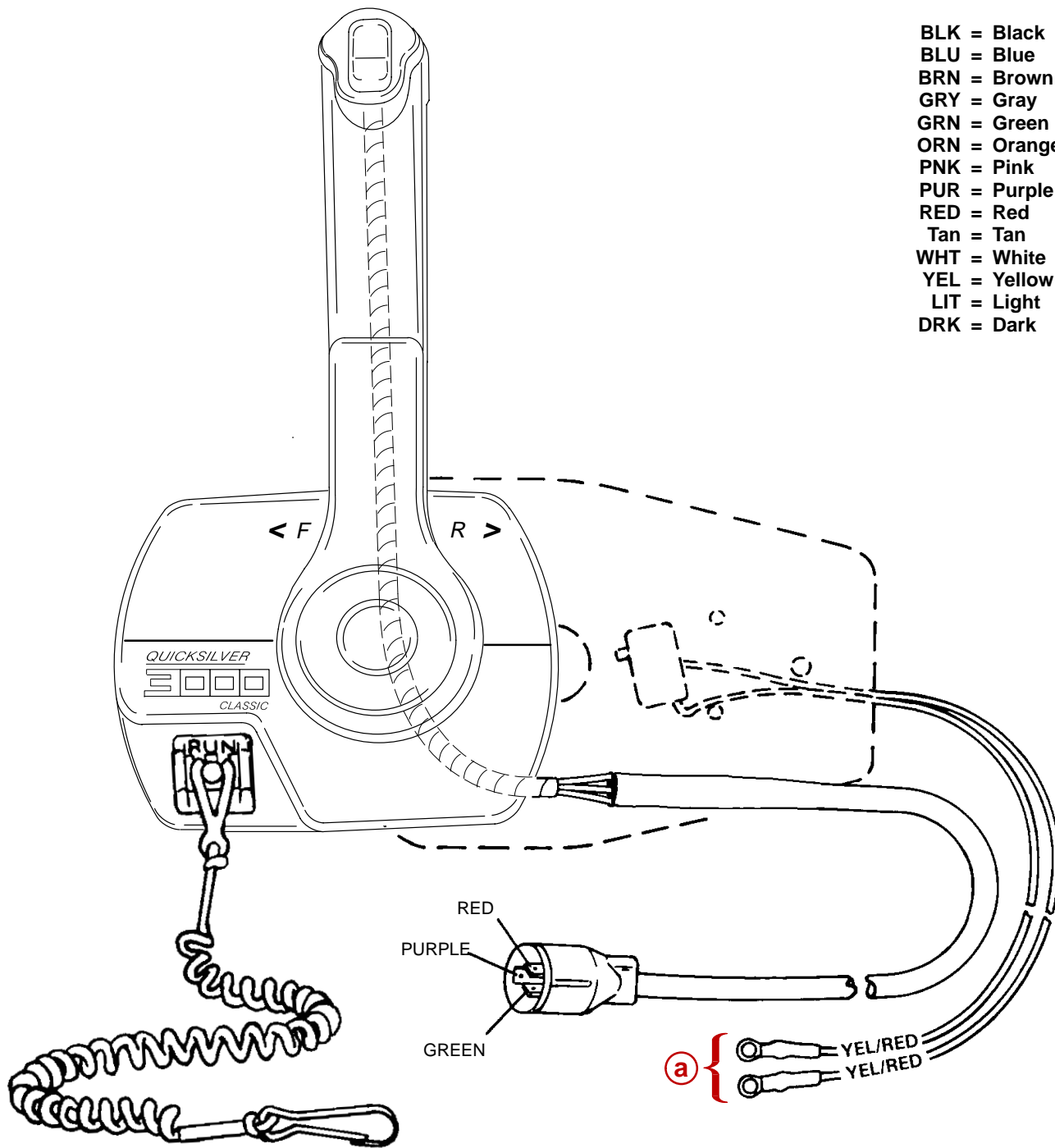
Figure 2 – With Light Switch

- 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

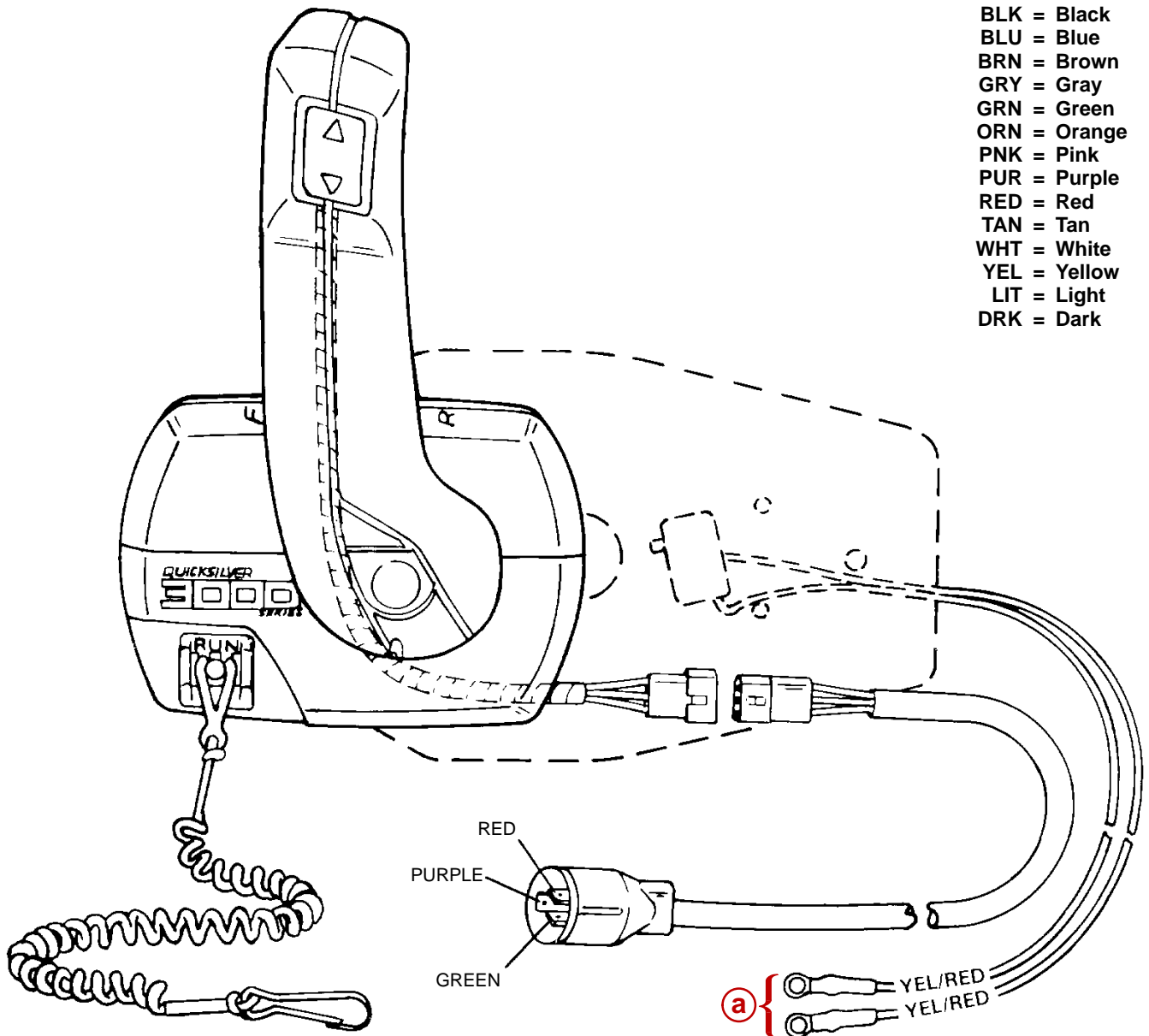


a - Neutral Interlock Switch



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

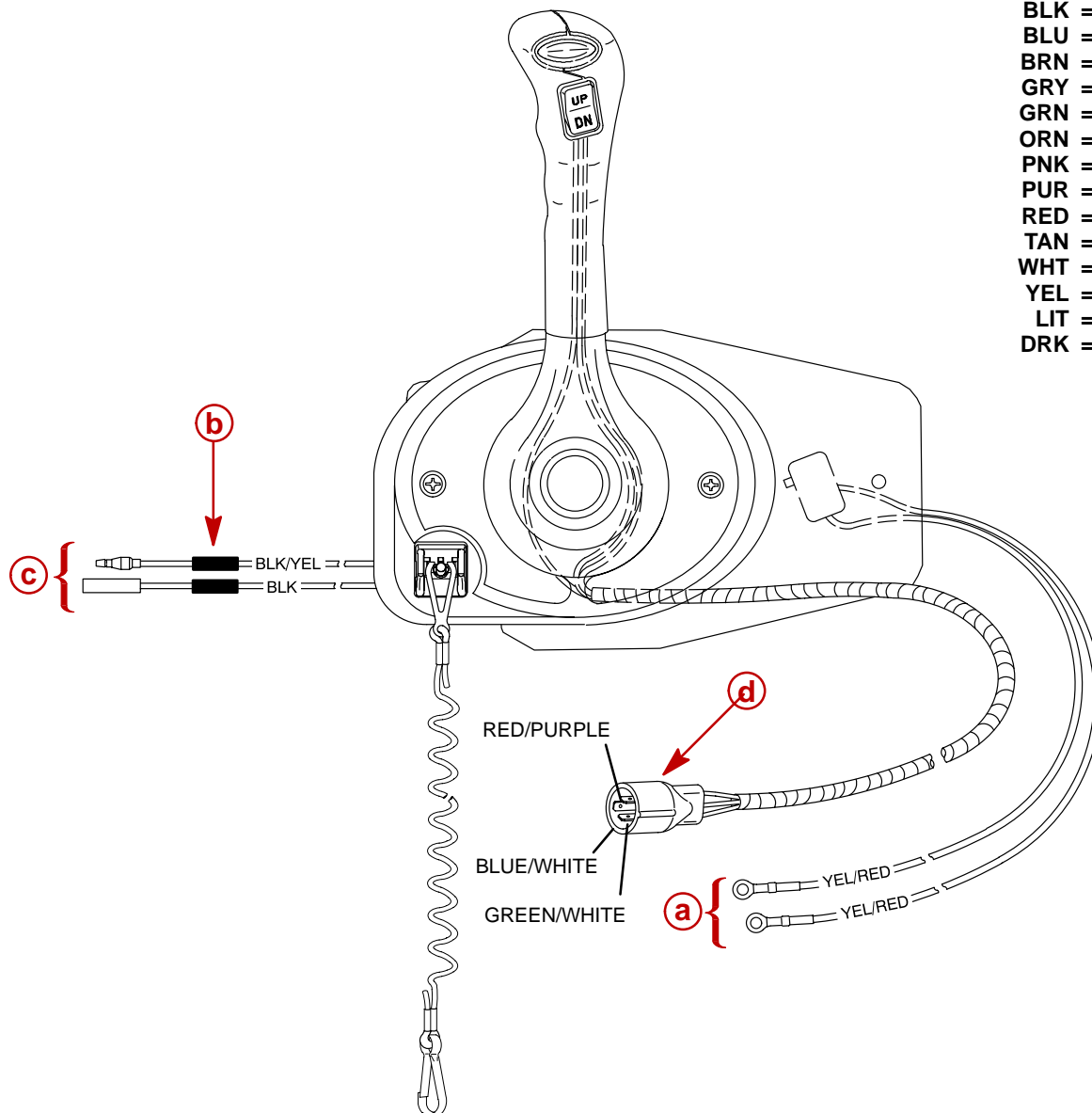


a - Neutral Interlock Switch



4000 Series Mechanical Panel 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



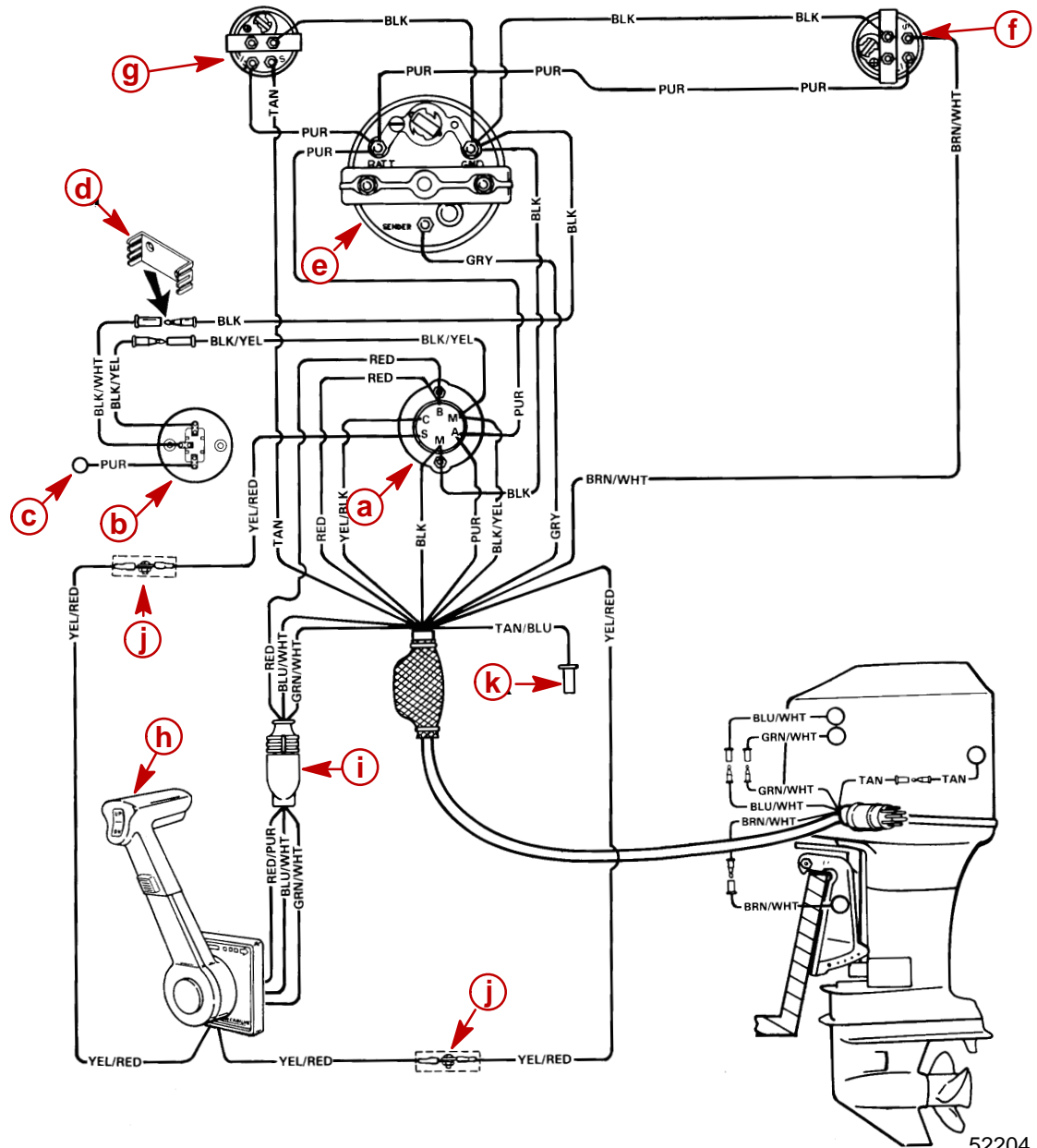
58629

- a** - Neutral Interlock Switch
- b** - Solder Connections covered with shrink tube
- c** - Emergency Stop Switch Harness
- d** - Trim Harness



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



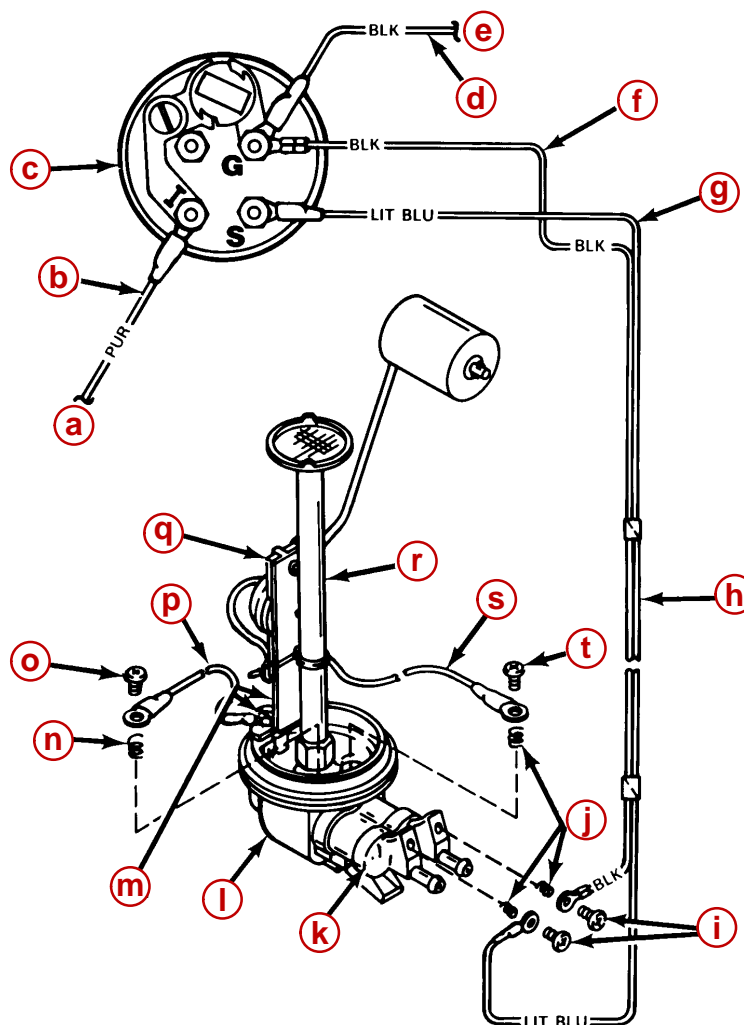
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- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead Not Used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge (Optional)
- g** - Temperature Gauge
- h** - Remote Control
- i** - Power Trim 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.)

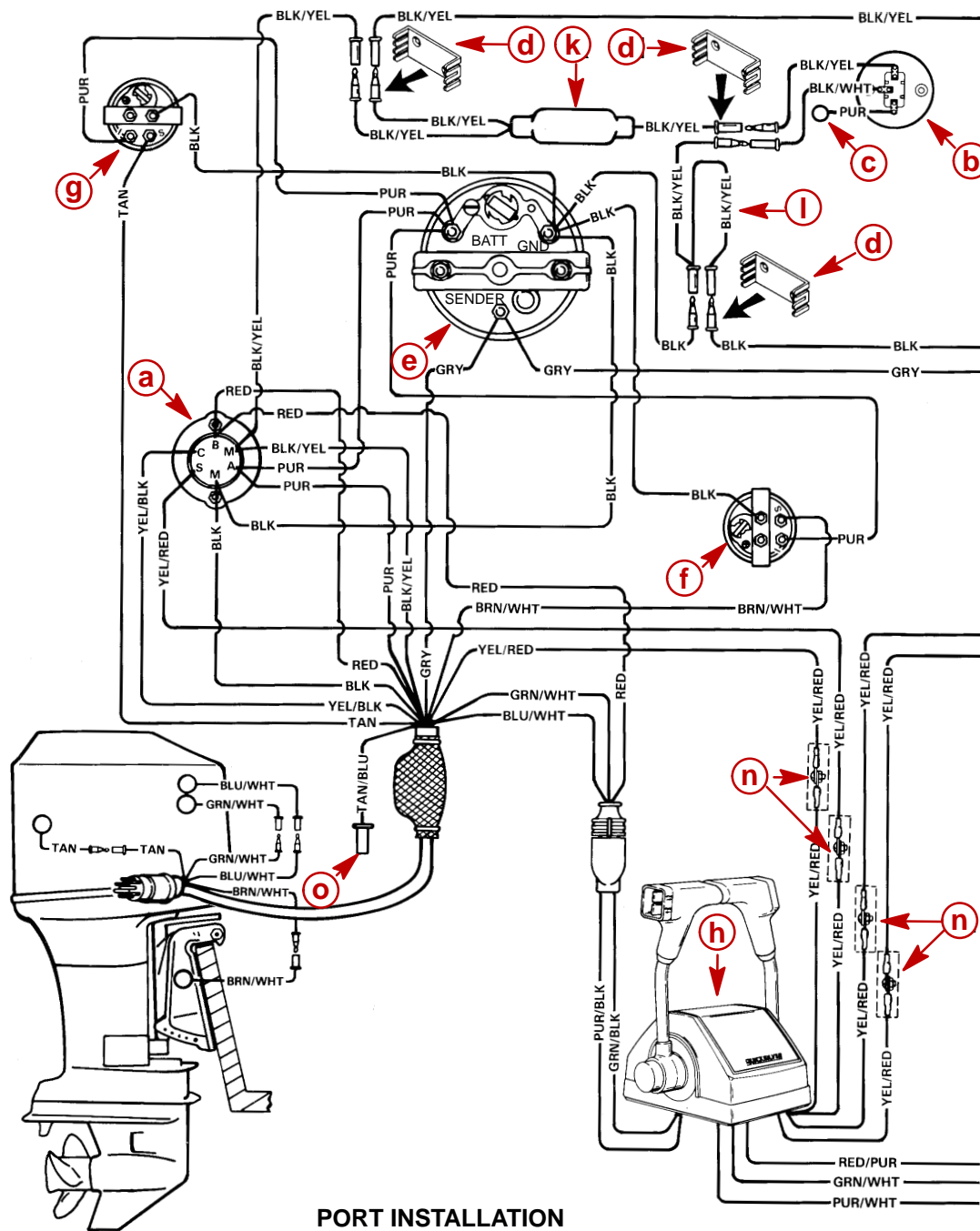


Notes



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

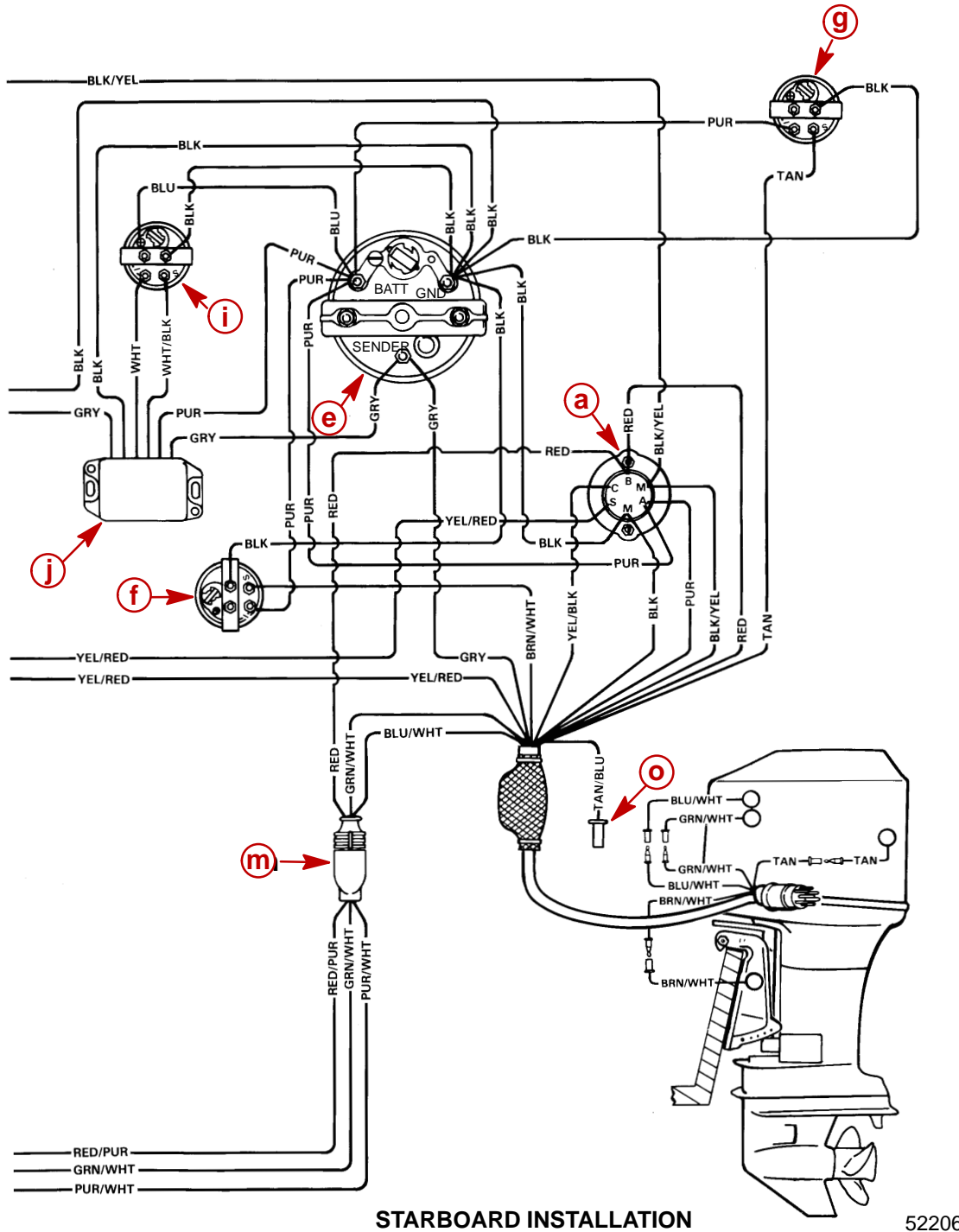


- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead not used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge
- g** - Temperature Gauge
- h** - Remote Control

52205



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



STARBOARD INSTALLATION

52206

- 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



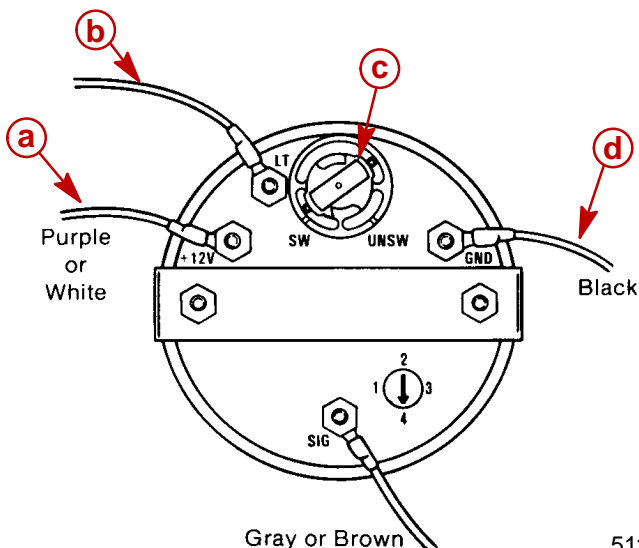
QSI Gauge Wiring Diagrams

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.

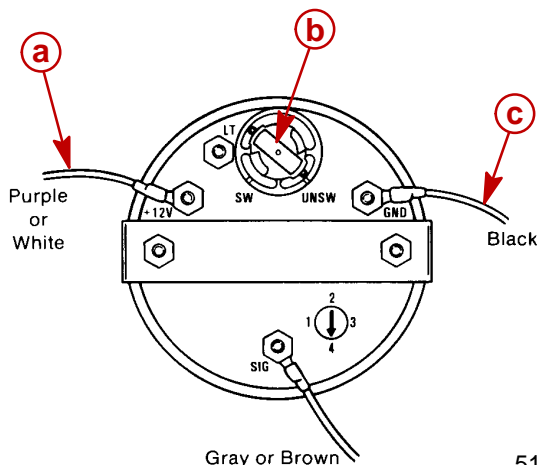


51106

- 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.)



51106

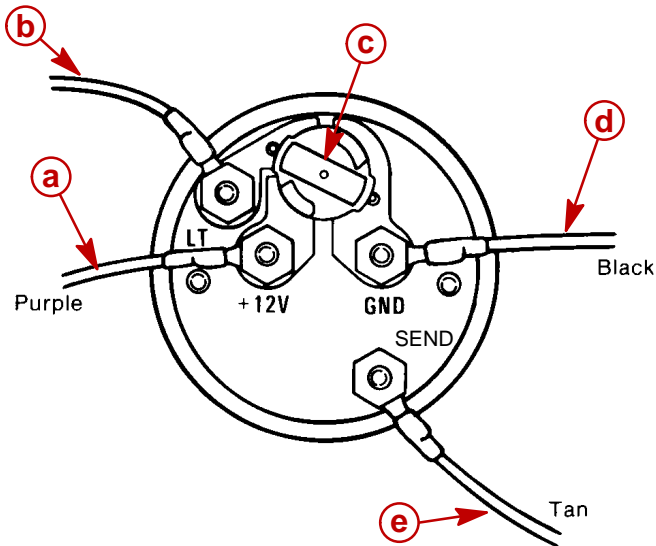
- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground



Water Temperature Gauge

WIRING DIAGRAM A

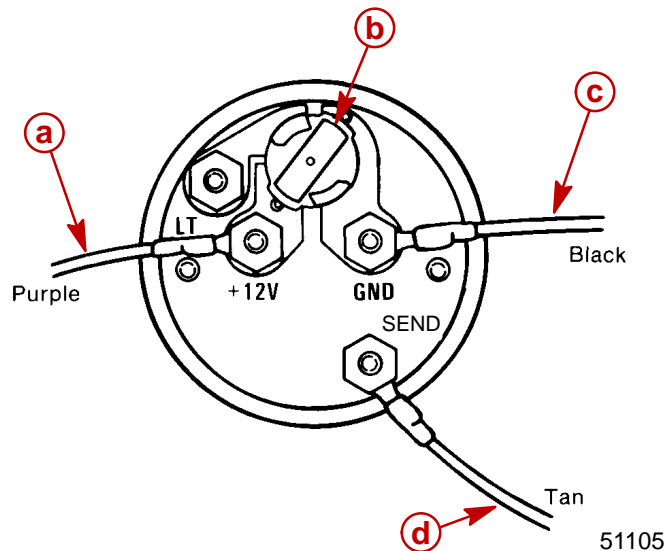
Use this wiring diagram when using a separate light switch for instrument lighting.



- 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.)

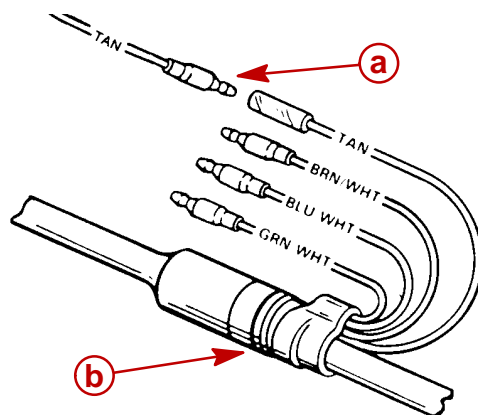


- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground
- d** - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/ Choke Assembly



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.



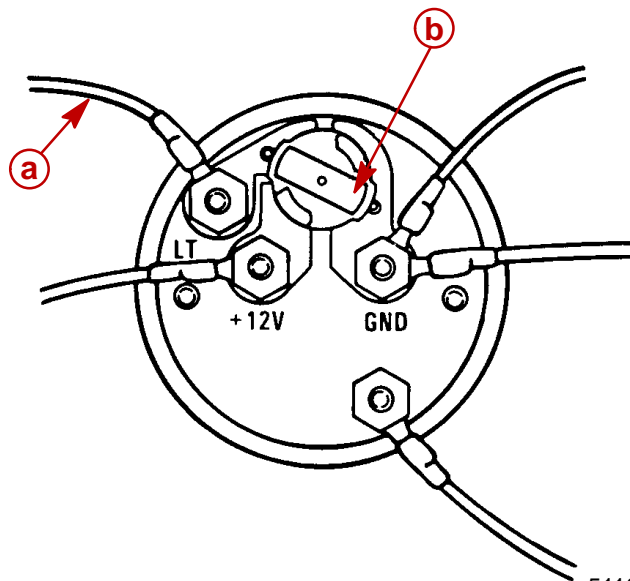
28086

- 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.



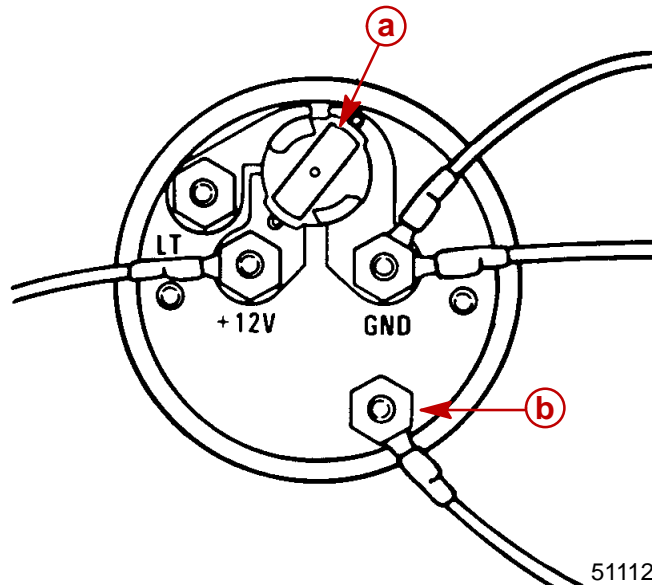
51109

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



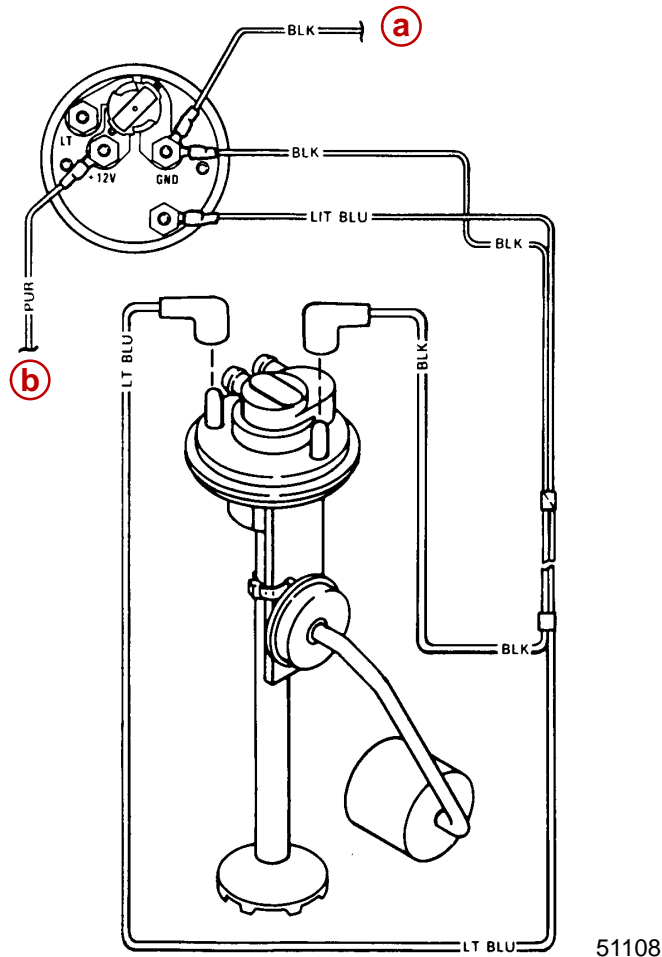
LIGHT BULB POSITION B

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



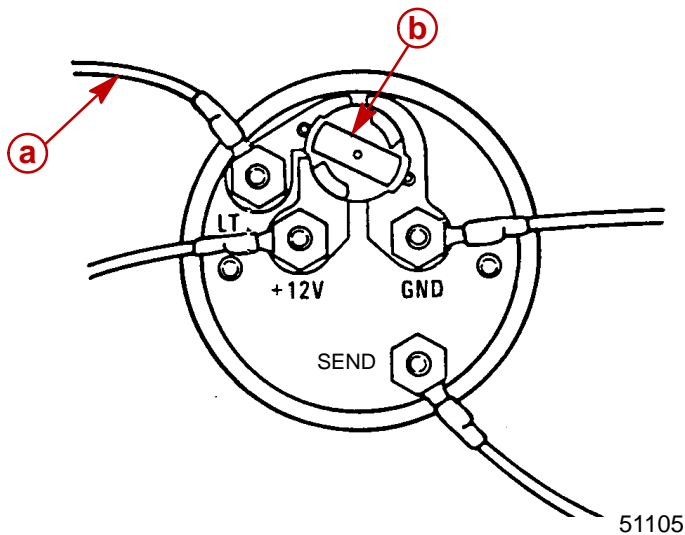
- a** - Connect to +12 Volt
- b** - Connect to NEGATIVE (-) Ground



Engine Synchronizer Wiring Diagram

LIGHT BULB POSITION A

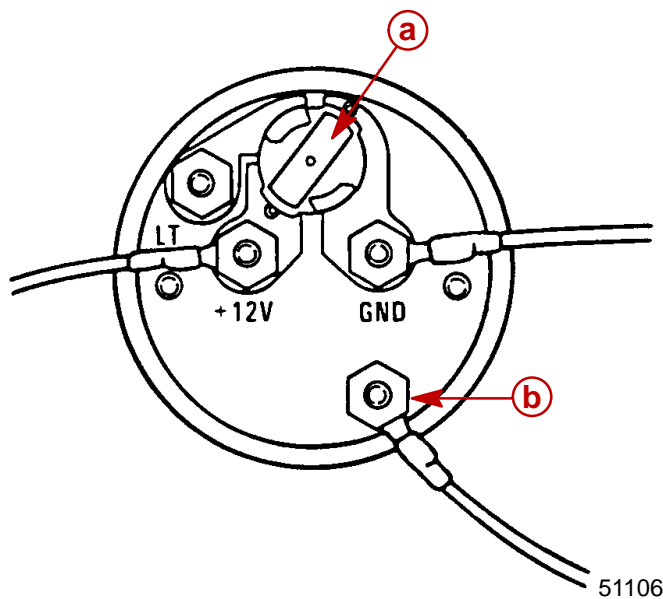
Use this position when using a separate light switch for instrument lighting.



- a** - +12 Volt Light Switch Wire
- b** - Position Light Bulb to the Unswitched 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.)

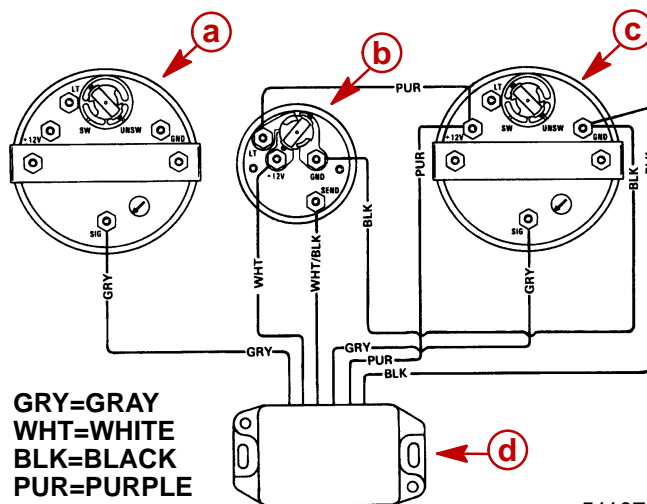


- a** - Position Light Bulb to the Switched Position
- b** - Sender

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



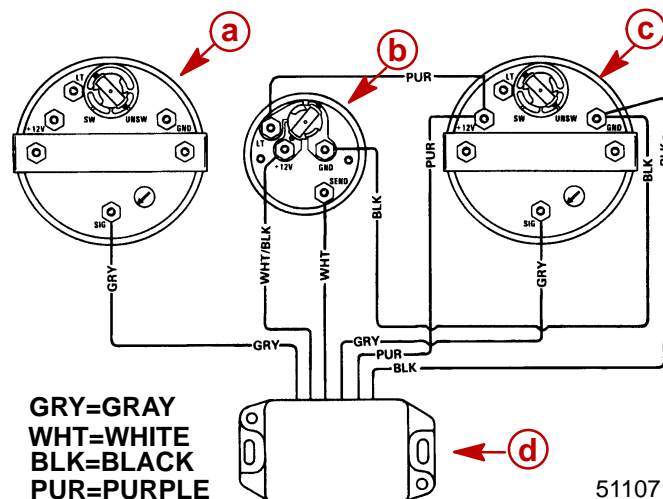
Wiring Diagram – Gauge needle to point toward slow running engine



51107

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

Wiring Diagram – Gauge needle to point toward fast running engine



51107

- 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.



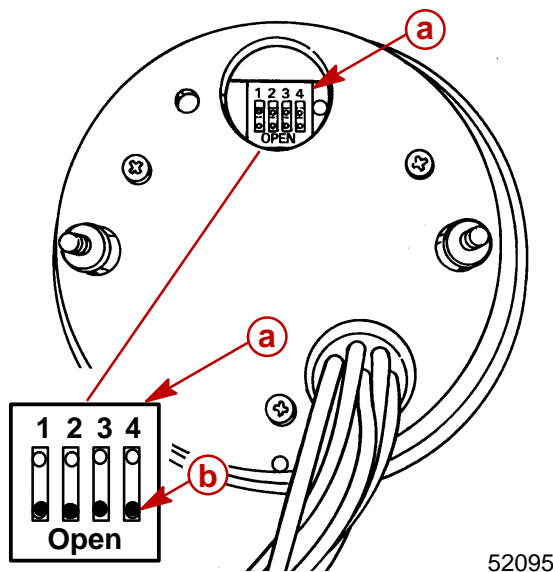
Multi-Function Gauge

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.

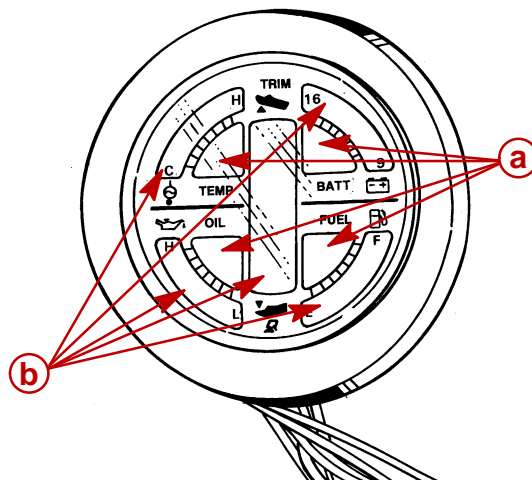
1. With the ignition switch in the “Off” position, set the multi-function gauge “Dip Switch” in (test) position as shown. (BLACK dot indicates switch position).



52095

- a** - “Dip Switch” (shown in test position)
b - Black Dot - Switch in “Open” Position

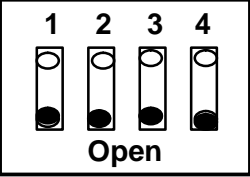
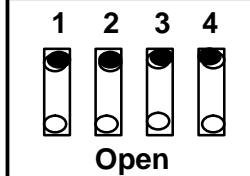
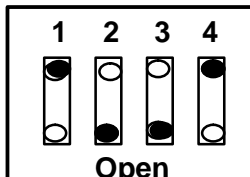
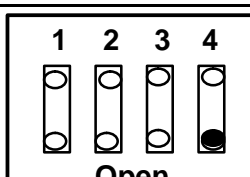
2. Turn ignition switch to the “Run” position. The multi-function gauge now is in the display test mode. The gauge Temp, Batt, Oil, and Fuel red warning lights should be alternately flashing “On” and “Off”; the BLACK L.C.D. bar graphs should be cycling. (This indicates that all gauge functions are operational).
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)



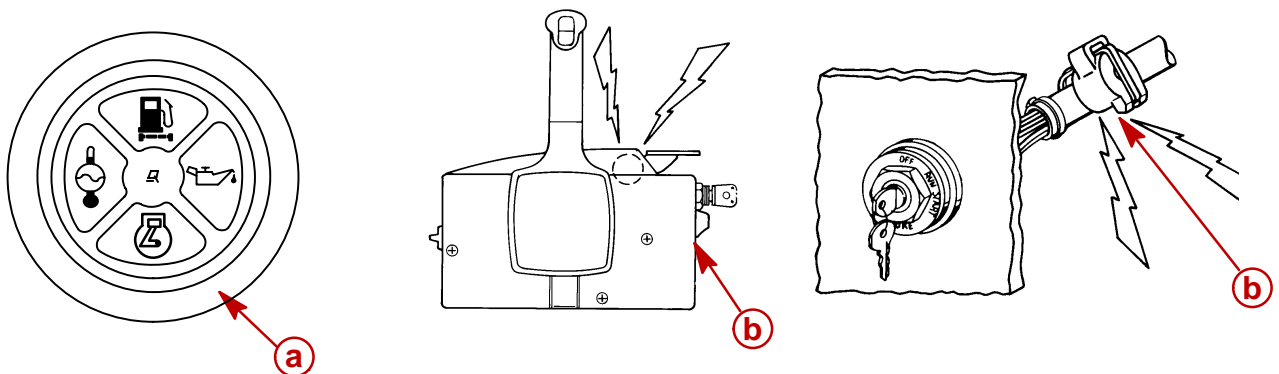
Outboard Multi-Function Gauge Setting

Model	Dip Switch Setting
Test Display (All)	
275 hp (3.4 Litre) Outboards (single engine)	
135-250 hp Outboards (single engine)	
“Note” On Dual Engine/Single Fuel Tank Applications: Position Dip Switch 4 “Open” *	

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

Warning System

The outboard warning system incorporates warning light gauge (a) and warning horn (b). The warning horn is located inside the remote control or is part of the ignition key switch wiring harness.



When the key switch is turned to the ON position, the warning lights and horn will turn on for a moment as a test to tell you the system is working.

**Warning System Signals 2000**

NOTE: The warning system signals which includes audible and visual indicator involving the horn and lights will identify the potential problems listed in the chart

Problem	Horn	Check Engine Light	Low Oil Light	Over Heat Light	Water In Fuel Light	Engine Speed Reduction Activated (approx. 3000 RPM)
Power Up/System Check	Single Beep	Yes	Yes	Yes	Yes	No
Low Oil	4 Beep... 2 Minutes Off		Yes			No
Oil Pump Electrical Failure		Yes	Yes			Yes (See Guardian System)
Over Heat	Continuous Beep			Yes		Yes (See Guardian System)
Water In Fuel	4 Beep... 2 Minutes Off				Yes	
Over Speed	Continuous Beep					Yes (Activated at 5800 RPM)
Coolant Sensor Failure	No	Yes				
MAP Sensor Failure	No	Yes				
Air Temperature Sensor Failure	No	Yes				
Ignition Coil Failure	No	Yes				
Injector Failure	No	Yes				
Horn Failure	N/A	Yes				No
Battery Voltage too high (16V) or too low (11V) or very low (9.5V)	No	Yes				Yes (See Guardian System)
Over Heat Cyl. Head/Compressor	Continuous Beep			Yes		Yes
Throttle Sensor Failure	Continuous Intermittant Beeping	Yes				Yes (See Guardian System)
Block Water Pressure	Yes	Yes		Yes		Yes (Limits to 1200 rpm)



Warning System Signals 2001

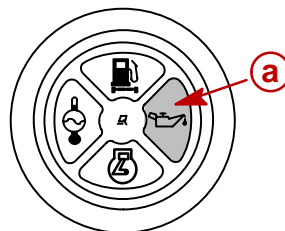
NOTE: The warning system signals which includes audible and visual indicator involving the horn and gauges will identify the potential problems listed in the chart

Problem	Horn	Monitor Display	Guardian Activated	Engine Speed Reduction Activated
Power Up/System Check	Single Beep	Yes	N/A	No
Low Oil	4 Beep... 2 Minutes Off	Yes	No	No
Oil Pump Electrical Failure		Yes	Yes	Yes (See Guardian System)
Over Heat	Continuous Beep	Yes	Yes	Yes (See Guardian System)
Water In Fuel	4 Beep... 2 Minutes Off	Yes	No	
Over Speed	Continuous Beep	Yes	Yes	Yes
Coolant Sensor Failure	No	Yes	No	No
MAP Sensor Failure	No	Yes	No	No
Air Temperature Sensor Failure	No	Yes	No	No
Ignition Coil Failure	No	Yes	No	No
Injector Failure	No	Yes	No	No
Horn Failure	N/A	Yes		No
Battery Voltage too high (16V) or too low (11V) or very low (9.5V)	No	Yes	Yes	Yes (See Guardian System)
Over Heat Cyl. Head/Compressor	Continuous Beep	Yes	No	Yes (See Guardian System)
Throttle Sensor Failure	Continuous Intermittant Beeping	Yes	Yes	Yes (See Guardian System)
Block Water Pressure	Yes	Yes	Yes	Yes (See Guardian System)
Calculated Oil Level Critical	Yes	Yes	Yes	Yes



Warning System Operation (Model Year 2000 Only)

LOW OIL LEVEL

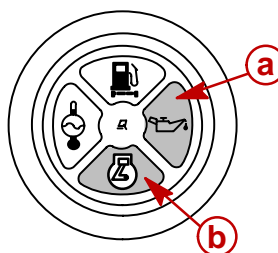


The system is activated when the oil in the engine mounted oil reservoir tank drops below 22 fl. oz. (175 ml) You still have an oil reserve remaining for 30 minutes of full speed operation.

NOTE: The engine mounted oil reservoir tank (located beneath the top cowl) along with the remote oil tank will have to be refilled.

The OIL light (a) will come on and the warning horn sounds a series of four short tones. If you continue to operate the outboard, the light will stay on and the horn will sound four short tones every two minutes. The engine has to be shut off to reset the warning system.

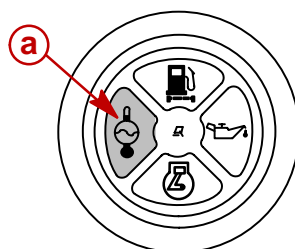
NO OIL FLOW TO THE ELECTRIC OIL PUMP



The system is activated when the flow of oil to the oil pump is blocked. No lubricating oil is being supplied to the engine. Stop the engine as soon as possible. Continuing to operate the engine can result in severe engine damage.

The OIL light (a) and CHECK ENGINE light (b) will come on and the warning horn will begin sounding. The warning system will automatically reduce and limit the engine speed to 3000 RPM. The engine has to be shut off to reset the warning system.

ENGINE OVERHEAT

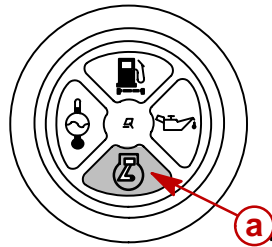


The system is activated when the engine temperature is too hot.

The TEMP light (a) will come on and the warning horn begins sounding. The warning system will automatically limit the engine speed to 3000 RPM. After the engine has cooled, shift the outboard into neutral to reset the overheat circuit.

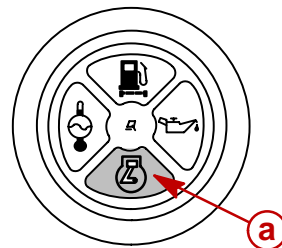


IGNITION COIL, SENSOR, OR INJECTOR NOT FUNCTIONING



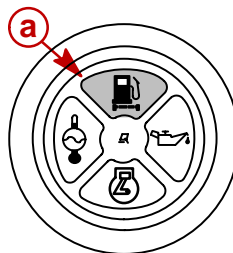
The system is activated if an ignition coil, sensor or injector is not functioning correctly. The CHECK ENGINE light (a) will turn on.

THROTTLE SENSOR NOT FUNCTIONING



The system is activated if the throttle sensors are not functioning correctly. The CHECK ENGINE light (a) will turn on and the warning horn will begin sounding.

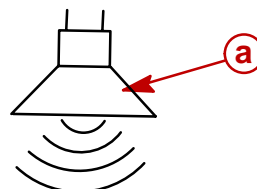
WATER SEPARATING FUEL FILTER IS FULL OF WATER



The water level detection warning is activated when water in the water separating fuel filter reaches the full level. The water can be removed from the filter.

The WATER DETECTION light (a) will come on and the warning horn will begin sounding a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will sound every two minutes.

ENGINE OVER-SPEED PROTECTION SYSTEM



The system is activated when the engine speed exceeds the maximum allowable RPM. Anytime the engine over-speed system is activated, the warning horn (a) begins to sound continuously. The system will automatically reduce the engine speed to within the allowable limit.

NOTE: Engine speed should never reach the maximum limit to activate the system unless the propeller is ventilating, an incorrect propeller is being used, or the propeller is faulty.



Guardian Protection System

The guardian protection system monitors critical engine functions and will reduce engine power accordingly in an attempt to keep the engine running within safe operating parameters.

IMPORTANT: The Guardian System cannot guarantee that powerhead damage will not occur when adverse operating conditions are encountered. The Guardian System is designed to (1) warn the boat operator that the engine is operating under adverse conditions and (2) reduce power by limiting maximum rpm in an attempt to avoid or reduce the possibility of engine damage. The boat operator is ultimately responsible for proper engine operation.

Guardian System Operation with Gauges

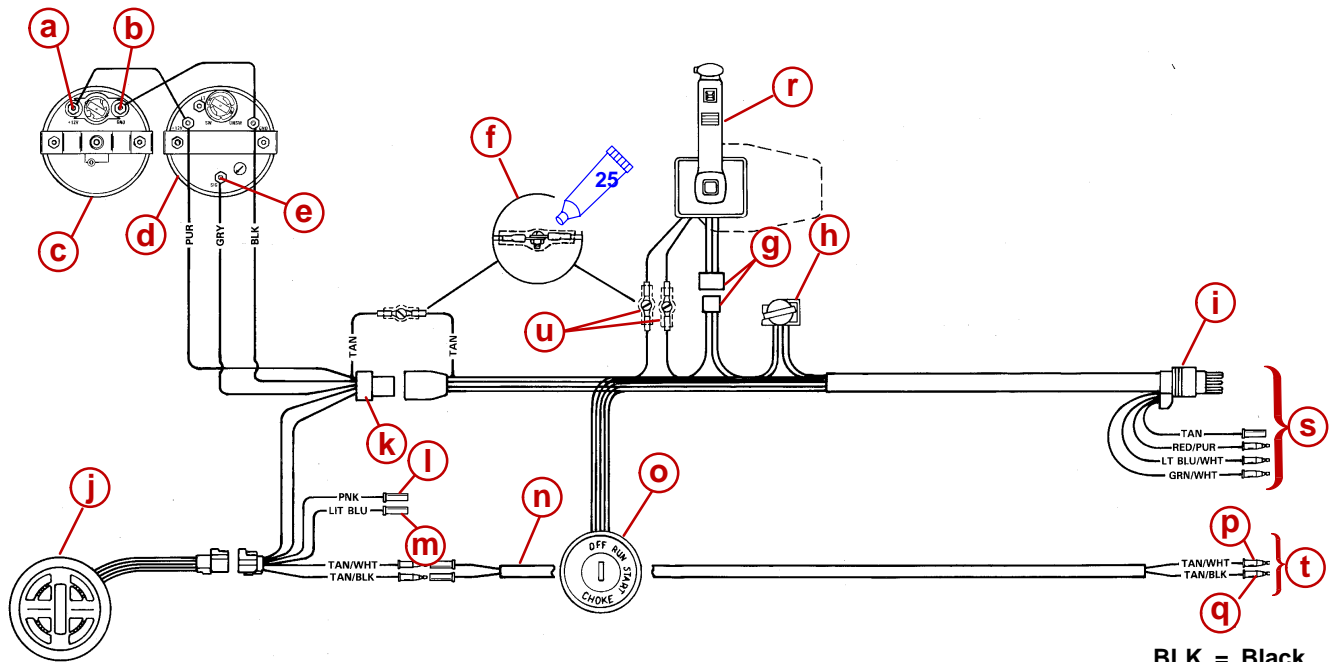
4 Function Gauge (2000 Models Only)	System will sound warning horn and illuminate appropriate light on gauge.
Smartcraft Gauge/Monitor	System will sound warning horn and display the warning message.

Guardian System Activation

Condition	Result
Engine Overheat	Engine power level can be reduced to any percentage down to an idle speed, if overheat condition persists.
Air Compressor Overheat	2000 Model – engine power level can be reduced to any percentage down to an idle speed, if overheat condition persists. 2001 Model – no power reduced.
Block Water Pressure Low	Engine power level can be reduced to any percentage down to a fast idle, if condition persists.
Throttle Position Sensor Failure	If the throttle position sensor fails or becomes disconnected, power will be limited to a maximum of approximately 4500 rpm. When the TPS is in the fail mode, the ECM will use the MAP sensor for a reference to determine fuel calibration.
Temperature Sensor (cylinder head) Failure	If a temperature sensor should fail or become disconnected, power will be reduced by 25%.
Temperature Sensor Air Compressor Failure	2000 Model – power reduced by 25%. 2001 Model – no power reduced.
Battery Voltage (too high or too low)	Battery voltage greater than 16.5 volts or less than 10.5 volts will result in engine output power being reduced. The higher or lower the voltage is outside of these parameters, the greater the percentage of power reduction. In an extreme case, power could be reduced to idle speed.
Oil Pump Failure	If the oil pump fails or an open circuit occurs between the pump and the ECM, engine power will be reduced to idle.
Calculated Oil Level Critical	After low condition occurs, ECM calculates when critical level will occur; then reduces power to idle.



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



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



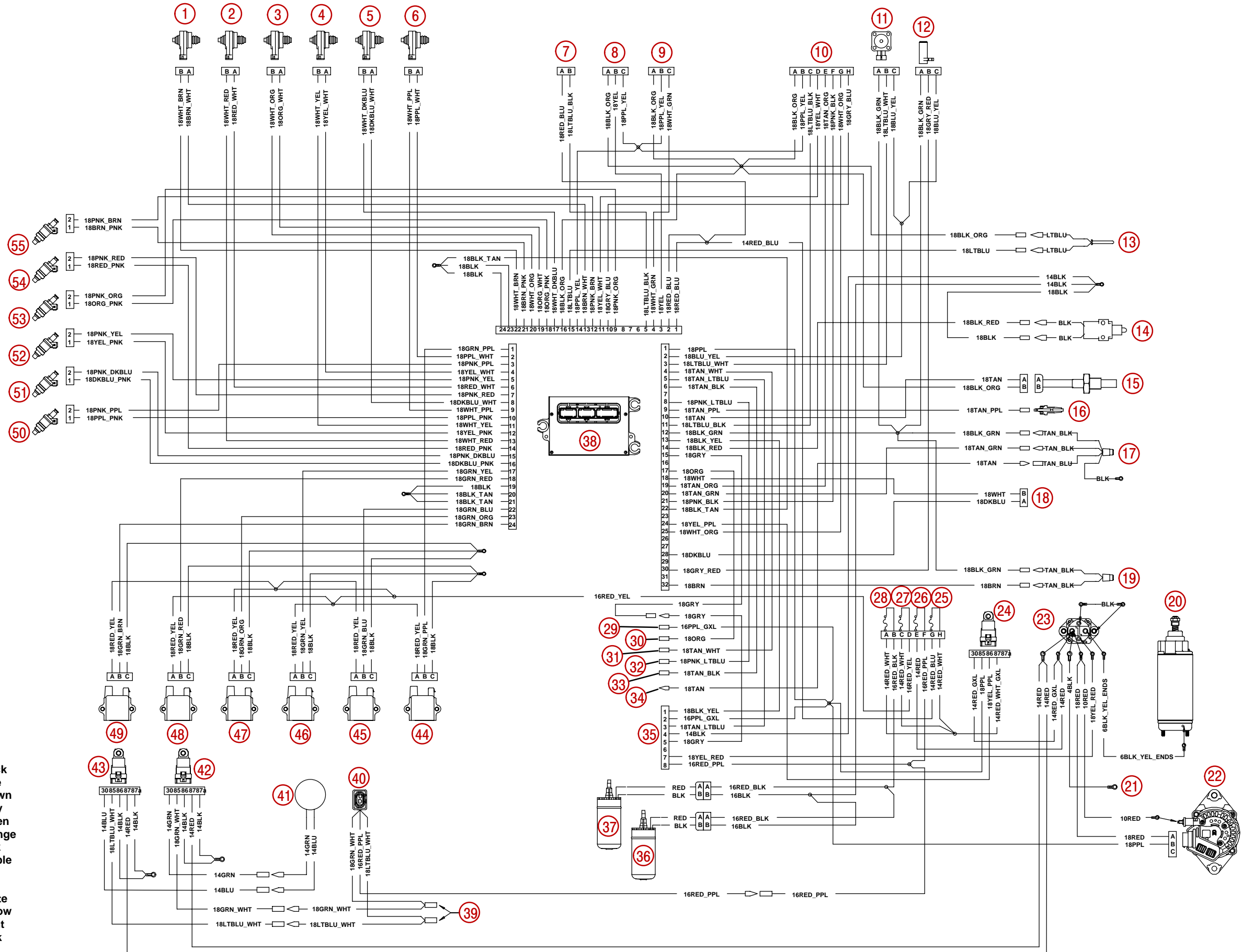
Notes:



2000 Model 115/135/150 DFI (Analog) Wiring Diagram

- 1 - Direct Injector #1
- 2 - Direct Injector #2
- 3 - Direct Injector #3
- 4 - Direct Injector #1
- 5 - Direct Injector #2
- 6 - Direct Injector #3
- 7 - Oil Pump
- 8 - Map Sensor
- 9 - Block Pressure Sensor
- 10 - Boat Harness
- 11 - Throttle Position Sensor (TPS)
- 12 - Crank Position Sensor
- 13 - Low Oil Switch
- 14 - Shift Switch
- 15 - Air Temperature Sensor
- 16 - Water Sensor
- 17 - Starboard Head Temperature Switch
- 18 - Digital Diagnostic Terminal Connector
- 19 - Compressor Temperature Switch
- 20 - Starter
- 21 - To 12 Volt Battery
- 22 - 60 Ampere Alternator
- 23 - Starter Solenoid
- 24 - Main Power Relay
- 25 - ECM Driver/Oil Pump Circuit 20 Ampere Fuse
- 26 - Accessories 20 Ampere Fuse
- 27 - Ignition Coil 20 Ampere Fuse
- 28 - Electric Fuel Pump 20 Ampere Fuse
- 29 - Accessory Power
- 30 - Check Engine Light
- 31 - Low Oil Light
- 32 - Water In Fuel Light
- 33 - Over-Heat Light
- 34 - To Temperature Gauge
- 35 - Remote Control
- 36 - Fuel Pump #2 (Outside Vapor Separator)
- 37 - Fuel Pump #1 (Inside Vapor Separator)
- 38 - Electronic Control Module
- 39 - To Remote Control Trim Switch
- 40 - Cowl Mounted Trim Switch
- 41 - Trim Pump
- 42 - Trim Down Relay
- 43 - Trim Up Relay
- 44 - Ignition Coil #6
- 45 - Ignition Coil #5
- 46 - Ignition Coil #4
- 47 - Ignition Coil #3
- 48 - Ignition Coil #2
- 49 - Ignition Coil #1
- 50 - Fuel Injector #6
- 51 - Fuel Injector #5
- 52 - Fuel Injector #4
- 53 - Fuel Injector #3
- 54 - Fuel Injector #2
- 55 - Fuel Injector #1

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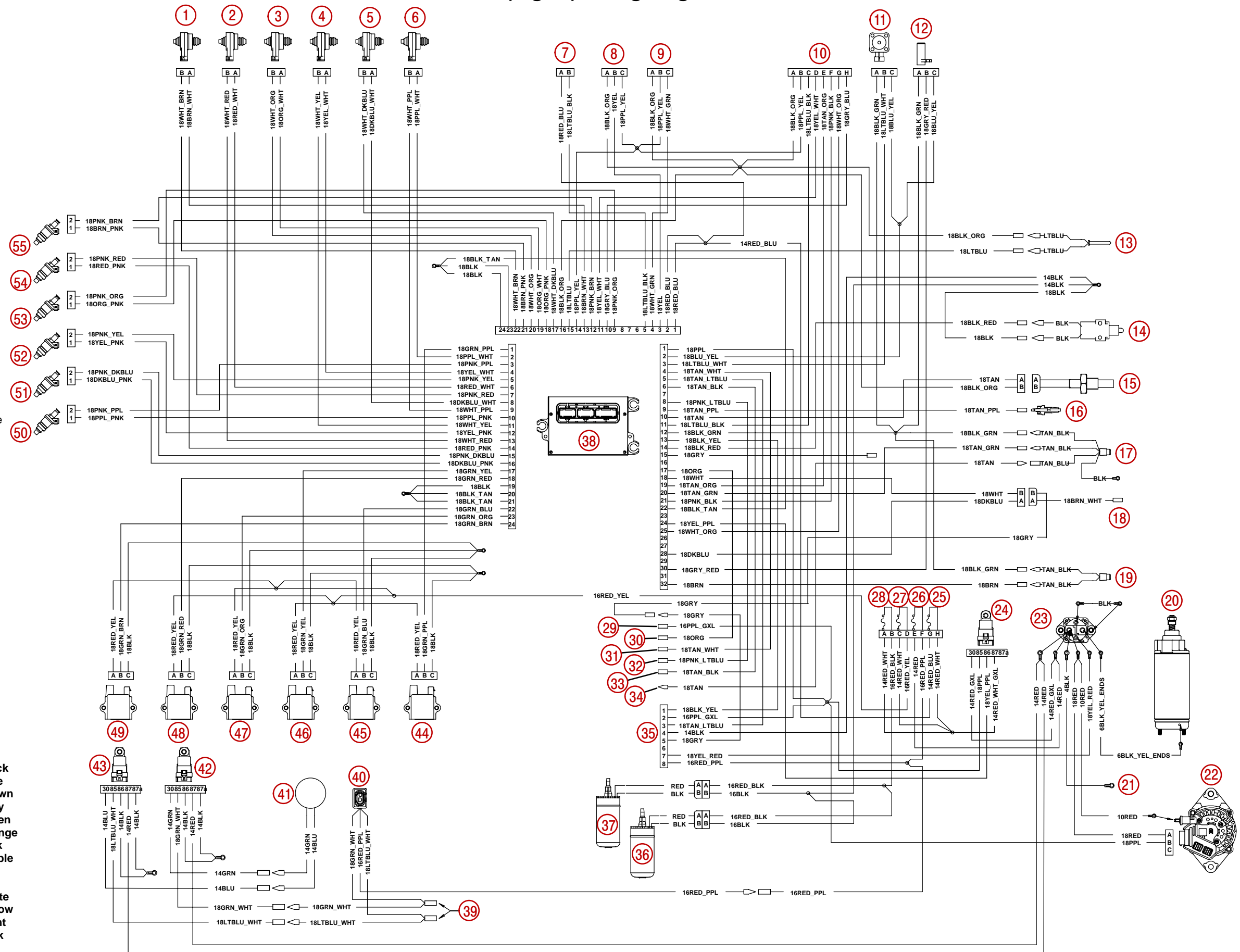




2000 Model 115/135/150 DFI (Digital) Wiring Diagram

- 1 - Direct Injector #1
- 2 - Direct Injector #2
- 3 - Direct Injector #3
- 4 - Direct Injector #1
- 5 - Direct Injector #2
- 6 - Direct Injector #3
- 7 - Oil Pump
- 8 - Map Sensor
- 9 - Block Pressure Sensor
- 10 - Boat Harness
- 11 - Throttle Position Sensor (TPS)
- 12 - Crank Position Sensor
- 13 - Low Oil Switch
- 14 - Shift Switch
- 15 - Air Temperature Sensor
- 16 - Water Sensor
- 17 - Starboard Head Temperature Switch
- 18 - To Boat Harness
- 19 - Compressor Temperature Switch
- 20 - Starter
- 21 - To 12 Volt Battery
- 22 - 60 Ampere Alternator
- 23 - Starter Solenoid
- 24 - Main Power Relay
- 25 - ECM Driver/Oil Pump Circuit 20 Ampere Fuse
- 26 - Accessories 20 Ampere Fuse
- 27 - Ignition Coil 20 Ampere Fuse
- 28 - Electric Fuel Pump 20 Ampere Fuse
- 29 - Accessory Power
- 30 - Check Engine Light
- 31 - Low Oil Light
- 32 - Water In Fuel Light
- 33 - Over-Heat Light
- 34 - To Temperature Gauge
- 35 - Remote Control
- 36 - Fuel Pump #2 (Outside Vapor Separator)
- 37 - Fuel Pump #1 (Inside Vapor Separator)
- 38 - Electronic Control Module
- 39 - To Remote Control Trim Switch
- 40 - Cowl Mounted Trim Switch
- 41 - Trim Pump
- 42 - Trim Down Relay
- 43 - Trim Up Relay
- 44 - Ignition Coil #6
- 45 - Ignition Coil #5
- 46 - Ignition Coil #4
- 47 - Ignition Coil #3
- 48 - Ignition Coil #2
- 49 - Ignition Coil #1
- 50 - Fuel Injector #6
- 51 - Fuel Injector #5
- 52 - Fuel Injector #4
- 53 - Fuel Injector #3
- 54 - Fuel Injector #2
- 55 - Fuel Injector #1

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PUR = Purple
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TAN = Tan
WHT = White
YEL = Yellow
LT. = Light
DK. = Dark





2001 Model 135/150/175 DFI Wiring Diagram

- 1 - #1 Fuel Injector
- 2 - #2 Fuel Injector
- 3 - #3 Fuel Injector
- 4 - #4 Fuel Injector
- 5 - #5 Fuel Injector
- 6 - #6 Fuel Injector
- 7 - #1 Direct Injector
- 8 - #2 Direct Injector
- 9 - #3 Direct Injector
- 10 - #4 Direct Injector
- 11 - #5 Direct Injector
- 12 - #6 Direct Injector
- 13 - #1 Fuel Pump
- 14 - #2 Fuel Pump
- 15 - Shift Switch
- 16 - To Ground
- 17 - Main Power Relay
- 18 - Fuses (4)
- 19 - Slave Solenoid
- 20 - To Ground
- 21 - 60 Amp Alternator
- 22 - Starter Solenoid
- 23 - Starter
- 24 - To 12 Volt Battery (+ Cable)
- 25 - Trim UP Relay
- 26 - Trim DOWN Relay
- 27 - To Ground
- 28 - Trim Pump
- 29 - Cowl Trim Switch
- 30 - Remote Trim Switch
- 31 - Crank Sensor
- 32 - Oil Pump
- 33 - Low Oil Switch
- 34 - MAP Sensor
- 35 - Block Pressure Sensor
- 36 - Throttle Position Indicator
- 37 - Air Temperature Sensor
- 38 - Starboard Head Temp Sensor
- 39 - Port Head Temp Sensor
- 40 - Compressor Temp Sensor
- 41 - Water-in-Fuel Sensor
- 42 - Diagnostic Connector
- 43 - Accessory Power
- 44 - Data Bus (Control Area Network)
- 45 - Boat Harness (Digital Sensor)
- 46 - Remote Control
- 47 - Electronic Control Unit
- 48 - To Ground
- 49 - Ignition Coil #5
- 50 - Ignition Coil #6
- 51 - Ignition Coil #4
- 52 - Ignition Coil #3
- 53 - Ignition Coil #2
- 54 - Ignition Coil #1
- 55 - Coil Driver #1 and #4
- 56 - Coil Driver #3 and #6
- 57 - Coil Driver #2 and #5

