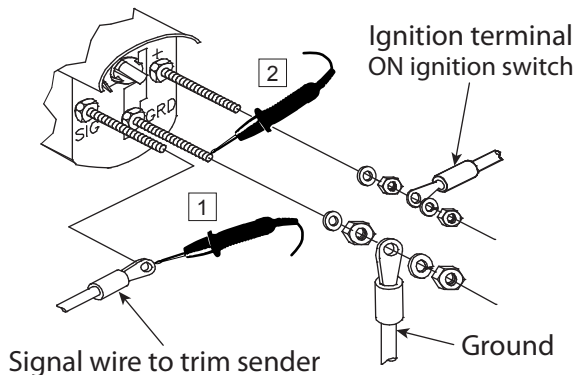
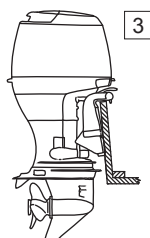


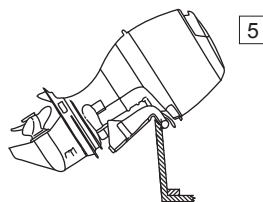
- 1 Disconnect the trim sender/signal wire from the back of the gauge.
- 2 Connect one ohm meter lead to the disconnected wire that is coming up from the sending unit and the other ohm meter lead to the GROUND post on the gauge.  
 Lead polarity is not important as it is a resistance reading.



- 3 Carefully trim the engine or sterndrive down all the way. Be sure there is enough space to lower the unit all the way without any obstructions.
- 4 Note the OHM reading at full DOWN position.  
 OHMS: \_\_\_\_\_



- 5 Trim the engine or outdrive to the full UP position.
- 6 While trimming the engine up, observe the ohm meter to make sure there are no dead spots in the sender coil that cause the ohm meter to read "OL" or open lead.
- 7 Note the OHM reading at full UP position.  
 OHMS: \_\_\_\_\_



FariaBeede **ISO085** nominal resistance chart for trim senders

Trim Gauge	Measured in ohms		
	UP	MID	DOWN
Mercury / Force	160	38.7	10
Force (70 & 75 HP only)	10	20.6	41.8
Johnson/Evinrude Outboard	10	44	88
Suzuki 4 Stroke 1999 (and newer)	2.5	44	88
OMC Cobra Stern	70	29.5	11
OMC Sea Stem Drive	88	44	10
Yamaha 1996	450	240	100
Yamaha 1997-2000	550	330	100
Yamaha 2001 (and newer)**	280	150	10
Volvo SX Cobra	146	**	11
Volvo SX (MD Mod)	70	**	3
Volvo SX (HU Mod, NC Mod)	146	**	11
Volvo DP (White)*	180	**	10
Volvo DP-S (NC Mod)*	146	**	11

\* Uses a "Black Box for trim signal  
 \*\* A Mercury Trim gauge may be used,  
 "Trim" will be the full range of the gauge.