

Calabria LCD System

The Calabria LCD system comes with a Clock, Hour meter, Air, and Sea Temp standard. It also has a plug and play software making it easy to add options such as Depth using the same display.

All adjustments are done with the same LCD button. You can toggle through the display and make changes to the clock, shallow alarms, and select Met/Eng.

Also in the LAKE TEMP screen is where the self test mode is located. If you hold the LCD button down for 3 seconds when lake temp is displayed the system will perform a self test. The self test will turn on all the segments of the display and sweep the gauges from left to middle to right twice. Then it will return to normal operation. This will let you know the MMDC to the gauges is fine.



The Calabria LCD system comes with Clock, Hour meter, Lake temp, and Air temp standard.

0.5
HRS

The hour meter is displaying boat hours and is stored in the MMDC. Replacing the MMDC will erase the hours. It will only count when the RPM is above 300. If you have a revision C MMDC you have the option of changing the display to Metric from the hours screen. This is done by holding down the LCD button for 3 seconds. When prompted use the LCD button to select English or metric. Wait 3 seconds and the display will return to normal operation.

12:00

The clock can be adjusted by holding down the LCD button when the clock is displayed. After 3 seconds the colon will stop flashing. After it stops flashing you can adjust hours by pressing down and adjust the minutes by pressing up. When done after 3 seconds the clock will return to normal operation.

Air and Sea temp is also standard on the LCD system. The air sensor is located under the dash using the yellow wire from the dash wiring. Sea temp comes from the sensor under the boat. It is tied to the blue wire or the brown wire in the paddle wheel. If the sensor becomes open or shorted to battery the temp will read 32°F. If the sensor is shorted to ground it will read 150°F.

85
AIR TEMP

72
LAKE TEMP

Depth Option Operation

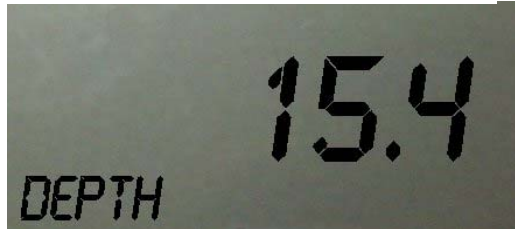
The depth module is an option that will work as a plug and play feature with the LCD system. Just plug the connector into the dash harness and connect power for the Lorange depth unit.

Once the connections have been made the Depth information will begin to display on the speed LCD.

The depth module will read up to 400 feet and has a shallow alarm.

The shallow alarm is adjusted by doing the following.

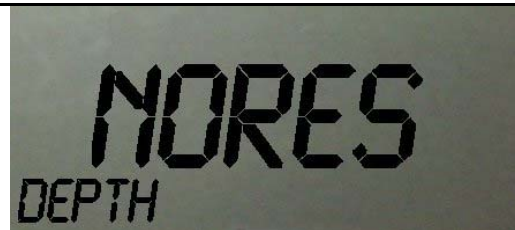
1. Depth displayed on the LCD.
2. Hold the LCD button down for 3 seconds or until current set point is flashing.
3. Adjust set point by pressing the LCD button up or down.
4. Once done adjusting do nothing for 3 seconds and the display will return to normal operation.



Under normal conditions the Depth will indicate up to 400 feet. To change the alarm set point press the LCD Mode button when in depth mode for 3 seconds or until the depth flash. At this point the shallow alarm set point is flashing. Use the LCD mode switch to change the setting up and down. When finished what 3 seconds and the display will go back to normal operation.



If "BAD" is displayed the depth module has lost power on the red and black wire located on the depth module. IF power is present the module has gone bad.



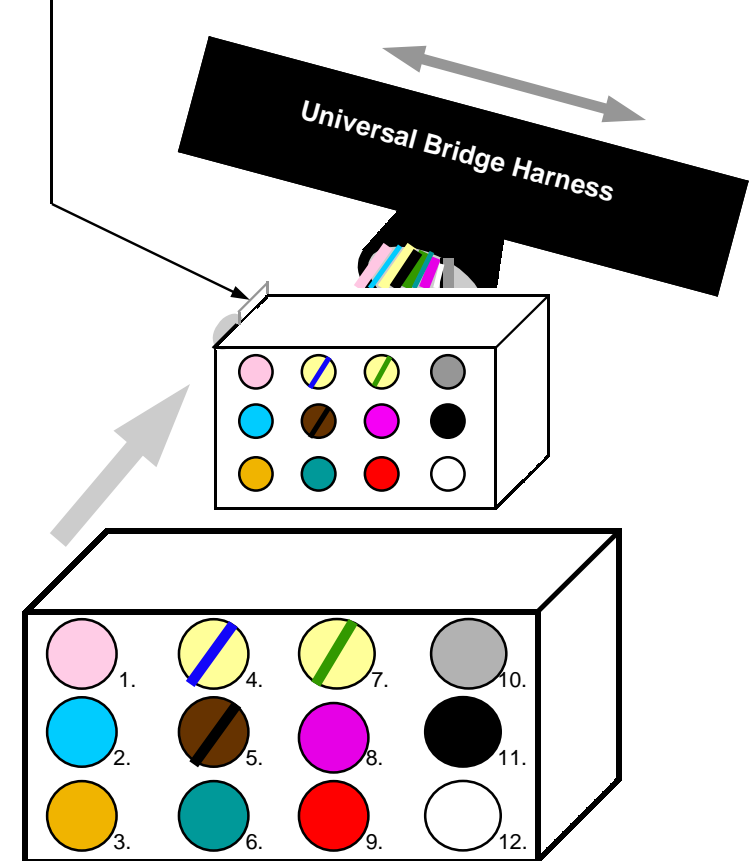
When "NORES" is displayed means the depth module did not transmit any depth information to the MMDC. This will only happen when a depth module fails during operation.

Main Harness

Engine, fuel, operating voltages and other information all flow into the system through this 12-pin connector. In some retrofit jobs you may find that one or more of these lines needs to be added. In most cases, the main harness will look the same as this color map and you will be ready to proceed with the system installation.

1. Fuel
2. Oil Pressure
3. Engine Temperature
4. Ballast #2
5. Trim
6. Panel Lights
7. Ballast #1
8. Ignition
9. 12-volt (battery)
10. Tachometer
11. Ground (battery)
12. Empty Pin

Ridge in plastic marks top left of connector in the Universal Bridge Harness to locate pin 1.



This is the back side of the White **12-pin connector** coming from the engine ECU and the sensors. Check wire colors in your connector with this guide. All colors should match.