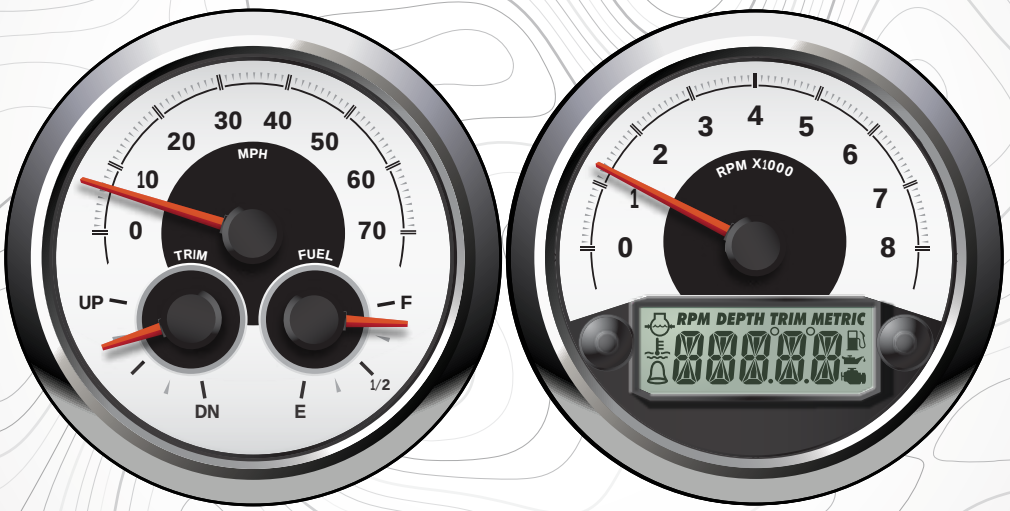
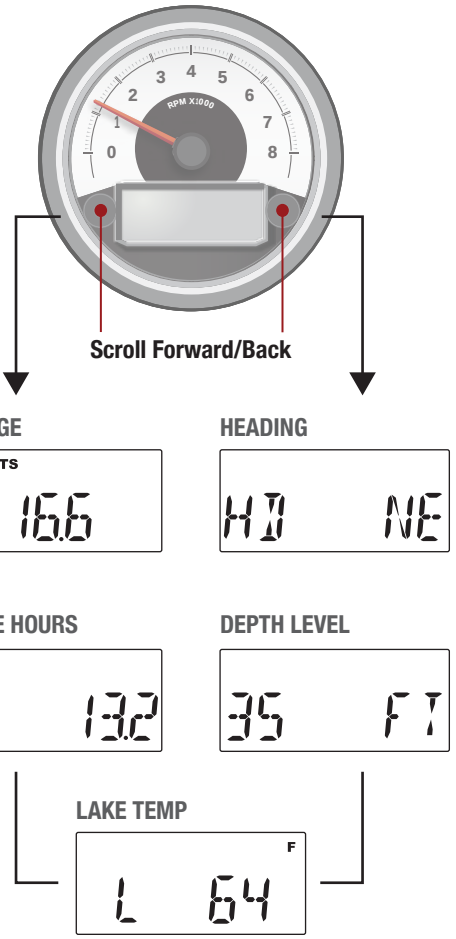
SMOKER CRAFT



2025 3 INCH GAUGE

USER GUIDE

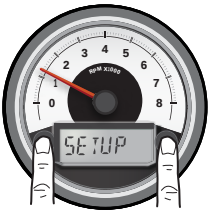
LCD DISPLAY SCREEN

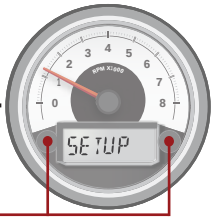


Individual screens can be turned on and off in the Configuration menu.

SETTINGS MAIN MENU

Press + Hold BOTH Buttons for Settings Main Menu





Scroll Forward/Back

Press + Hold to Select

SYSTEM UNITS

Scroll English /Metric

Press + Hold to Select

CALIBRATION MENU

DIAGNOSTICS MENU

ENGINE MENU

FUEL

CONFIGURATION MENU

SOFTWARE VERSION

Software Version Number will flash and exit to Settings Main Menu

Scroll: 02601, 01, REV A

EXIT MENU

Return to Main Screen

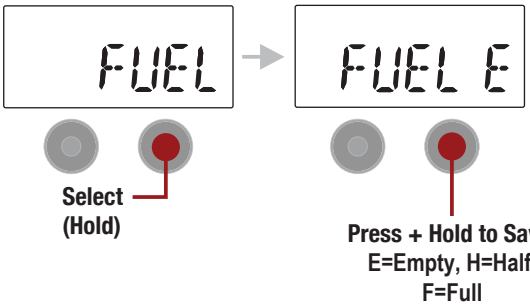
CALIBRATION SETTINGS

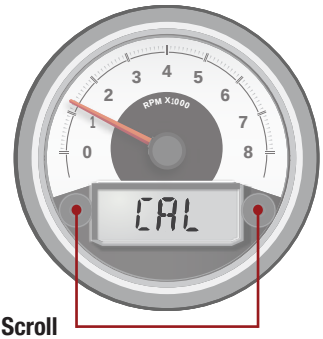
FUEL and TRIM are Pre-Set to Factory Settings

It is recommended to preform this calibration while filling an empty tank.

The tank must be empty to configure empty tank, half full to configure half full tank, and full to configure full tank

FUEL CALIBRATION

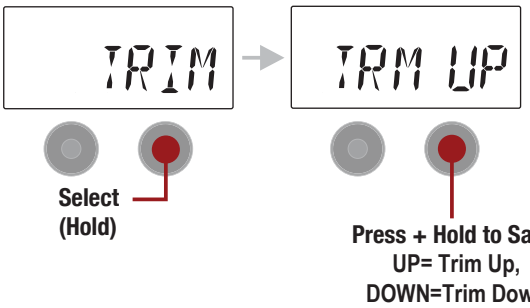




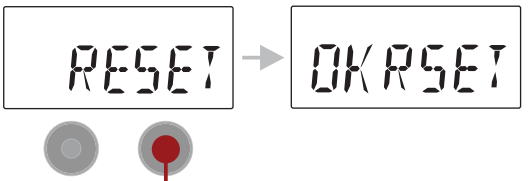
Scroll Forward /Back

TRIM CALIBRATION

The trim must physically be UP while setting “UP”, and it must physically be DOWN while setting “DOWN”



FACTORY RESET



Press + Hold
to Return FUEL and TRIM to Factory Settings

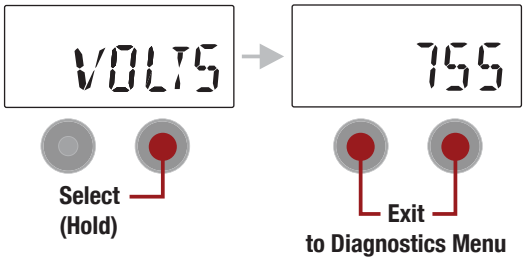
EXIT MENU

Return to Settings Main Screen

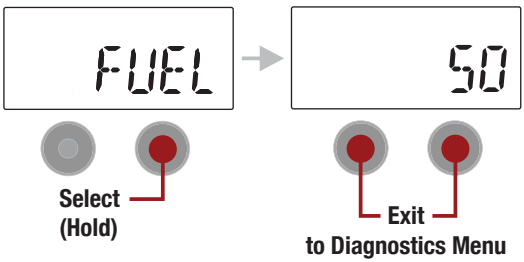
DIAGNOSTICS SETTINGS

Scroll
Forward
/Back

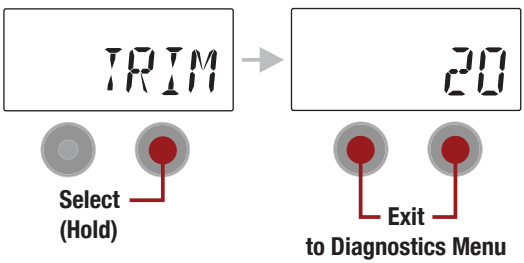
VOLTAGE



FUEL LEVEL



TRIM LEVEL



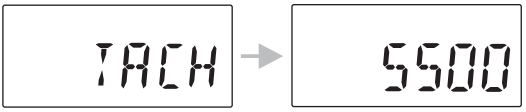
CONTINUED
NEXT PAGE

DIAGNOSTICS SETTINGS (CONTINUED)

CONTINUED FROM PREVIOUS PAGE

Scroll Forward /Back

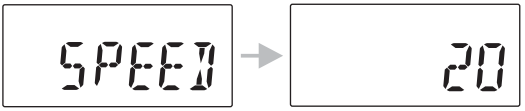
TACH (ENGINE RPM'S)



Select (Hold)

Exit to Diagnostics Menu

SPEED



Select (Hold)

Exit to Diagnostics Menu

CAN NETWORK CONNECTION

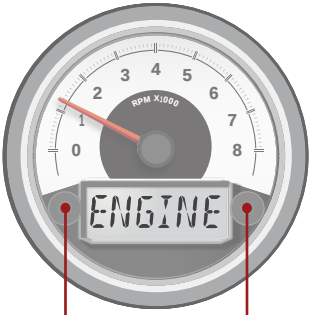
Displays Active or Inactive (NOCAN) message

EXIT MENU

Return to Settnigs Main Screen

ENGINE SETTINGS (REVISION A GAUGES)

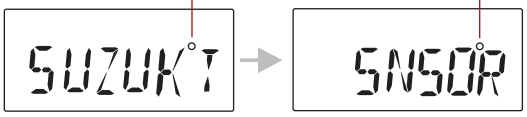
Go to page 11 for instructions on how to identify the revision of the gauge.



Scroll Forward /Back

Indicates Active Selection

SUZUKI ENGINE

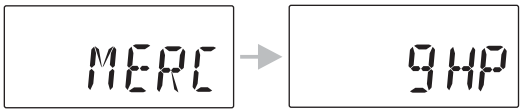


Select (Hold)

Scroll: SNSOR, SNDER, DGITL, EXIT

Press + Hold to Select

MERCURY ENGINE

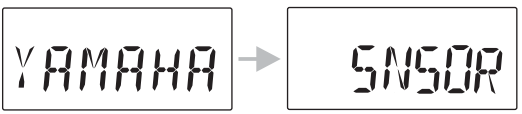


Select (Hold)

Scroll: VRADO, 9HP, 25HP, 50HP, 60HP, 75HP, 90HP, 115HP, 150HP, 175+, EXIT

Press + Hold to Select

YAMAHA ENGINE

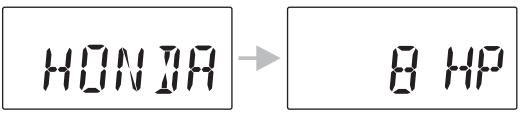


Select (Hold)

Scroll: SNSOR, SNDER, DGITL, EXIT

Press + Hold to Select

HONDA ENGINE



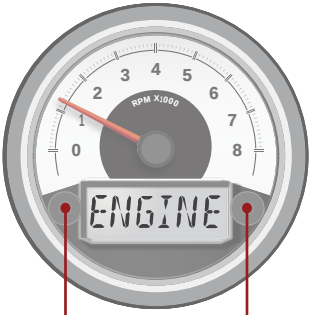
Select (Hold)

Scroll: 8HP, 10HP, 15HP, 20HP, 30+HP, 115+ to DGITL

Press + Hold to Select

ENGINE SETTINGS (REVISION B GAUGES)

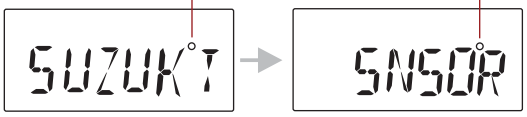
Go to page 11 for instructions on how to identify the revision of the gauge.



Scroll Forward /Back

Indicates Active Selection

SUZUKI ENGINE

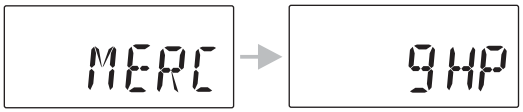


Select (Hold)

Scroll: SNSOR, SNDER, N2K, EXIT

Press + Hold to Select

MERCURY ENGINE

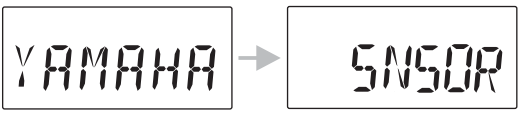


Select (Hold)

Scroll: 9HP, 25HP, 50HP, 60HP, 75HP, 90HP, 115HP, 150HP, 175+, EXIT

Press + Hold to Select

YAMAHA ENGINE

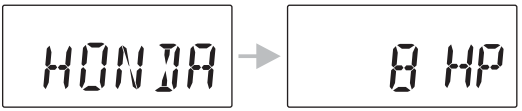


Select (Hold)

Scroll: SNSOR, SNDER, N2K, EXIT

Press + Hold to Select

HONDA ENGINE



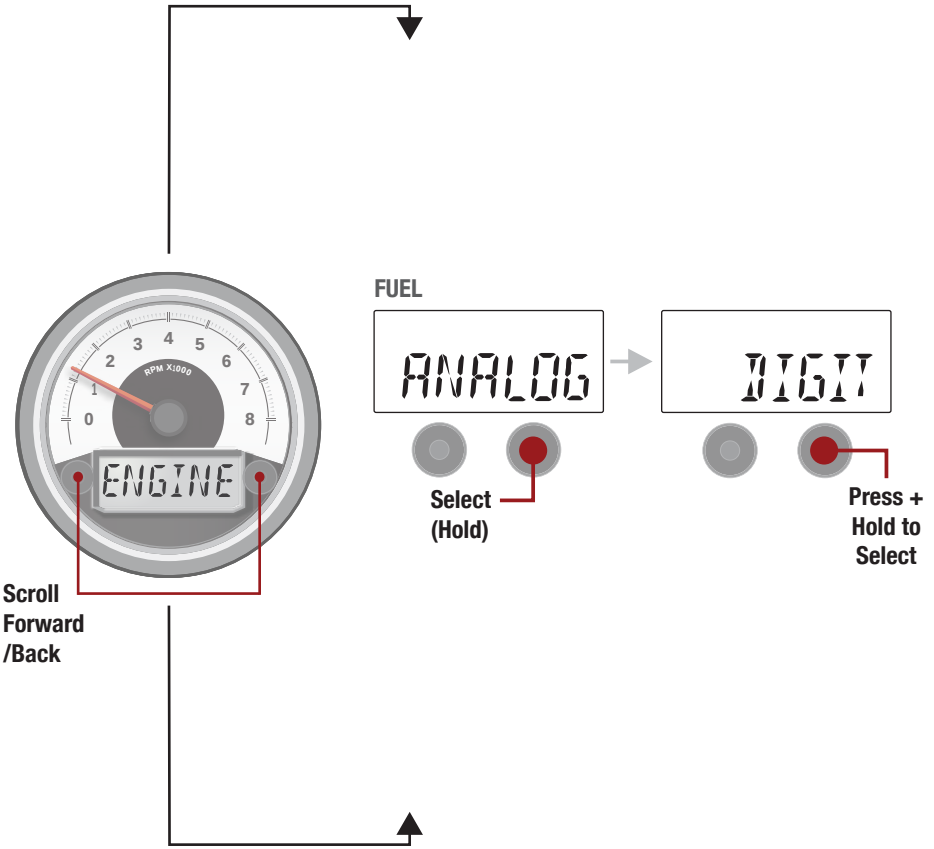
Select (Hold)

Scroll: 8HP, 10HP, 15HP, 20HP, 30-90HP, 115+, EXIT

Press + Hold to Select

FUEL SETTINGS

Analog setting reads resistive signals going to the back of the gauge from the fuel sender, while digital setting reads the fuel level from the NMEA2000 Network.



CONFIGURATION SETTINGS

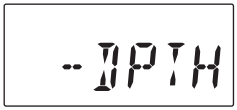
Scroll Forward /Back

LAKE TEMP*

Select (Hold)

Select (Hold)

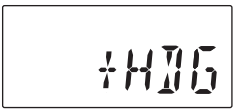
DEPTH*



Select (Hold)

Select (Hold)

HEADING



Select (Hold)

Select (Hold)

EXIT MENU

Return to Settings Main Screen

* Lake Temp and Depth are only available if connected to a compatible NMEA Depth Transducer.

TROUBLESHOOTING GUIDE

ISSUE	POSSIBLE CAUSE	SOLUTION
MAIN GAUGE Does Not Power Up	Ground is missing from gauge	Ensure Battery Negative is properly populated in Pin 1 of main connector on the gauge
	Battery Power is missing from gauge	Ensure 12V is present on Pin 2 of main connector on the gauge when Battery Switch is turned on
	Ignition Power is missing from gauge	Ensure 12V is present on Pin 3 of main connector on the gauge when Key Switch is turned on
SIMPLE GAUGE Does Not Power Up	4 Pin Connector is not seated properly	Properly secure the 4 Pin Connector to the Simple Gauge as well as the Main Gauge
	Ground is missing from gauge	Ensure Pin 3 of the 4 Pin Connector on the gauge has a good ground
	Battery Switch Power is missing from Viper 3, but Ignition is present	Ensure 12V is present on Pin 2 of main connector on the gauge when the Main Gauge is powered on
TACH is Not Reading Correctly	Incorrect Engine selected	Ensure Proper Engine is selected in Settings Menu
	Analog Tach signal is missing from main gauge	Ensure Tach Signal is present on Pin 15 (5" Gauge) or Pin 11 (3" Gauge) on the main gauge connector for Analog Engines
	Incorrect connection to Engine Data	Ensure proper connection to Engine CAN under helm and at the engine for Digital Engines
TRIM is Not Reading Correctly	Incorrect Engine selected	Ensure Proper Engine is selected in Settings Menu
	Incorrect Calibration	Reset all calibrations in Settings Menu to ensure incorrect calibration was not conducted on gauge
	Analog Trim Signal is missing from main gauge	Ensure Tach Signal is present on Pin 11 (5" Gauge) or Pin 9 (3" Gauge) on the main gauge connector for Analog Engines
	Honda Trim Signal is missing from main gauge	Ensure Tach Signal is present on Pin 12 (5" Gauge) or Pin 10 (3" Gauge) on the main gauge connector for Honda Analog Engines
	Incorrect connection to Engine Data	Ensure proper connection to Engine CAN under helm and at the engine for Digital Engines

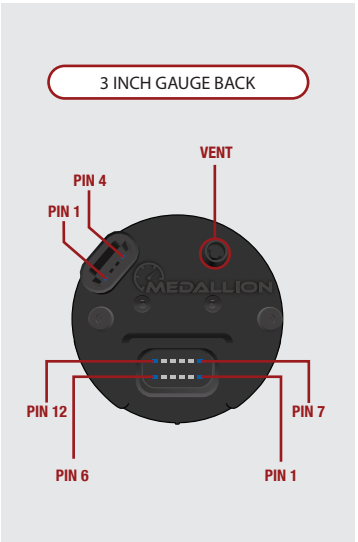
TROUBLESHOOTING GUIDE

ISSUE	POSSIBLE CAUSE	SOLUTION
FUEL is Not Reading Correctly	Incorrect Calibration	Reset all calibrations in **Settings Menu** to ensure incorrect calibration was not conducted on gauge
	Fuel Signal missing from main gauge	Ensure **Fuel Signal** is present on **Pin 8** on the main gauge connector
	Improper Resistance Values	Measure **Fuel Signal** input resistance value with respect to gauge ground. Fuel Signal should be between **22-240 ohms** into gauge
No **SPEED** Present	No power to GPS Module	Verify that there is **12VDC** and ground going to the **GPS Module**
	No CAN Connection	Check continuity of **CAN+** and **CAN-** connections from the **GPS Module** to the **Main Gauge**
	Missing Terminating Resistor/ Improper Resistance Values	Remove both connection at gauge and **GPS Module** and place ohm meter across **CAN High** and **CAN Low**. You should see between **60-120 ohms**. If open circuit then no termination is present
	No GPS Signal available	Ensure open visibility to sky away from structures

" Revision Indentification Section"
On the side of the gauge, there is a label stating which rev the gauge is.

3 INCH GAUGE 12 PIN CONNECTOR

Pin #	Description	Notes
1	Ground	
2	Battery	+12 VDC
3	Ignition	Switched 12 VDC
4	CAN 1 +	CAN+
5	CAN 1 -	CAN-
6	CAN Shield	Not Used
7	Backlight	0-12V
8	Analog 1	Fuel Level
9	Analog 2	Trim
10	Analog 3	Honda 5V Trim
11	Analog 4	Tach Input
12	Analog 5	Not Used



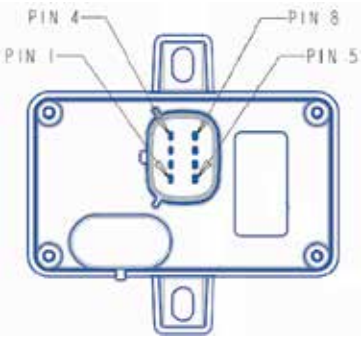
TROUBLESHOOTING GUIDE

SIMPLE GAUGE 4 PIN CONNECTOR

Pin #	Description	Notes
1	LIN	Communication Line
2	12V	+12 VDC
3	Ground	
4	Backlight	

GPS MODULE 8 PIN CONNECTOR

Pin #	Description	Notes
1	Ignition	+12 VDC
2	Ground	
3	CAN+	CAN+
4	CAN-	CAN-
5	NC	Not Used
6	NC	Not Used
7	NC	Not Used
8	NC	Not Used



Suzuki Check Engine Module 8 PIN MOLEX

Pin #	DIG	Signal Description
1	CHECK ENGINE	Check Engine
2	TEMP	Engine Over Temp
3	OIL	Low Oil Pressure
4	REV LIMIT	Engine Rev Limit
5	NC	Reserved for future input
6	NC	Reserved for future input
7	NC	Reserved for future input
8	NC	Reserved for future input

Suzuki Check Engine 4-PIN DELPHI

Pin #	DIG	Signal Description
1	LIN BUS	LIN Bus
2	POWER	+12 Volts
3	GND	Ground
4	DATA+	LIN Data

TROUBLESHOOTING GUIDE

4 ERRORS

This only appears for Suzuki engines equipped with the Medallion Suzuki Check Engine Module.

WARN 1> ENG> WARN

- Warn “X” Check Eng
- Warn “X” Eng Over Temp
- Warn “X” Low Oil Pres
- Warn “X” Eng Rev Limit

“X” indicates the number of errors being displayed.

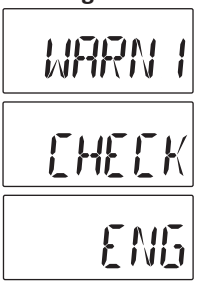
To clear the error for 2 minutes, press either button for one second.
To clear the error until the next power cycle, press either button for 2 seconds.

This does NOT resolve the issue, it just clears the error.

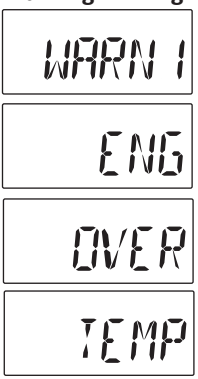
WARNING- You MUST service the engine!

The four errors will be displayed and cycle through on the LCD. Here are some examples:

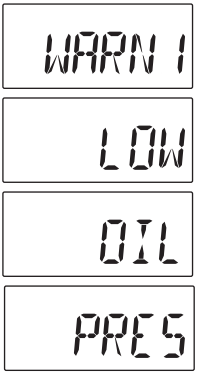
Warning “X” Check Engine-



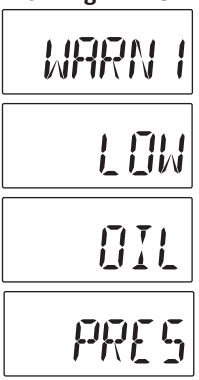
Warning “X” Engine Over Temp-



Warning “X” Low Oil Pressure-



Warning “X” Low Oil Pressure-




REV A