

# **ECU®** Trouble Shoot Guide for Speed Switches

Refer to Speed Switch application drawing when using this guide.

Topics

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# Fool proof settings for checking the unit

Do the following to set up for unit test.

1. ON the top of the unit there is a label that identifies the adjustment pots on you unit. Refer to it for the following adjustments
2. Turn crank disconnect CD counter clockwise 30 turns. It has a clutch so it can't be damaged.
3. Turn overspeed clockwise OS 30 turns. It has a clutch so it can't be damaged.
4. Be sure verify pins are not shorted
5. Use the adjustments guide to setup the unit

Remember this is just for testing. **YOU** must reset the control by using the Adjustments guide accessible from your main speed switch page.

# Operating Problems

Do the following to set up for unit test.

1. It is very important that the magnetic pickup is installed in the bell housing and properly adjusted.
2. During engine cranking check to see that you have 2 to 15 volts AC on terminals 1 and 2.
3. If you don't have the voltage in step 2 while the engine is cranking then you must check and adjust magnetic pickup. It may be dirty or have a broken wire.
4. Be sure crank disconnect is not set to zero
5. If you are still having difficulties or questions call 317-849-8470 and ask for sales/service and we will assist you further

Remember this is just for testing. **YOU** must reset the control by using the Adjustments guide accessible from you main engine control page.

# False Shutdowns

Do the following to set up for unit test.

1. In the unlikely event you are having false Overspeed shutdowns be sure the magnetic pickup shield is grounded only at one end. Look for High current AC wiring that may be too close to the magnetic pickup wires. Check routing of the DC voltage to the module such that it is not in too close of proximity to High current wiring.

Remember to re-adjust and wire your unit after testing.