

STONERIDGE DIGITAL KIT 7800-115 ISUZU

VEHICLE MANUFACTURER	ISUZU
MODEL	RODEO
YEAR OF MANUFACTURE	2006 ON
ENGINE TYPE	ALL
TRANSMISSION	ALL
VOLTAGE	12V



PARTS LIST	QUANTITY
SE5000	1
MECHANICAL SENDER ADAPTOR	1
KITAS 2+ SENDER	1
SENDER CABLE	1
INSTALLATION KIT	1
TACHO MOTION GPS	1
D MINITIMER PLUG	1
APPLICATION SHEET	1

FITTING INFORMATION

SUITABLE POWER AND GROUND CONNECTIONS CAN BE OBTAINED FROM THE FUSEBOX OR FROM THE REAR OF THE RADIO.

SE5000 SETTINGS,

THE D6 PIN FUNCTION ON THE SE5000 MUST BE SET TO SPEEDOMETER.

THE D6 PIN OUTPUT SHOULD BE SET TO O/C OPEN COLLECTOR.

T-LIGHT (NOT INCLUDED IN THIS KIT) MUST BE INSTALLED IF VU FITMENT IS IN A DVSA DESIGNATED AMBER AREA, SEE PAGE 4 OF THIS APPLICATION.

SECOND SOURCE IMS USES TACHO MOTION KIT, SETTING INSTRUCTIONS ON PAGE 3 OF THIS SHEET.

WATER PROOF THE ORIGINAL SPEED SENSOR CONNECTOR AND SECURE THE EXISTING WIRING LOOM TO PREVENT DAMAGE AND WATER INGRESS.

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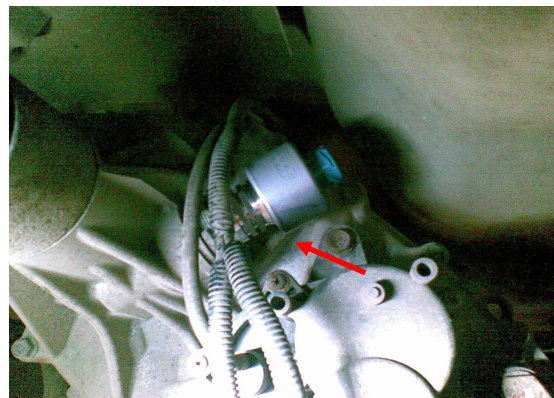
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Whilst we have endeavoured to ensure the accuracy of the information supplied, Stoneridge Electronics cannot be held responsible for any errors or omissions. It is the installer's responsibility to ensure compliance with specific vehicle manufacturers repair procedures, especially with regard to the procedure for disconnection/reconnection of the battery. Failure to comply with the vehicle manufacturers instructions may result in personal injury and/or component damage/data loss.



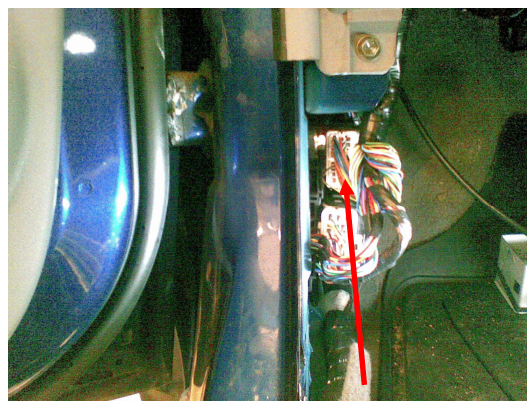
1. Completely remove the existing speed sensor including the drive key.



2. Fit the Mechanical Sender Adaptor into the drive slot on the vehicle and screw the sender onto the threaded drive. Route and secure sender cable to the tacho location point.



3. On some vehicles a new facia may be required. If the VU is not fitted as above and is in a DVSA Amber location you are required to fit a T-Light (not included in this kit). See Page 4 of this application sheet for fitting instructions.



4. Locate the 2 block connectors behind the passenger kick panel as shown. Connect D6 from the tacho to the BLACK wire YELLOW trace located on Pin 26 of top connector or it's sometimes on Pin 13 of bottom connector.

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1. The 2nd Source of motion is obtained by using the GPS Module and cable harness, as shown above.



2. The cable harness is connected directly in line with the tachograph power cable when connecting to the tachograph as shown.



3. The GPS Module should be placed in a suitable area within the cab, preferably in an area next to the windscreen.

C3-Factor	Minimum L	Maximum L
13	1563	1688
14	1688	1813
15	1813	1938
16	1938	2063
17	2063	2188
18	2188	2313
19	2313	2438
20	2438	2563
21	2563	2688
22	2688	2813
23	2813	2938
24	2938	3063
25	3063	3188
26	3188	3313
27	3313	3438
28	3438	3563

4. Set the IMS input to C3 enable in MKIII Programmer, Sensor Settings and set the Speed Factor to correct C3 Factor value using the L factor table above.

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Stoneridge T-light kit No. 7800-217.



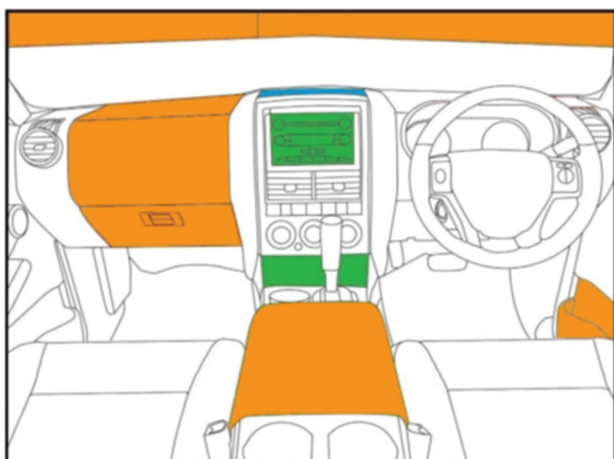
Included in the kit is the LED light shown plus a T-sticker to apply to the LED

The red lead is connected to the D3 pin of the VU which is a +Ve supply and the black lead is connected to the D4 pin of the VU which is a general warning output. Both are connected via a brown mini-timer plug. (not supplied)

For the T-light to operate correctly, the VU pin D4 Pin function must be set to 'DTC Active'- Enable. This can be done using either the Stoneridge Optimo tool or the MKII programmer.

With the D4 set correctly the T-light will switch on when the VU detects DTC's

Once the T-light warning has been acknowledged by pressing the OK button, the T-light will remain ON for around 1 minute before switching OFF.



DVSA considers that the **amber** area is acceptable if the visual T-light is situated in the driver's field of vision both by day and by night.

DVSA considers that fitting a VU in any of the **green** areas is acceptable.

The **blue** area is acceptable if the location does not obscure the driver's view of the road.

Fitment under the driver's or passenger's seat is never acceptable

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