

TROUBLESHOOTING GUIDES

Follow these simple steps to determine if there may be a problem with your equipment or your installation. There are basically three types of problems that are encountered by customers during installations and all three of those are addressed in the following steps. Please refer to your specific problem by answering the following questions:

1. Does your DMI power up and seem to work, but will not count at all? (If YES, Refer to **GUIDE 1**)
2. Does your DMI count all the time or at any time you feel it should not be counting? (If YES, refer to **GUIDE 2**)
3. Does your DMI seem to be counting just fine but it is not accurate enough? (If YES, Refer to **GUIDE 3**)
4. Does your DMI have a problem involving the MPH displayed? (If YES, Refer to **GUIDE 3**)

TROUBLESHOOTING GUIDE 1

If your DMI seems to be working correctly, but will not count at all, this could be a very easy problem to correct. Follow these simple steps to determine where the problem may be. Be sure to retest your DMI after each step or if the trouble is found.

- Step 1: If a splice clip or quick connector clip was used in the installation, re-splice the wire or solder the wire in. You may not be getting a good connection.
- Step 2: Recheck all the wiring (**FIGURE 3**).
- Step 3: Recheck the positions of all SW1 dip switches (**FIGURE 1**).
- Step 4: Check the calibration number in the DMI so that it is not set to zero. To check the calibration number, simply turn the DMI on and press the **1CAL** key. The display should read "**CAR1**" followed by a number. If that number is zero, type 1000 and press **MARK/ENTER**.
- Step 5: At this point, you will want to do a "tap test" on the Nu-Metrics equipment. To do this, go to the following section of the Nitestar Manual: **TROUBLESHOOTING: "Instrument is Operational But Won't Count."** Follow all steps including "A-E". If you do not have a Nitestar Manual, it can be downloaded at www.nu-metrics.com
- STEP 6: If none of the above steps have fixed the problem, the possibility exists that your vehicle's speed sensor wires have been swapped around. If you are hooked up on a two or three wire clip at the transmission, try the other wires in that clip or call the service department for additional advice at (724) 438-8750. Monday - Friday; 8am to 5pm EST

TROUBLESHOOTING GUIDE 2

If your DMI is counting at an undesired time or all the time, you are probably having engine noise or electrical interference causing the problem.

! CAUTION !

If you did not hook up the positive & negative leads directly to the battery it may lead to this problem.

To correct this problem perform the following steps:

- Step 1: Ensure that all wiring is as far away from the vehicle's electrical components as possible. This could include the coil, plug wires, alternator, etc.
- Step 2: Contact the Nu-Metrics Service Department at (724) 438-8750.

TROUBLESHOOTING GUIDE 3

If your DMI is having these types of problems it may be due to an improper calibration of the DMI. Please refer to the calibration instructions in the Nitestar manual.

FIGURE 3

Import? Vehicle Not Listed? Please call Nu-Metrics at (724) 438-8750.

SS-5 : Part Number 1085

All	GM Cars	AC	Yellow in 2 wire clip on transmission
88	GM Trucks	DC	3rd wire down on ABS / 6 wire clip (green w/ black)
89-92	GM Trucks	AC	Purple w/ white in 2 wire clip on transmission
93-96	GM Trucks	DC	White on Kelsey Hayes ABS box (3rd wire)
97-98	GM Trucks	DC	Green w/ white on cruise control module or yellow w/ black on Kelsey Hayes ABS Box
99-05	GM Trucks	DC	Yellow w/ black on electronic brake control module (underneath cab next to driver's side framerail)
92-97	Ford Trucks	AC	Red on differential or gray w/ black on transmission or PCM
92-98	Ford Cars	AC	Gray w/ black on the PCM or cruise or transmission
99-04	Ford Cars	AC	Blue w/ yellow at transmission or gray w/ black on the PCM or cruise control module
92-98	Dodge Trucks	DC	White w/ orange at cruise control module or white w/ orange at transmission
Most	Chrysler Cars	DC	White w/ orange at transmission

FORD F-250's 1998-2003 and ALL F-SERIES 2004-2005 REQUIRE THE SS-5L KIT : Part Number 1085-L

98-03	Ford Trucks	AC	Red / pink on differential or blue w/ yellow in 2 wire clip at transmission
		DC	Gray w/ black on transmission or PCM
04-05	Ford Trucks	DC	Gray w/ black at middle connector of PCM or Blue w/ yellow (2 wire clip at transmission; sometimes DC setting)