

Notes for warning lamps

On the drawing, one warning lamp is represented by 

Depending on chosen face this will appear as one of the following:



The LEDs behind the face and wiring is the same for all versions.
The blue wire on connector 'b' will illuminate the LED if pulled to ground
The Yellow wire on connector 'a' will illuminate the LED if pulled to ground

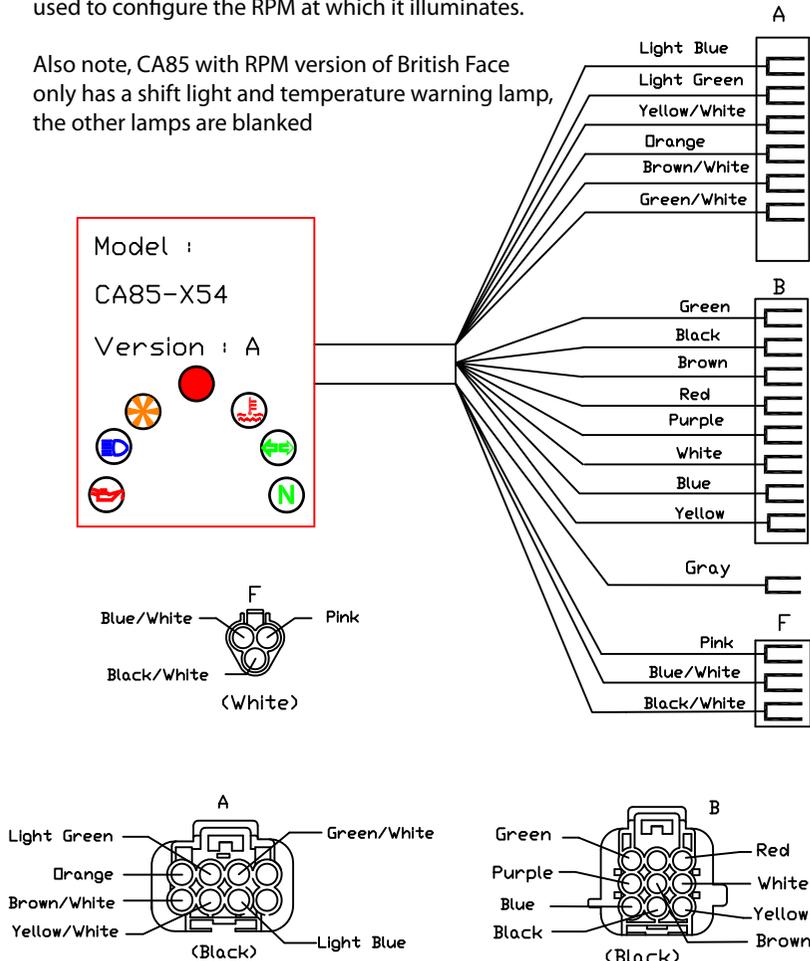
The LED is also controlled by an internal voltmeter which reads the voltage on the red wire. If the voltage is below 12.5v then the LED will illuminate
If the voltage is 12.5v or higher then the LED will extinguish.

 This is a gear shift light. In the setup menu, the screen beginning 'r' is used to configure the RPM at which it illuminates.

Also note, CA85 with RPM version of British Face only has a shift light and temperature warning lamp, the other lamps are blanked

Model :
CA85-X54

Version : A



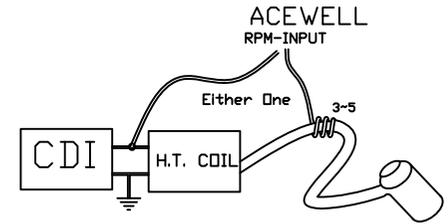
Connecting a low fuel warning lamp.

If the sensor in the fuel tank is a FLOAT SWITCH (not resistance float) then connect the float sensing wire directly to the blue wire on connector 'b'

If the fuel sensor has no moving parts then it is called an NTC sensor. An NTC sensor is normally connected to a bulb. Current flows through the bulb and heats the NTC sensor. When the sensor is in the petrol it remains cool. When above the petrol it becomes warm, reduces its resistance and the bulb illuminates.

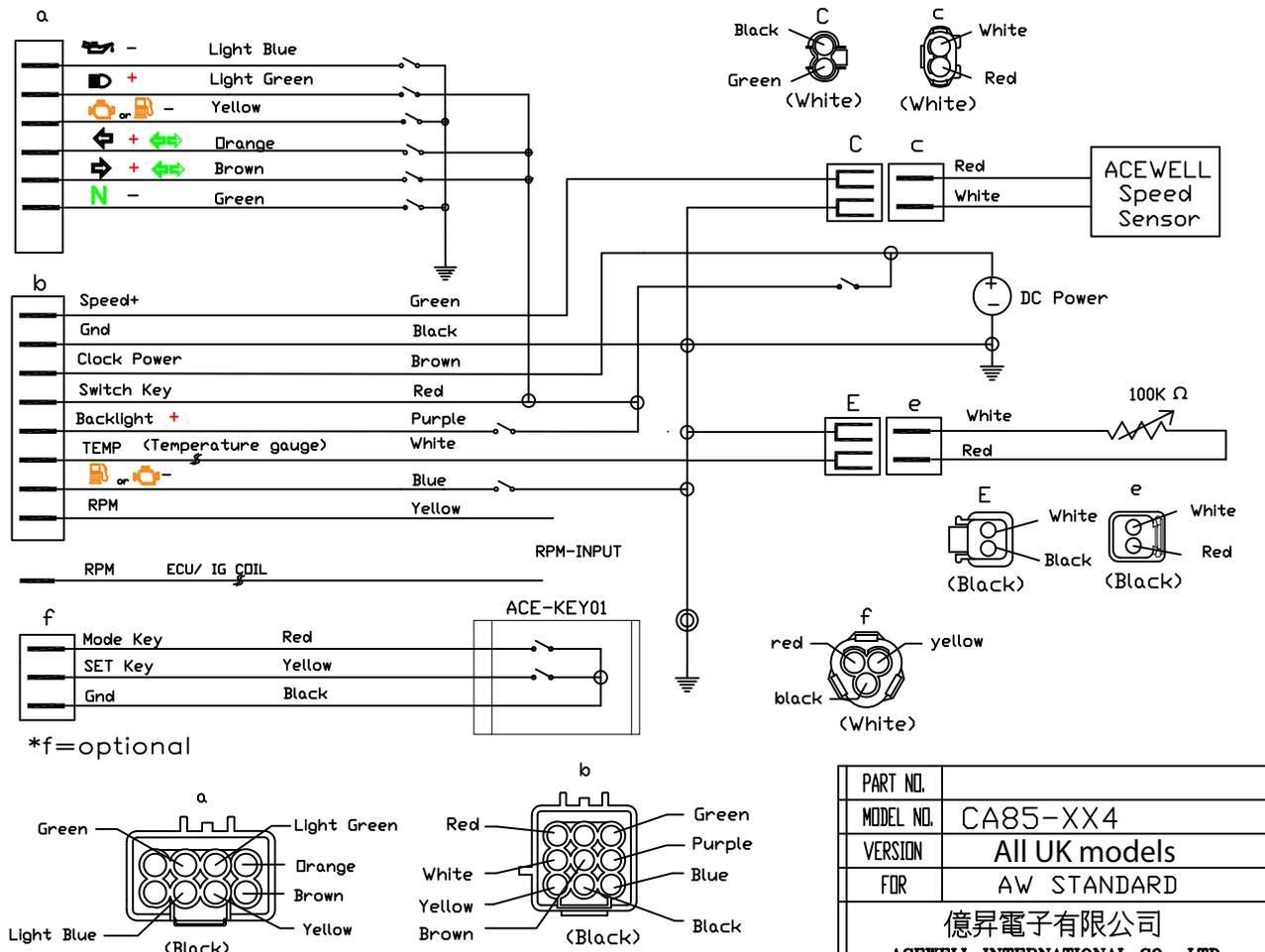
LEDs do not conduct enough current to warm the NTC sensor so an external interface needs to be added to produce the current to warm the NTC sensor and then detect the current and illuminate the LED.

The interface required is an Acewell IVR-03 or IVR-04



RPM Input

The CA85 series have 2 RPM inputs. Try each of them as per the connections shown above to see which gives the most stable reading. Do not connect both at the same time as the reading will be unstable.



PART NO.	
MODEL NO.	CA85-XX4
VERSION	All UK models
FOR	AW STANDARD
億昇電子有限公司 ACEWELL INTERNATIONAL CO., LTD.	