## Gear indicator models



## GearTronic GT3000

How can I identify the colour of the wire?

*The first colour shown corresponds to the main colour of that wire, which is a green wire with a black line.*

I cannot find the cables shown in the application table

*The connection guidelines are the result of years of experience and are 100% safe; if you cannot find a connection, it will probably be in the control unit; if the writing ECU appears beside the colour, it means that the wire can be found in the motorbike control unit.*

My motorbike is listed, but it has got ABS - it is compatible?

*Only the models listed in the table with the acronym ABS are compatible; all other models are incompatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

Calibration is interrupted after the first gear and “E” is displayed

*The gear indicator is signalling an error; the signalled error could be “E1” or “E2”, pay attention to the number which appears in alternation with letter “E”.*

Calibration fails and displays an "E1" error (speed signal error)

*Make sure that during calibration, the speed is displayed on the original dashboard; some motorbikes have their speed sensor on the front wheel and it is necessary to calibrate on the road. If the speed is displayed on the dashboard, check the green wire connection on the gear indicator; the problem is on the speed signal.*

Calibration stops, and you see an "E2" error (RPM signal error)

*Check the light blue wire connection on the gear indicator; the problem is on the engine revs signal.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn’t happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration; the motorbike was stationary and I have inserted first gear, but the indicator continues to show "0".

*This is normal; gear indicators compare speed and engine revs, therefore they only display the inserted gear during normal riding when the clutch gait is fully released.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic² GT400

How can I identify the colour of the wire?

*The first colour shown corresponds to the main colour of that wire, which is a green wire with a black line.*

I cannot find the cables shown in the application table

*The connection guidelines are the result of years of experience and are 100% safe; if you cannot find a connection, it will probably be in the control unit; if the writing ECU appears beside the colour, it means that the wire can be found in the motorbike control unit.*

My motorbike is listed, but it has got ABS - it is compatible?

*Only the models listed in the table with the acronym ABS are compatible; all other models are incompatible.*

I cannot enter calibration mode

*Be certain to "ground" the white wire within 10 seconds and make sure the contact point in which you touch the white wire is a "good" ground; if you don't succeed, try to connect the white wire directly to the negative battery pole within 10 seconds.*

Once the calibration phase is completed the product restarts with the choice of colour and calibration phase

*The white gear indicator wire must not be firmly connected to the "ground", but only linked for a few seconds. Every time you bring the white wire to the earth, it is as if you are pressing a button; therefore to enter calibration, bring the white wire to the earth for only a second; to select the colour, bring the white wire to the earth for another second and so on.*

Calibration fails and displays an "E1" error (speed signal error)

*Make sure that during calibration, the speed is displayed on the original dashboard; some motorbikes have their speed sensor on the front wheel and it is necessary to calibrate on the road. If the speed is displayed on the dashboard, check the green wire connection on the gear indicator; the problem is on the speed signal.*

Calibration stops, and you see an "E2" error (RPM signal error)

*Check the light blue wire connection on the gear indicator; the problem is on the engine revs signal.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn't happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration; the motorbike was stationary and I have inserted first gear, but the indicator continues to show "0".

*This is normal; gear indicators compare speed and engine revs, therefore they only display the inserted gear during normal riding when the clutch gait is fully released.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic ZERO GT3100-D1 , GT3100-D4 , GT3100-D5

I cannot find the right connector

*Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

The diagnostic connector on my motorbike is different.

*There are two different connectors on Ducati motorbikes. The correct one is called DDA (Ducati Data Analysis) and is located under the seat and supplements the one in the gear indicator connector.*

Why do I have to connect the red wire? And where do I connect it?

*In the Ducati models compatible there is only a fixed 12V power supply, there is no ignition switched power supply. The red wire must be connected to the cable harness that powers the dashboard, otherwise in ECU or in the fuse box.*

My motorbike is listed, but it has got ABS - it is compatible?

*Yes, all models with ABS are compatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn't happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic ZERO GT310-D2

I cannot find the right connector

*Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

The diagnostic connector on my motorbike is different.

*There are two different connectors on Ducati motorbikes. The correct one is called DDA (Ducati Data Analysis) and is located under the seat and supplements the one in the gear indicator connector.*

My motorbike is listed, but it has got ABS - it is compatible?

*Yes, all models with ABS are compatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn't happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic ZERO GT3100-H1

I cannot find the right connector or my motorbike has a different connector.

*This is not possible if you have the right product for your motorbike, our application table is 100% verified and trusted. Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

My motorbike is listed, but it has got ABS - it is compatible?

*Yes, all models with ABS are compatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn't happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic ZERO GT3100-K1 , GT3100-K2 , GT3100-K3

I cannot find the right connector or my motorbike has a different connector

*This is not possible if you have the right product for your motorbike, our application table is 100% verified and trusted. Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

My motorbike is listed, but it has got ABS - it is compatible?

*Yes, all models with ABS are compatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

Is it necessary to calibrate the gears?

*No. On Kawasaki models, the gear is already calculated by the ECU. Calibrate the gears only and exclusively if the gear displayed is incorrect.*

I completed the calibration of the gears but I would like to return to "default" mode

*Turn on the instrument panel without turning on the engine, enter calibration and select the colours; wait without turning off the panel until the letter "D" appears on the display.*

(ONLY for ZX10R) I have installed the indicator. When I turn on the panel, a dash appears on the display and I cannot do anything

*A few ZX10R models have two identical jacks and you are probably connected the wrong one. The correct connection is the one that is reached by the following coloured wires:*

- *light green/black*
- *green*
- *black/yellow*
- *brown/white*

## GearTronic ZERO GT3100-S1

I cannot find the right connector or my motorbike has a different connector

*This is not possible if you have the right product for your motorbike, our application table is 100% verified and trusted. Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

Is it necessary to calibrate the gears?

*No. In Suzuki models, the inserted gear is already calculated by the central panel of the motorbike displaying the value of the power on the gear.*

I have linked the connector but the indicator does not turn on

*Make sure that the motorbike's lateral support stand is not lowered; Suzuki models cut off the power to the diagnostic plug.*

My motorbike is listed, but it has got ABS - it is compatible?

*Yes, all models with ABS are compatible.*

I cannot choose the color

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

Gear indication is not correct in some gears or all gears

*In Suzuki models the gear is not calculated but got directly from ECU, this means that gear indicator show the gear revealed by the ECU, with no chance of error. In case the gear is not correct is possible that the gear sensor on the bike is faulty or there's a T.R.E. (Timing Retard Eliminator) product installed to delete the revs limiter, this product works directly on gear sensor signal.*

## GearTronic ZERO GT3100-T1

I cannot find the right connector or my motorbike has a different connector

*This is not possible if you have the right product for your motorbike, our application table is 100% verified and trusted. Sometimes the diagnostic socket is moved and "hidden" by mechanics performing maintenance operations. Try another search and if you cannot find it get help from your mechanic or consult the workshop manual.*

My motorbike is listed, but it has got ABS - it is compatible?

*No, Triumph ABS models are not compatible.*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

Why do I have to connect the red wire? And where do I connect it?

*In the Trimuph models which are compatible with the GT310-T1, there is only a fixed 12V power supply. There is no ignition switched power supply. The red wire must be connected to the cable harness that powers the dashboard.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn't happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

## GearTronic ZERO GT3100-Y

My motorbike is listed, but it has got ABS - it is compatible?

*No, Yamaha models with ABS are normally not compatible, with the exception of the model FJR1300*

I cannot enter calibration mode

*Try to tap the screen three times more slowly, if the problem persists 3 times faster.*

Calibration is interrupted after the first gear and “E” is displayed

*The gear indicator is signalling an error; the signalled error could be “E1” or “E2”, pay attention to the number which appears in alternation with letter “E”.*

Calibration is interrupted and the “E1” error is displayed (Speed signal error).

*You have connected the white triangular connector of the gear indicator to the wrong point on the motorbike, on some Yamaha models the same connector has been used for other sensors too. To verify if the connector is the correct one, separate the original connector of the speed sensor from the wiring harness, turn on the ignition and turn the wheels; if the speedometer always shows "0" even if the wheels are in motion you have identified the correct connector, otherwise look for the correct connector.*

Calibration is interrupted and “E2” error is displayed (Engine revs signal error)

*Check the blue gear indicator wire connection; the problem is on the engine revs signal. If you have used the quick connector be sure to be used the pliers to fully depress the “U” metallic contact, otherwise you haven’t created a contact between the two cables.*

I am able to carry out calibration of a few gears, but not all of them

*Calibration is complete when the device indicates the diminishing speed between one gear and another; therefore bear in mind that the speed, in the setting-up phase, will have to increase until visualization of the last gear; be careful not to diminish the speed. To make sure that this doesn’t happen, choose an engine regime on which calibration can be carried out and maintain the same regime for all the gears; in this way, speed will increase constantly.*

I've completed calibration but some gears have not been detected correctly

*Repeat calibration using a higher engine speed; the higher the engine rpm during calibration the more accurate the gear indicator will be.*

I've completed calibration; the motorbike was stationary and I have inserted first gear, but the indicator continues to show "0".

*This is normal; gear indicators compare speed and engine revs, therefore they only display the inserted gear during normal riding when the clutch gait is fully released.*

I've completed calibration, but when changing gear, an incorrect gear is sometimes displayed and then, immediately after, the correct gear.

*This is normal; gear indicators compare speed and engine revs, therefore the inserted gear is only shown during normal riding when the clutch gait is fully released. Pulling the clutch terminates the connection between the speed and engine revs; consequently the display will indicate the most likely gear.*

I've completed calibration, but during normal riding the gear showed is not stable or incorrect

*In Yamaha models the engine revs signal is detected directly from crankshaft sensor; this sensor with time may wear out and no longer has a “clear” signal, for this reason the gear indicator can have some difficulties to read the correct signal. We suggest to disconnect the BLUE wire and connect as describe in the application table of the product GT3000 in the RPM column. Below the link to download it:*

*https://www.pzracing.it/manuals/Application_GT3000_GT400.pdf*