

Gear indicator models

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GearTronic GT300

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 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

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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

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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 GT310-D1

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 which are compatible with the GT310-D1, 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.

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

Yes, all models with ABS are compatible.

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.

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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

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.

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-D3

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, ABS models are not compatible.

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.

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-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

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.

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.

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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-K1 , GT310-K2 , GT310-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

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.

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 GT310-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

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.

The display shows the inserted gear when the motorbike is switched off but after having turned it on the engine shows a central dash "–" or hangs on a number

The motorbike's battery voltage is too low; recharge or change the battery. When switching on the engine the gear indicator cuts off as it is no longer able to connect to the ECU.

GearTronic ZERO GT310-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

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.

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

In the Triumph 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 GT310-Y1 , GT310-Y2 , GT310-Y3

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

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 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 that you have made the correct connection make sure there is a "white/yellow" wire (the control panel speed signal) connected to the male or female motorbike connector.

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.

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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".

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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-Y4

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

No, Yamaha models with ABS are normally not compatible.

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

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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 that you have made the correct connection make sure there is a “white/yellow” wire (the control panel speed signal) connected to the male or female motorbike connector.

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

Check the black gear indicator wire connection; 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.

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

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