



PRODUCT USER MANUAL



Screen Size



Surface/Suction
Mounts



Voltage



Wired



3 Metre Coiled
Trailer Cord



Panel Socket
Mounts



IP67 Rating



Parking
Guide Lines

INSTALLATION DIAGRAM

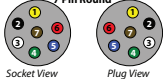
7 Pin Plug

Pin	Connection	Colour
1	Left Indicator	Yellow
2	Auxiliary or Reverse Light	Black
3	Earth	White
4	Right Indicator	Green
5	Electric Brakes	Blue
6	Stop Light	Red
7	Tail Lights	Brown

7 Pin Flat



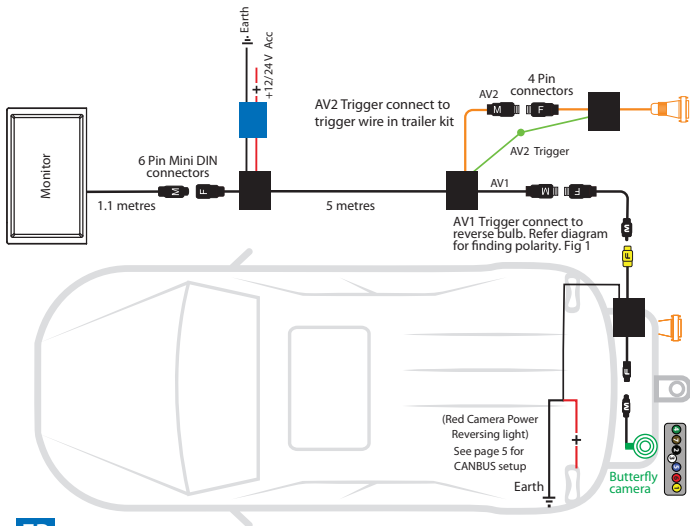
7 Pin Round



Extra for Flat 12 Pin Plug

Pin	Connection	Colour
8	Left Indicator	Orange
9	Auxiliary or Reverse Light	Pink
10	Earth	White
11	Right Indicator	Grey
12	Electric Brakes	Violet

12 Pin Flat



FB Fuse Box

MS Molded Splitter

Trigger Wires

Trigger wire wiring

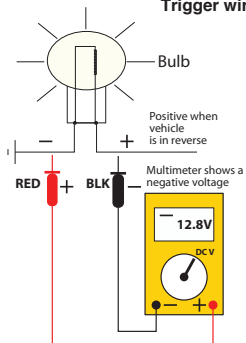
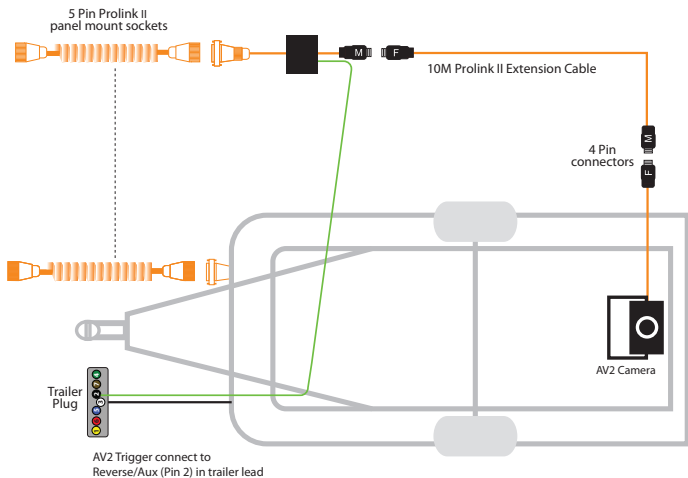
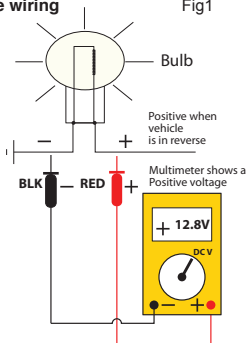


Fig1



Note: Always use AV2 for the trailer as it will take priority when connected. This will happen automatically as it is triggered when the camera's trailer kit is connected.

INSTALLATION

The video signal is transferred from the camera to the monitor via an RCA cable that will need to be run through the boot, through the passenger compartment to the monitors wired loom run under the dash. From there the power and video signals are sent directly to the monitor. At the rear of the car the camera is powered directly from the reversing tail light. Priority is the AV2 input. We recommend that you wire up the triggers as the last part of your installation (after the systems monitor has been wired) this is so that you can use the system as a safe way to test for a reversing wire. Back up camera systems (reversing camera systems) require a signal to "Trigger" the system into action so that it automatically operates when the vehicle is in reverse. Whilst some systems are designed to allow cameras to operate even when the vehicle is not in reverse it is still necessary to wire a trigger system in so that the Camera that is facing backward automatically turns and or takes over as priority when in the vehicle is in reverse. When wired in correctly using the right trigger priority, the system can also automatically turn on the rear camera of an attached trailer taking priority over the vehicles back up camera when the trailer is connected. The most common way to trigger the rear facing camera is to use the + wire that powers one of the vehicles reversing globes at the back of the vehicle.

NOTE: Some vehicles that Use CANBUS to operate rear lighting systems may require additional parts to trigger the system. A CANBUS filter is supplied with this kit.

Caution: Never test for reversing wires standing at the back of the vehicle, with the engine running and the gearbox in reverse gear. If the car/truck can not be placed in reverse without the engine running, Special procedures should be employed. In this case we highly recommend you seek a professional installer to do this type of work. Failure to follow proper procedure could cause serious injury or death. (The vehicle could back over you).

Step 1.

Place the car in reverse, with ignition on but the car not running (do not leave the cars ignition on for long periods of time without starting it) observe or have an observer notice which light turns on and its location in the lens. Turn the ignition off. Then, locate the globe socket that holds the reversing globe into the lens. In some cases the Lens has to be removed from the car to expose the socket. In most cases however, you can gain access from the inside of the car behind a removable interior wall/panel.

Step 2.

Identify which wire is the globes ground and which is positive (see Fig 1 picture page 3). Light globes have very low resistance so if a globe is in place, both wires will show up as a ground. Even if you remove the globe the second globe on the other side of the vehicle will still give the positive side a short path to ground and may still be indistinguishable from the globes earth. For this reason it is necessary to energize the globe to find out which side is positive and which side is negative. Using a multimeter set to DC volts (make sure that it is on the correct scale) attach the negative probe to one of the globes wires and the positive probe to the other (in most cases you can push the probe ends into the back of the globe socket) if not, you may have to carefully strip both wires sheaths back to expose the wires core making sure you keep them separate and away from the cars chassis to avoid any shorts).

INSTALLATION

You should also make sure the globe itself is not resting on something that could be harmed by extreme heat as the globe when on can get very hot). Turn the ignition back on again with the cars gear set to reverse (without the engine running). The globe should illuminate and the multimeter will show a positive voltage or a negative voltage across the globe. By noting whether the voltage is positive or negative you can define which wire is positive or negative. If the reading is positive then the probes positive is connected to the positive wire. If it's a negative reading then the multimeter's negative probe is connected to the positive wire of the globe as a final check, take the vehicle out of reverse with the ignition still on and check that the voltage is now zero.

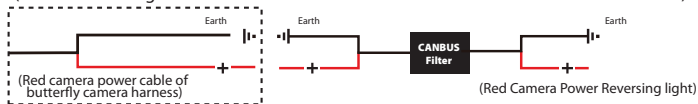
If the vehicle can not be placed in reverse without the engine running the following procedure should be used. With the car off, remove the globe. Set your multimeter to resistance on the lowest setting. Place one probe on a part of the chassis that is ground (most rear tail light assemblies have a small grounding screw close by). If you can not find one look for some exposed chassis (like a tailgate hinge etc). Measure the resistance to ground of both wires in the back of the globe socket (with the globe out) whilst the resistance will be very similar (because of the other globe still in the circuit) one wire will have a slightly higher resistance. The one with the highest resistance should be the positive wire.

Connect the system to this wire and then use the reversing system to test if it is triggering. With no one at the rear of the vehicle. Start the car. Make sure the reversing systems monitor is in the off state and then place the vehicle in reverse. If you have found the correct wire the system will automatically turn on from its off state. If you have connected the trigger to the globes earth no harm is caused but the system will not trigger. In that case simply connect it to the alternate wire and repeat.

CAN BUS

In the event that the cars reversing lights are driven by CAN BUS the above wiring system may not trigger the system correctly. It may even create a globe fault warning. In this case the CAN BUS module supplied may need to be installed. However, just because the vehicle has a CAN BUS system does not necessarily mean that it will require such a module to work. In fact the opposite is true. Most vehicles do not require an additional module. If a CAN BUS module is required we recommend seeking advice from a professional installer.

(NOTE: This configuration is used for CANBUS vehicles to filter unwanted video noise.)



Multi trigger systems. Please refer to the diagram provided with trailer trigger systems. Pay special attention to the AV camera numbers and trigger numbers. It is important that the AV camera numbers match the diagrams placement in order to provide the correct priorities so that when a trailer is connected it takes rear view priority over the vehicles rear view camera and so that when no trailer is connected the vehicles rear camera operates automatically.

INSTALLATION

Testing the reverse camera function

1. Engage the park brake and turn the ignition key to the on position. DO NOT start the vehicle.
2. Select reverse gear with the gear shift. The monitor will sense the video signal from the camera automatically and will display the camera's image of the rear of the vehicle.

Product features

Monitor

- Monitor
- 5" 16:9 High-resolution LCD screen
- Resolution 800*480
- Brightness 800 CD (Candela)
- 2 guide line modes (trailer hook up/ parking)
- Windscreen and dash mount
- 12-24V Compatible
- Auto switch PAL/NTSC
- Dimensions 85(H) x 35(W) x 140mm(L)
-

Trailer Camera

- 120 Degree super wide angle lens
- IP-67 Dust and water protection
- Surface mount U shape bracket
- CMOS Sensors
- 0 Lux
- 8 IR LED's
- PAL
- 36mm(H) x 44mm(W) x 50mm(L)

Butterfly Camera

- Vehicle Camera
- 120 Degree super wide angle lens
- IP-67 Dust and water protection
- Surface mount
- CMOS Sensors
- 0.2 Lux
- PAL
- 15mm(H) x 15mm(W) x 21mm(L)

Trailer Kit

- 2 x 1M 5 to 4 pin Prolink 2 cable with heavy duty panel mount sockets
- 1 x 3M 5 pin Prolink 2 heavy duty "curly cord"
- 1 x 10M 4 pin Prolink 2 extension cable
- Inbuilt trigger cable to prioritize trailer camera when connected

MENU FUNCTIONS

Menu options and settings



1. Press the **Menu** button to access functions
2. Press the **+ or -** button to confirm selection
3. Press the **<CH>** button to switch between AV1 & AV2 input (Priority if triggered)

- **Brightness:** Adjusts screen brightness (0 - 40)
- **Contrast:** Adjusts screen contrast (0 - 40)
- **Colour:** Adjusts screen colour (0 - 40)
- **Zoom:** Changes display mode between 4:3 & 16:9 ratio
- **AV1 Line:** Selects type of guide lines, Mode1 or Mode2 or On/Off
- **AV2 Line:** Selects type of guide lines, Mode1 or Mode2 or On/Off
- **Language:** Select menu language
- **Reset:** Resets all menu setting back to factory configuration (**Press + or - to confirm**)

GUIDE LINES

There are 2 types of guide lines, Trailer Hook UP and Parking.

Trailer Hook Up Mode 1

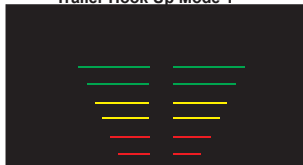


Fig.1

Parking Mode 2



PRODUCT SPECIFICATIONS

Monitor

- **Size:** 5 inch colour LCD Screen
- **Resolution:** 800 x 480
- **Brightness:** 800 CD (Candela)
- **Video Input:** 2 x RCA
- **Colour Encoding:** PAL/NTSC (Auto Switching)
- **Supply Power:** DC12V +/- 10%
- **Dimensions:** 85(H) x 140(W) x 15mm(D)

TECHNICAL ASSISTANCE

If you need assistance setting up or using your Gator product now or in the future, call Gator Support Australia

TEL: 03 – 8587 8898

FAX: 03 – 8587 8866

Mon-Fri 9am – 5pm AEST

Please retain this user guide for future reference.

If you would like to download a digital copy of this manual, or other Gator manuals/software, please visit the <http://gatordriverassist.com> website and click on 'Firmware & Manuals' for information on where to find the manuals/software.

This manual is considered correct at time of printing but is subject to change. For latest manuals and updates refer to the website.

Copyright © 2017 by TDJ Australia

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, copying or other electronic or mechanical methods, without the prior written permission of the author.

