



Please study these instructions carefully before using your new Digital RPM Window Switch. If you have any questions or problems, please contact our Technical Hotline at: 1-800-416-8628 from 7 am - 5 pm, Monday through Friday, Pacific Standard Time or e-mail us at Edelbrock@Edelbrock.com. Please fill out and mail your warranty card.

Description: The Digital RPM Activation Switch P/N 71905 can be programmed for use on nearly any engine with a spark ignition or a tachometer signal. The rpm values are adjustable in 100 rpm Increments from 200 - 15,000rpm. The 71905 Digital RPM Activated Window Switch accepts a variety of input signals from sources such as a coil negative terminal (factory inductive ignitions), a CD ignition tach-output such as an MSD 6 or 7 Series Ignition, an output from an ECU, or a 5-400 volt signal from an MSD Tach Adapter. The engine application and activation points are selected through push buttons on the LED panel.

Note: There is a 200 rpm safety range built into the activation and deactivation points. This means that the rpm must drop 200 rpm below the activation point to turn the circuit off. Conversely, the rpm must drop 200 rpm below the deactivation point in order to turn the circuit back on. This is to prevent the circuit from "chattering on and off". This switch is also capable of activating a circuit at a higher rpm than the Off rpm.

1.1 Programming the RPM

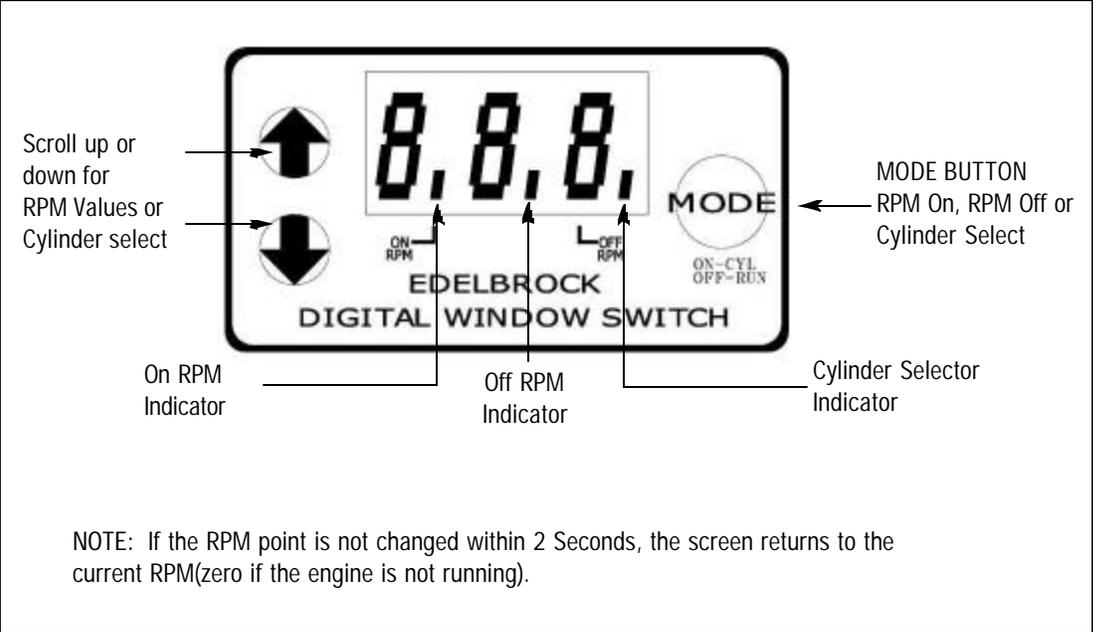
The engine application and rpm activation points are easily selected through push buttons on the LED panel. This Switch can be programmed for a variety of engine and ignitions as shown below.

- 1-Cylinder *This program is used for individual coil per cylinder systems (such as GM LS-1 engines, or '99-Up Mustangs)*
- 2-Cylinder *This is for ignitions with coil packs that fire two cylinders at the same time (waste spark systems)*
- 2-Cyl. Odd *Use on coil pack ignitions that are on odd-fire engines such as a Viper V-10 or Harley-Davidson motorcycle.*
- 4-Cylinder *Typical 4-cylinder engines with a distributor.*
- 6-Cylinder *Typical 6-cylinder engines with a distributor.*
- 6-Cyl. Odd *Typical 6-cylinder odd-fire engines with a distributor.*
- 8-Cylinder *Typical 8-cylinder engines with a distributor.*

1.2 Push Button LED Panel

The rpm activation points and cylinder select are programmed through the push buttons on the LED panel (Figure 1). Press the Mode

button, and notice that the indicator point above the On RPM lights. When that point is on, you can scroll the rpm value up or down with the arrows on the left of the panel. Once your On rpm is set, push the Mode button until the Off RPM point lights, then set the off rpm point. Note that if the rpm point is not changed within 2-seconds, the screen returns to the current rpm reading (zero when the engine is not running). After setting the On and Off points, press the Mode button to program the Cylinder Select Valve (default is for 8-cyl.).



## 2.1 Typical Wiring

Note: The output wires are capable of a switch load of 2.5 amps, continuous. The operating input voltage of the Switch is 9-18 Volts.

Red	This is the on/Off wire. Connects to switched 12 volts
Black	Connects to a good ground source.
White	Signal Input. Provides the trigger signal from a tach input, +5-12 volts signal from an ignition tach output terminal, ECU output or coil negative terminal
OUTPUT WIRES	
Gray	Normally Closed. This Wire will remove the ground source at your desired On RPM, and complete the ground circuit at the set off RPM
Yellow	Normally Open. This wire will Provide a ground source at your desired On RPM, and will remove the ground at the set Off RPM
NITROUS RELAY WIRES	
Red	This is the main power wire connect to Battery +12Volts
Blue	12 Volt Output to Nitrous and fuel solenoids
Black	Relay Ground. Connect this wire to the Yellow wire of the Digital RMP Module.
White	Relay Power. This wire is to be connected to the full throttle micro switch. The micro switch shall be connected to an ignition 12 Volt supply

## 2.2 5-Volt Conversions and Pin Locations

On many DIS applications, you can connect the White wire to the ECU Tach Output. Following are suggested Pin locations. It is recommended to have your vehicles factory service manual or wiring schematic;

- Corvette 97-98 Pin 35 White Wire of computer on right side of engine compartment below the battery tray
- Corvette 99-03 Pin 10 White wire of computer right side inner fender well
- Camaro/ Firebird 98 Pin 35 White wire of computer behind strut tower
- Camaro/Firebird 99-03 Pin 10 white wire of computer behind right strut tower

