

Installation Instructions for 41273 & 41274

LED Digital Tachometer

3-3/8" Diameter

Always disconnect the battery before attempting any electrical work on your vehicle.

WIRING INSTRUCTIONS

Note: Automotive circuit connectors are the preferred method of connecting wires. However, you may also solder if you wish.

TACHOMETER INSTRUCTIONS

Our Digital Tachometer requires a signal from your ignition system, from either the negative terminal of your coil or a direct tach output lead from the distributor or electronic control module. In order to isolate the signal wire from electrical noise interference, we recommend all tachometer wires be routed as far away from any other voltage or signal carrying wires as possible, especially spark plug wires.

This tachometer is initially calibrated for use with 8 cylinder engines. If you are using it with a 4 or 6 cylinder engine, you must recalibrate the tach for your specific application by cutting the correct loop of wire coming from the back of the gauge. Do NOT cut both wires and leave disconnected or the tachometer will NOT function.

The default setting for the tachometer is for an 8-cylinder engine.

For 4 cylinder operation, cut the **ORANGE** wire loop.

For 6 cylinder operation, cut the **BLUE** wire loop.

Ground - Black Connect directly to the engine block.

Power - Red Connect to a switched +12V source, such as the ignition.

Dimmer - Purple Connect to the parking lights to dim the LEDs 50% when the headlights are on.

However, **do not** connect to the headlight rheostat control wire; the dimming feature will not work properly. If you don't want your display to dim with the headlights, connect the wire to an engine ground.

Tachometer (memory capable) – **Green**

If your vehicle has a **separate ignition coil**, connect the **green** wire to the **negative (-)** side of the coil – the wire that goes to the points or electronic ignition module.

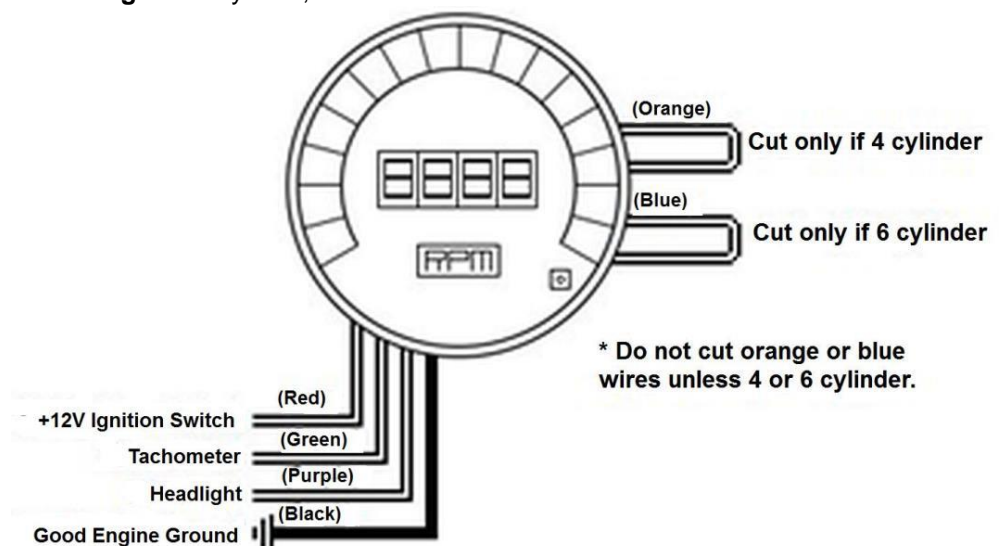
If your vehicle has a **GM HEI ignition**, connect to the terminal marked 'TACH', or, on some systems, a single white wire with a spade terminal.

If your vehicle has an **after-market ignition** – some systems will connect to the TACH output terminal.

If your vehicle has a **computer controlled ignition** system, consult the service manual for the wire color and location.

If your vehicle has a **magneto** system, connect the tach signal wire to the negative side of the coil. **Do not** connect the tach terminal to the positive (+ or high voltage) side of the ignition coil.

Note: If doing an LS engine swap you will normally need to have the tachometer set at 4-cylinders.



To ensure that the ignition system does not interfere with any other dashboard functions, do not run the tachometer wire alongside any other sender or input wires. **Do not** use solid core spark plug wires with this dashboard system. Solid core ignition wires cause a large amount of electromagnetic and radio frequency interference which can disrupt the system's operation.

The default setting for the tachometer is for an 8-cylinder engine.

For 4-cylinder engines, cut the *orange* wire loop.

For 6-cylinder engines, cut the *blue* wire loop.

Do not cut both wires and leave disconnected or the tachometer will **not** function.

HIGH RPM RECALL

This tachometer has the ability to recall the highest RPM that your vehicle has obtained since it was last reset. Press the button on the lower right corner of the gauge to display the recall value. Press and hold for several seconds to clear memory and reset the recall to "0".



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