Installation Guide for 41305

3-3/4 in. OD | 8,000 RPM TACHOMETER

JEGS Performance Products

1-800-345-4545 jegs.com

Before You Start

- Read instructions completely before installing.
- ALWAYS WEAR SAFETY GLASSES.
- Install gauge when the engine is cool and ignition is off.
- Make sure all necessary tools, and parts are on hand.
- Disconnect negative (-) battery cable before installation.

General Information

- 12-volt DC negative (-) ground electrical systems

Wiring

NOTE: Do not pull hard on the tachometer wiring. Damage may occur. Use 20 AWG stranded or heavier wire for installa on. Route wires away from any moving parts and hot engine components. Secure wires firmly along their route.

Note: A s a safety precaution, the 12V power connect on should be fused. We recommend using a 1 Amp, 3 AG fast-acting type cartridge fuse.

Tachometer Input Signal

Connect the GREEN wire to the tachometer signal source. This will typically be one of the following:

- ECU signal (Clean 5V square wave signal)
- Ignition coil negative terminal (May require a tach filter if signal is noisy)
- Ignition Controller (Clean 12V square wave signal)
- HEI Tach Output (May require a tack filter if signal is noisy)
- Tachometer adapter (necessary for COP, Coil Pack, and other modern ignition systems where one of the above signal options is not available)

NOTE: Signal source needs to be 2, 3 or 4 PPR to work with this tachometer.

Zeroing the Pointer

The pointer may have moved off zero during shipping. Perform the following steps to zero the pointer:

1. If the pointer is below 0 turn tach power ON briefly until the pointer moves above zero. Turn tach power OFF before the pointer reaches 8,000 RPM. If the pointer is above zero you can skip this step.
2. Once the pointer is above 0 turn the tach ON again and let the pointer perform its self calibration routine. The pointer will move to 8,000 RPM and then back to 0 RPM. The tach is now ready to operate.

PPR Selection/Calibration

This tachometer will work on applications with signal inputs of 2, 3 and 4 pulses per revolution (PPR).

Selection of PPR is set via the switch on the back of the gauge:

- 4 = typical 4 cylinder or applications with a 2 PPR signal
- 6 = typical 6 cylinder or applications with a 3 PPR signal
- 8 = typical 8 cylinder or applications with a 4 PPR signal

No Signal or Noisy Signal?

- Verify the gauge has power and turns on. The pointer will perform a full sweep to 8000 RPM and back to 0 RPM when the tach is turned on.
- Verify you have a good common ground for both the tachometer and the signal source. Ground them together to be sure they have a common ground.
- Verify you have a good signal connection and that signal wire is routed away from any high voltage sources that may be introducing signal noise.
- Install a tachometer signal filter (sold separately).

WIRE COLOR	NOTES
GREEN	Connect to the tachomter signal source. See **Tachometer Signal Input** above.
WHITE	Connect to 12V+ dash lighting
BLACK	Connect to a good common ground
RED	Connect to 12V+ ignition circuit (Tach is on/off when the Ignition is on/off)