Installation Instructions for 3 3/8 in. & 5 in. Tachometer

Before You Start

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

General Information

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

Wiring

Use 20 AWG stranded or heavier wire for installation. Route wires away from any moving parts and hot engine components. Secure wires firmly along their route. **Note:** As a safety precaution, the ACC and 12V+ connections should be fused. We recommend using a 1 Amp, 3 AG fast-acting type cartridge fuse.

Tachometer Signal Hookup

This performance tachometer has two signal input options (SIG 1 & SIG 2). See Fig 1. Signal Hookup. Choose the option best suited for your vehicle's ignition system. **Only connect 1 signal input.** If you are unsure which signal input to use, connect your signal source to SIG 1.

NEVER CONNECT SIGNAL WIRE TO THE COIL WHEN USING AN MSD OR SIMILAR HIGH OUTPUT CAPACITIVE DISCHARGE STYLE IGNITION SYSTEM. Incorrect installation will damage the tachometer and the warranty will be voided.

Calibration

Calibration of the tachometer is done via dipswitches in the back of the gauge. There are 3 dipswitches, each of which can be set to OFF (down) or ON (up). See Fig 1 for dipswitch settings.

Dimmable LED Lighting

This gauge features through-dial, high-definition LED lighting that will not dim when used with standard dash dimmers. A dimmer switch specifically designed for use with this gauge is available separately.

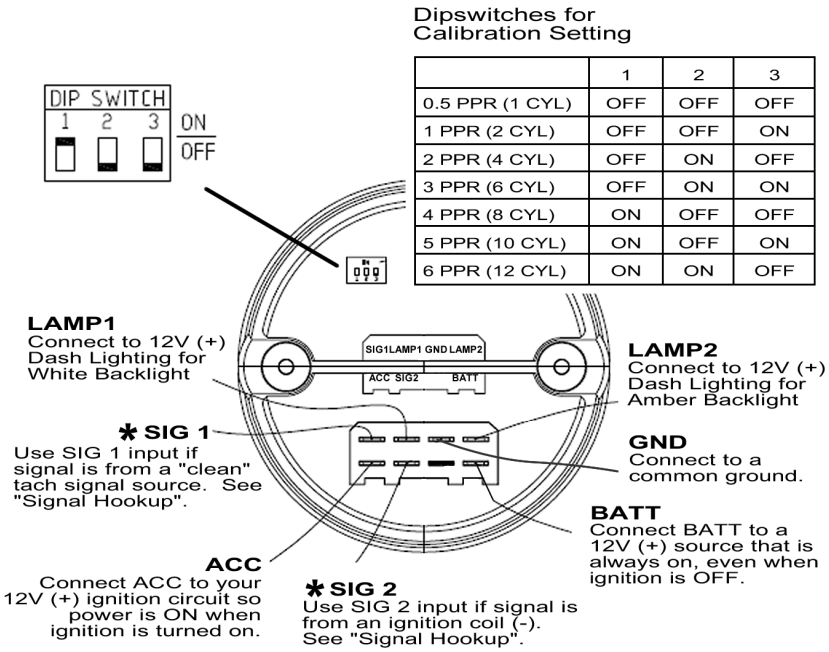
Lens Cleaning

The gauge lens is made of acrylic plastic. Do not use any chemicals or abrasives on the lens. To prevent scratching, caution must be used when cleaning. To clean, wipe lightly with a damp soft cloth.

Lens Protective Film

The gauge comes with a soft protective plastic film on the lens. Remove the protective film when gauge installation is complete.

Fig 1. Wiring Diagram



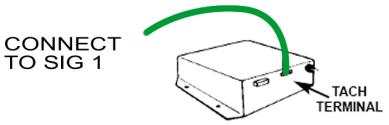
	1	2	3
0.5 PPR (1 CYL)	OFF	OFF	OFF
1 PPR (2 CYL)	OFF	OFF	ON
2 PPR (4 CYL)	OFF	ON	OFF
3 PPR (6 CYL)	OFF	ON	ON
4 PPR (8 CYL)	ON	OFF	OFF
5 PPR (10 CYL)	ON	OFF	ON
6 PPR (12 CYL)	ON	ON	OFF

SIGNAL HOOKUP

Determine which SIGNAL input to use (**SIG 1 or SIG 2**). **Only connect ONE signal input**. If you are unsure which SIGNAL input to use connect your signal source to SIG 1.

"Clean" Tach Signal

Connect the signal wire from the signal source to SIG 1 if you are using a tach signal from any of the following: ignition with tach output terminal, ECU, tach adapter, other "clean" tach signal source



Ignition Coil (-)

if you are using a signal from an ignition coil (-), connect the signal wire from the coil negative (-) to SIG 2.

Table 1. Wiring Summary

	Pin	Row	Notes
SIG 1	1	Top	Use SIG 1 input if signal is a “clean” signal (tach output terminal, ECU, tach adapter etc.). See Fig 1.
LAMP 1	2	Top	Connect to 12V+ dash lighting for white backlight.
Ground	3	Top	Connect to a good common ground.
LAMP 2	4	Top	Connect to 12V+ dash lighting for amber backlight.
ACC	1	Bottom	Connect to 12V+ ignition circuit so power is ON when ignition is turned on.
SIG 2	2	Bottom	Use SIG 2 input if you are using a signal from an ignition coil (-).
Not Used	3	Bottom	
BATT	4	Bottom	Connect to a 12V+ source that is always on, even when ignition is OFF (i.e. Battery +).