

Installation Guide

LED Digital Tachometer

555-41273 & 555-41274



Read Before Use

Thank you for your purchase of this JEGS LED Digital Tachometer. Before installation please be sure to read this guide to ensure proper wiring.

Installation of this tachometer requires working with your vehicle's electronics. Proper safety precautions are required.

Before use, inspect this tachometer for damage. If you have any issues please contact customer service at: 1.800.345.4545.

Return Information: *Once this tachometer has been modified, it will not be accepted for return.*

Safety Information

- Disconnect battery before wiring.
- Wear the proper safety equipment including goggles.
- Inspect tachometer and wiring before use. Do not use if there are damaged or missing parts.

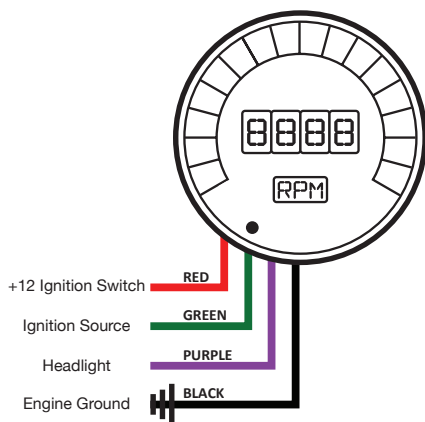
Introduction

This digital tachometer requires a signal from your ignition system. You can use either the negative terminal of your coil, or a direct tachometer 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 1,2,4,6,8,10, or 12 Cylinder engine, you must recalibrate the tach for your specific application.

NOTE: Automotive circuit connectors are the preferred method of wiring. However, you may also solder as an alternative.



Wiring

GROUND (BLACK)

- This is the main ground for the display system. A wire should be run from this board to the vehicle engine block for the best ground.
- Use 18 AWG or larger wire to ensure sufficient grounding. Proper vehicle grounding is extremely important for any gauges (or electronics) to operate correctly. The engine block should have heavy ground cables to the battery, frame, and firewall. Failure to properly ground the engine block, senders, or digital dash can cause incorrect or erratic operation.

POWER (RED)

- Connect the power terminal to accessory +12V power from the fuse panel or vehicle wiring harness. This terminal should have power when the key is on or in accessory position.
- Use 18 AWG wire to ensure the system receives a sufficient power feed.

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, or the dimming feature will not work properly and may cause damage to gauge.

IGNITION SOURCE (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.

- 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 gauge.*** Solid core ignition wires cause a large amount of electromagnetic and radio frequency interference which can disrupt the system's operation.
- 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 aftermarket 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. Many tachometers, shift lights or RPM-activated switches will not read directly from a Magneto, so your installation may need a Magneto Signal Converter to function properly.

Settings

TO CHANGE SETTINGS

The display will stay in Settings Mode until it receives a signal from the ignition system. To program the unit after starting the engine, shut the engine off and turn on only to the accessory position.

When in accessory mode, the settings menu will scroll through the settings menu. A light tap on the button engages the menu system.

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

1. Sets # of digits in RPM display, using button, display shows: (hundreds) 8800, (tens) 8880, and (ones) 8888.
2. Sets # of cylinders using button, display shows: 1cy, 2cy, 4cy, 6cy, 8cy, 10cy, 12cy
3. Sets first digit on max RPM on gauge bar display (in thousands) using button, display shows: 1000 to 9990. You will need to hold button till you reach desired range. If you miss range you will need to go around again.

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 and hold in on the gauge to display the recall value. Press and hold for several seconds to clear memory and reset the recall to "0".

Chevy LS Notes

If doing a LS engine swap, pick up the tach signal wire from the ECM/ECU and then set the tach switch to 4-cylinders.

You may also need to order the Intellitronix LS Engine Swap Adapter Kit – for Series 1, 2 and 3 engines. The part number is 8014LS.

If you are getting the tach signal from the ECU, the resistor in the adapter kit will help pull a stronger signal for the tachometer.