Installation Instructions for 3-3/8” 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.

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.

General Information

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

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.

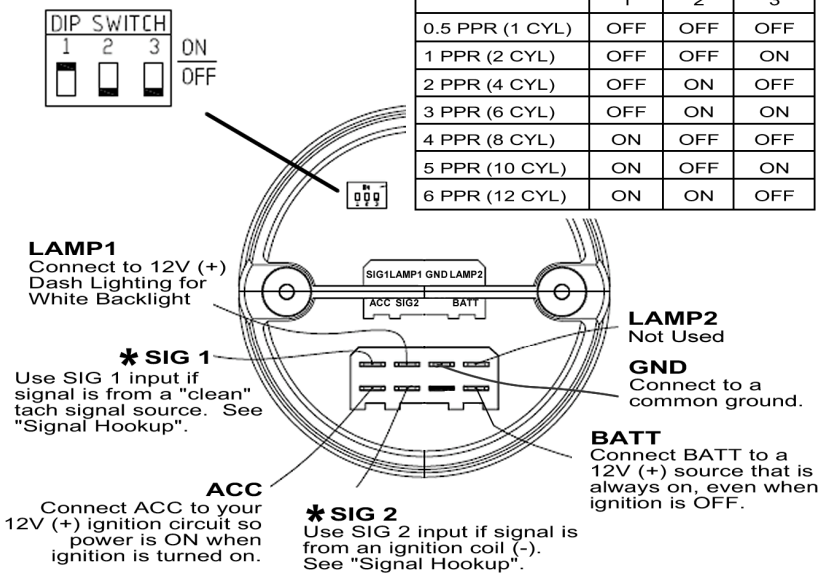
Wiring

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.

Fig 1. Wiring Diagram

Dipswitches for Calibration Setting

	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

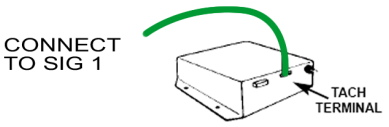


SIGNAL HOOKUP

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.

Tachometer Signal Hookup (Additional Info)

This tachometer has two signal input options. **Only connect 1 signal input.** If you are unsure which signal input to use, connect your signal source to **SIG 1**.

SIG 1: “Clean” Signal

On applications where a "clean" tachometer signal output is available (typically a 12V square wave signal) connect the signal source to **SIG 1**. Applications with “clean” tachometer output signals include ignition boxes with tachometer output terminal, dedicated tachometer signal from ECU, and tachometer adapters.

SIG 2: Ignition Coil (-) & HEI with Tach Output

On standard ignition coils connect the signal wire from the coil negative (-) to **SIG 2** on the back of the tachometer. On HEI ignitions with tachometer output: connect the signal wire from the HEI Tach output terminal to **SIG 2** on the back of the tachometer. **Note:** Some ignition coil applications (including many 4 cylinder applications) output a relatively clean signal. If this is the case for your application you may need to use the **SIG 1** input.

No Signal or Noisy Signal?

- Verify you have a good common ground.
- Verify you have a good signal connection.
- Verify your signal amplitude is at least 8V (i.e. 5V signal will not drive the tachometer).
- Try switching input signal wires (i.e. try SIG 1 if you are using SIG 2 input).

For extreme cases of noisy signals you may need to install a Tachometer Filter (Marshall Instruments Item # 9219).