

# 5" PEDESTAL TACHOMETER INSTALLATION INSTRUCTIONS



## PRECAUTIONS

Read instructions completely before installation.

Follow ALL safety precautions when working on vehicle.  
Always wear safety glasses.

ALWAYS disconnect (-) negative battery cable before making electrical connections.

## WIRING

GREEN – Signal  
WHITE – Dash 12V (+) Lighting  
BLACK – Good Ground  
RED – 12V (+) Ignition  
ORANGE – 12V (+) Battery  
SHIFT LIGHT – connect 2-prong male and female shift light connectors

**DO NOT CONNECT GREEN WIRE TO THE COIL WHEN USING AN MSD OR SIMILAR HIGH OUTPUT CAPACITIVE DISCHARGE STYLE IGNITION SYSTEM**

NOTE: the ORANGE wire connection to 12V (+) positive is only required if Return to Zero function is required after ignition is turned off.

Use 18 AWG stranded or heavier wire for installation.

## DIGITAL DISPLAY

To turn the digital display OFF press the MENU button. To turn the digital display ON press the MENU button one more time.

## GENERAL APPLICATION

12-volt DC negative (-) ground electrical systems (10-20 VDC).

**CAUTION:** As a safety precaution, the 12V (+) terminal of this product should be fused before connecting it to the 12V (+) ignition switch. We recommend using a 4 Amp, 3 AG fast-acting type cartridge fuse.

## PEAK RPM RECALL AND CLEAR (RECALL)

Hold down the MENU button until the digital display shows RECALL. The pointer and digital display will indicate the previous peak RPM. Press MENU to exit RECALL mode. To clear the peak RPM, hold the UP or DOWN button for 3 seconds.

## SHIFT LIGHT RPM SET-UP (SHIFT)

Hold down the MENU button until the digital display shows SHIFT. The pointer and digital display will indicate the current shift light activation set point. To change the shift light activation set point press the UP or DOWN buttons. Hold the UP or DOWN button for rapid increase or decrease of the set point. Press MENU to save your changes and exit SHIFT mode.

## THROUGH-THE-DIAL LIGHT COLOR (LIGHT)

To change the color of the through-the-dial lighting hold down the MENU button until the digital display shows LIGHT. Press the UP or DOWN buttons to toggle between white and amber backlight color. Press MENU to save your changes and exit LIGHT mode.

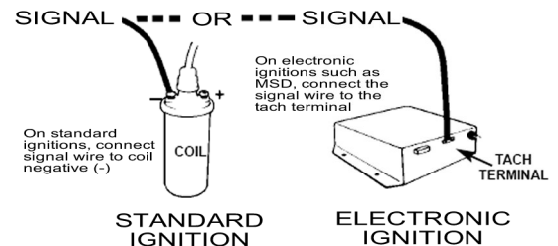
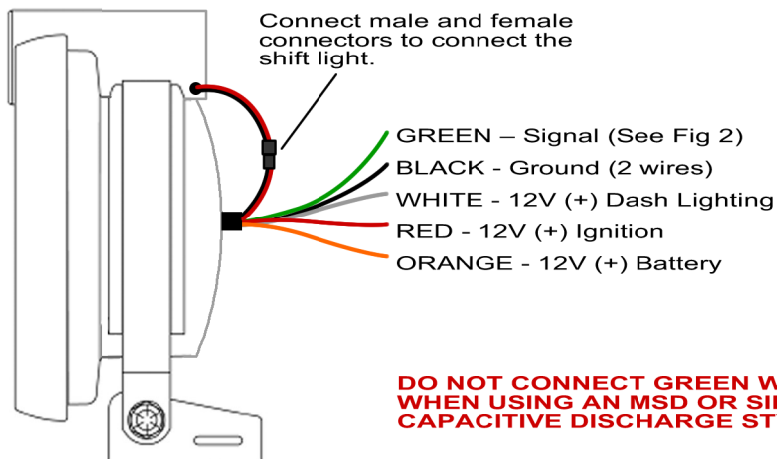


FIG 2

**DO NOT CONNECT GREEN WIRE TO THE COIL WHEN USING AN MSD OR SIMILAR HIGH OUTPUT CAPACITIVE DISCHARGE STYLE IGNITION SYSTEM**

## CALIBRATION/PULSES PER REVOLUTION (PPR)

The tachometer is calibrated based on pulses per revolution (PPR). Due to modern car design (ECM's, on-board computers etc.) the old standard rule, "half the number of cylinders equals the pulses per revolution (PPR)", no longer applies. Pulses per revolution (PPR) relates to how many times the ignition fires per crankshaft revolution. Tachometer outputs can range from 1 PPR to 4 PPR for a V8 engine. So, the new standard is to refer to PPR instead of the number of cylinders.

## CALIBRATION

Calibration of the 5" pedestal tachometer is done via the digital menu. To calibrate:

1. Hold down the MENU button while turning the ignition on. The pointer and digital display will indicate the current PPR setting (1-6).
2. Use the up/down arrows to change the PPR setting. Press menu to save your changes and exit calibration (CAL) mode.

## SIGNAL INTERFACE

Tachometer signal (GREEN) wire connections varies with vehicle make, model and ignition type. Typical tachometer signal source locations are outlined below.

**Always consult the service manual for the vehicle you are working on to ensure proper connection. Incorrect installation will damage the tachometer and the warranty will be voided.**

## DISTRIBUTOR IGNITION

Connect the tachometer signal wire to the negative terminal of the coil. The PPR of this signal is usually half the number of cylinders.

## COIL PACK OR DISTRIBUTORLESS SYSTEM

Option 1. Connect the tachometer signal wire to the signal wire from the ECU to the factory instrument cluster. The PPR of this signal is usually half the number of cylinders.

Option 2. Connect the signal wire to a coil trigger wire. There is typically 1 wire for each pair of cylinders. The PPR of this signal is usually 1.

## COIL NEAR PLUG or COIL ON PLUG

Option 1. Connect the tachometer signal wire to the signal wire from the ECU to the factory instrument cluster. The PPR of this signal is usually half the number of cylinders.

Option 2. Use this solution only if Option 1 is not available. Connect a tachometer signal adapter (purchased separately) to a coil trigger wire. Connect the tachometer signal wire to the adapter per the adapter manufacturer's instructions.

## HIGH DISCHARGE IGNITIONS

Never connect the signal wire to the coil when using a high output discharge ignition system (i.e. MSD). Damage to the tachometer will occur and the warranty will be voided. Only connect the tachometer signal wire to the supplied tachometer terminal.