

## Installation Instructions

GAUGE TO BE FITTED TO **NEGATIVE EARTH** VEHICLES only

### Application Notes

**OPERATING VOLTAGE:** 11-17VDC:

**NOTE:** instrument is equipped with a 12v lamp

**INPUT SIGNAL:-**

Contact breaker ignition (coil).

ECU tachometer output

COMPLIES WITH 95/54/EC, ISO7637 & ISOTR 10605

### Installation

When mounting the gauge in an instrument panel, cut a hole in the instrument panel suitable to fit the diameter of the gauge and clearance for the depth and wires.

Mount the tachometer in the instrument panel and connect the wires as below:

**Green** Connect to switched ignition power source.  
(+ve) via 3A fuse  
**Black** Connect to ground. (- ve)  
**Red/White** Connect to dash lamp power  
**Brown/slate** used (Hour meter only)

### Signal Input alternatives

The circuit diagram shows all alternatives, only one is needed.

**White/Black** Connect to Tacho output of electronic ignition

**Red/Blue** Connect to negative side of ignition coil (distributor side)

### Calibration

The electronic tachometer is calibrated (programmed) by setting a combination of four switches found on the rear of the instrument. To gain access to these switches, remove the hole plug.

Set the switches prior to installing the instrument.

**Note:-** The switch setting must be done with the power "off"

**Calibration Procedure:-** Set the switches to the Correct values for the number of cylinders.  
(Refer to the table below)

Locate the setting, then set the switches marked "O" to "OFF" (down).

### Calibration Switch Settings: (petrol engines)

No of cylinders	Pulses/rev	Sw 1	Sw 2
8 cylinders	4	ON	OFF
6 cylinders	3	OFF	ON
4 cylinders	2	OFF	OFF
2 cylinders	1	ON	ON

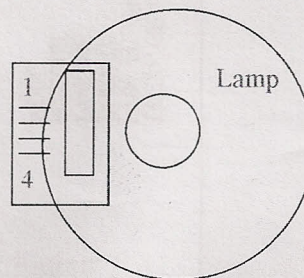
### Switch 3:-

OFF, unless

Tacho outputs on some ECU'S and some sensors require resistive load to 12 volts to operate (open-collector output)  
Turning Switch 3 ON will provide this.

### Switch 4:-

NOT used for calibration and should be Switched 'OFF'



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