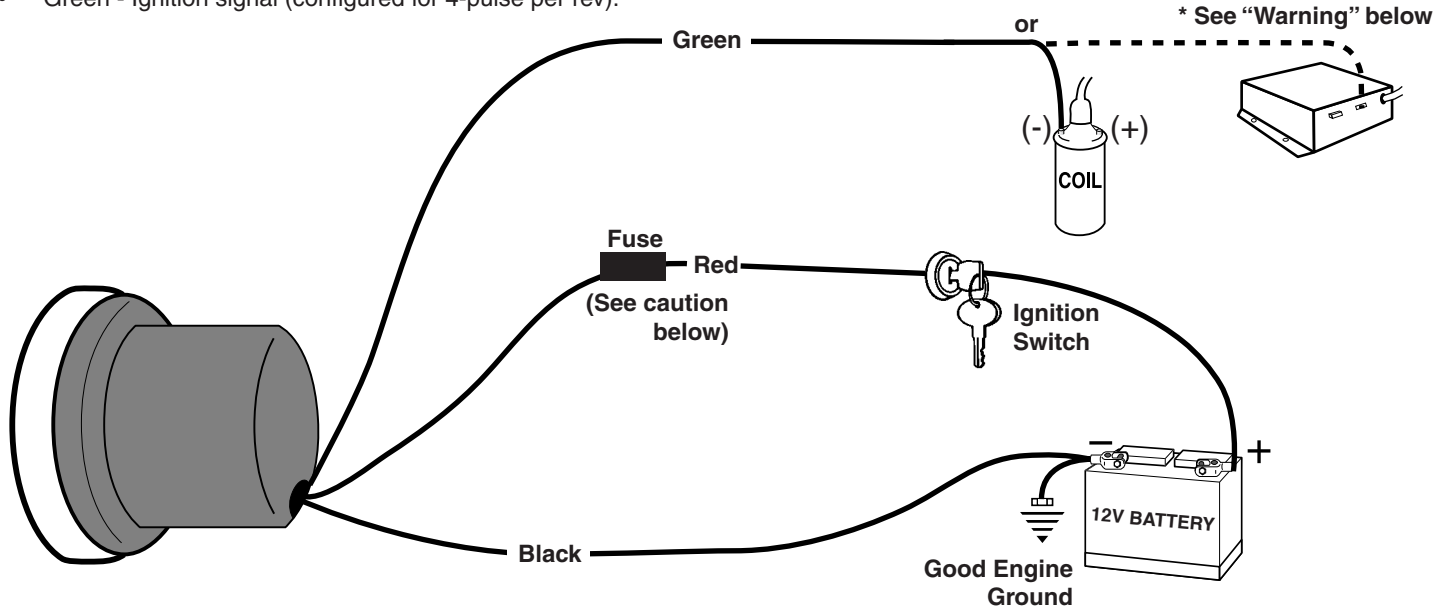


Wiring

The wires are connected as follows:

- Black - Negative (ground) battery connection.
- Red - Switched power from the battery.
- Green - Ignition signal (configured for 4-pulse per rev).

NOTE: This product requires purchase of PIC (9119) for custom programming.



CAUTION!!!

As a safety precaution the RED wire of this product should be fused before connecting it to the positive (+) side of switched power source. We recommend using a 4 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® #312 004 or an equivalent) inline with the RED wire of our product for tachs that use a Shift-Lite. For tachs without a Shift-Lite we recommend using a 1Amp 3 AG fast-acting type cartridge fuse (Littlefuse® #312 001 or an equivalent).

WARNING

Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, Etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.

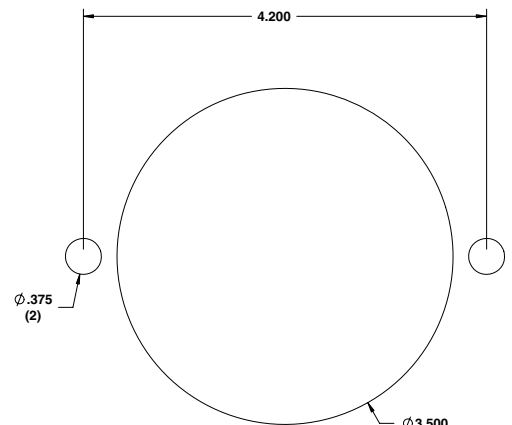
Mounting

Pedestal

- 1) Loosen both bolts holding the shock strap to the mounting foot. Back both bolts out until each is only one or two turns into the spacer.
- 2) Pass tach wires through shock strap assembly and slide tach casing into shock strap assembly.
- 3) Adjust tach and mounting base to desired position and tighten bolts holding mounting foot to shock strap to secure the assembly.
- 4) Make sure rubber section of shock strap seats properly to ensure a proper fit. Check to make sure shock strap is approximately 1-7/8" (1.875") between center line of strap and step of tachometer casing for best mounting.
- 5) The special design of the tachometer base allows for a variety of mounting possibilities. Attach the base using screws provided or use a pop rivet tool.

In-Dash

- 1) Use the supplied self-tapping studs, lockwasher and thumb nuts.
- 2) It may be necessary to fabricate a bracket.
- 3) For flush mounting, hole size should be $\varnothing 4.750$ " for 5" version and $\varnothing 3.500$ " for 3-3/8".
- 4) For face forward mounting see configuration on right.



FACE-FORWARD MOUNT

Normal Operation

The shift light will function as a Pit Road Speed indicator, and as a Red Line/Over-Rev light. As shipped from the factory, the shift light will turn on steady red when the RPM reaches 9,500. When the RPM goes above 9,700 RPM, the Shift Lite/Dial will flash **RED**. These RPM levels are editable using a PIC (*See note below) model 9119. As shipped from the factory, the shift light will also function operated as a Pit Road Speed indicator as shown in the following table:

NOTE: The following table shows values with a captured RPM of 3,900. All bands have a width of 500 RPM.

*** NOTE:** PIC (Programming Interface Controller) is used to configure band widths and set up shift-lite parameters.

RPM RANGE	BAND	SHIFT LIGHT	COMMENT
500-2,900	N/A	Off	
2,900-3,400	LOW	Yellow	
3,400-3,900	GO	Green	The RPM captured with the bottom button will be the threshold between the GO band and the HI band
3,900-4,400	HI	Red	
4,400-4,900	TOO HI	Flashing Red	
4,900 and up	N/A	Off	The light will remain off until the RPM reaches the red line limit

- A new PRS RPM can be captured in this mode by pressing and releasing the bottom push button on the face of the tach while at the new desired RPM. The width of the RPM bands and the PRS RPM can be pre-programmed using the PIC.
- The top button is used to recall the peak RPM. To clear the peak RPM, press the bottom button while holding the top button.

