

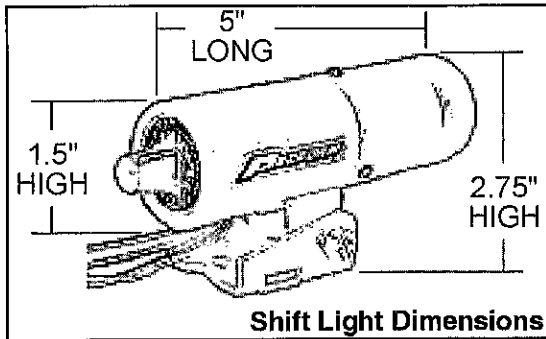
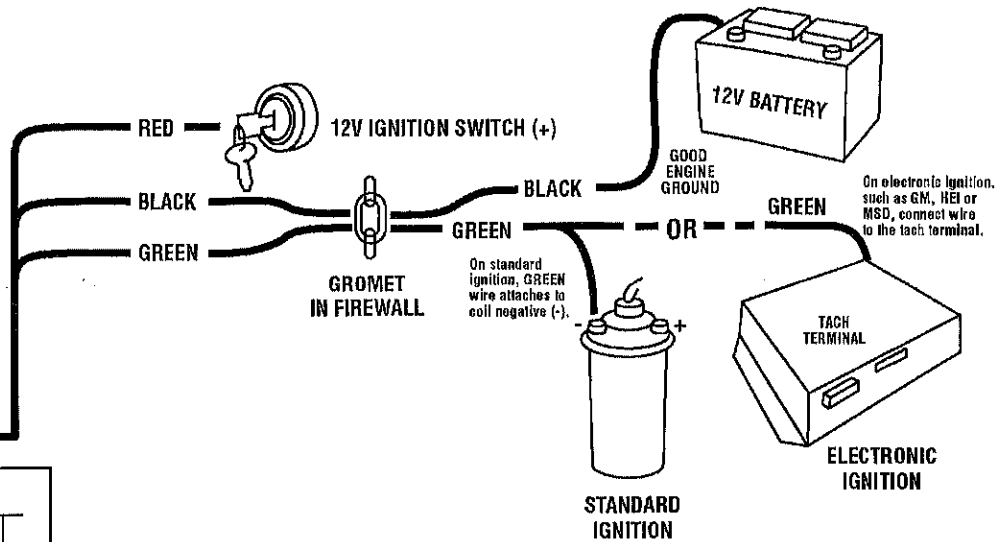
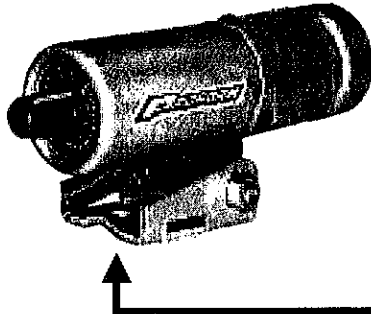


BEFORE YOU START!

- * Always Wear Safety Glasses!
- * Use Extra Caution when Working with Electrical Components

High Performance Adjustable RPM Shift Lights

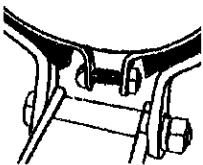
- Part # 67005C Shift Light
- Part # 67005SC Shift Light
- Part # 67005BC Shift Light
- Part # 67005RC Shift Light



Calibration to Match Your Engine

- 8 CYL. – No adjustment is necessary
 - 6 CYL. – Clip BROWN wire loop only
 - 4 CYL. – Clip BROWN and ORANGE wire loops
- Insulate cut wire with electrical tape!

Mounting



The versatile shift light base design permits many mounting possibilities, using ordinary machine screws. In some cases mounting with a hose clamp may be preferred. This shift light is equipped with a rubber lined shock mounting ring; therefore, proper installation demands that nothing should touch the housing or the mounting ring. Mounting the shift light on the dashboard, where windshield clearance could be a problem, is permitted by the extra length on the mounting bracket.

High-Performance Tachometer and Shift Light Late Model Installation Tips - Green Wire Hookup

GM Cars & Trucks

Buick Regal T-Types and Grand Nationals: In looking near the power steering reservoir you should find two white wires with a green plug. Carefully splice the green wire to the green plug.

2.2L/2.4L 1994 and beyond: Connect the green wire to either the white or the white with black wire off the coil pack.

HEI Distributors: Connect the green wire to the C-terminal/wire (usually brown), or to the TAC terminal on the distributor.

GM Dual Connector: Connect the green wire to the white wire off the connector (usually gray) on the coil and distributor.

LT1 Engines: Connect the green wire to white or white with black stripe wire coming off the 32-pin connector (beneath the air cleaner) or coming off the ignition control module (ICM) coil pack.

LS1 Engines 1997 and 1998: Connect the green wire to the white wire coming from pin number 35 in the blue 80 pin connector (found in the engine bay on the passenger side firewall).

LS1 Engines 1999+: In the engine bay on the passenger side firewall find the red connector (furthest from the fenderwell) and connect into pin number 10 which is typically a white wire. For Corvette applications the connector is located underneath the battery and will typically require removing the front tire and some of the fenderwell to access the connector. The 5.3L Silverado truck's connector is located behind the battery on the driver's side fenderwell. Calibrate to the 4cyl settings.

2002 Cavalier 4 cylinder: Green wire connects to center wire on coil (3 wire harness on coil). Must use tach adapter #9117 from Auto Meter.

2000 V6 Camaro: Connect your green wire to the white wire computer connector from the ICM or pin # 8 in 2, which is the white wire.

1999 Chevy S-10 Vortech 4.3: Connect your green wire to the NEG (-) side of the coil.

1995 Saturn SC2: Connect the green wire to the white wire off of ignition module Port-B NOT Port-C.

Ford Cars & Trucks

TFI Distributors: Connect the green wire to the green wire with yellow stripe that is on the coil. NOTE: This wire is occasionally solid green or a green wire with a white stripe.

2.3L, 3.0L, 3.8L, and 4.0L Engines: Connect the green wire to pin number 12 on the DIS module (typically black wire with a yellow stripe).

3.8L and 4.6L Mustangs (1996-1998): Connect the green wire to pin number 48 (typically an orange wire with white stripe) in the Powertrain Control Module (PCM), a 104 wire connector found behind the passenger side kick panel.

1993 Mustang 5.0: Connect your green wire to orange or brown wire with yellow stripe at the coil wire.

1999 Mercury Cougar 2.5 Duratech: Connect your green wire to one of the following; (a) pin 48 at the PCM white wire with black stripe, OR (b) connect to green wire with blue stripe at coil, OR (c) connect to tach adapter # 9117, available from Auto Meter.

4.2L, 4.6L, and 5.4L F-Series Trucks (1996-1998) and most Super Duty and vans through 1998: Connect the green wire to pin number 48 (typically a white wire with a pink or red stripe) in the Powertrain Control Module (PCM), a 104 wire connector found in the engine bay on the passenger side firewall. We do not recommend using the shift lights or tachometers with Triton V-10 applications.

2001 Ford Focus: Green wire connects to center wire on coil pack. You will also need tach adapter #9117 from Auto Meter.

Ranger Trucks: 2.3L 1993-1994, connect the green wire to pin number 4 (typically a tan wire with a yellow stripe) in the Powertrain Control Module (PCM), or connect to pin number 12 (typically a tan wire with a yellow stripe) in the Ignition Control Module (ICM). For the 4.0L engines, use either the PCM connection above, or connect to pin number 2 (typically a tan wire with a yellow stripe) in the ICM. For the 3.0L engines, connect to pin number 4 (typically a white wire with a pink stripe) in the PCM, or connect to pin B (typically a tan wire with a yellow stripe) in the ICM. For 1995+ engine applications, connect to pin number 48 (typically a tan/brown wire with a yellow stripe) in the PCM (found on the passenger side firewall).

2000 Ford Contour: Connect the green wire to pin # 48, a white wire with a black stripe at the computer (look beneath your power steering reservoir).

1999 Mustang: Connect to pin # 34 behind passenger side firewall. You will also need tach adapter #9117 from Auto Meter.

Chrysler Cars & Trucks

Dodge Neons: Connect the green wire to the gray wire with blue stripe coming from the Powertrain Control Module (PCM). The PCM can be found in the engine bay on the driver's side fenderwell between the shock tower and front grill.

European-Spec Applications

1997 VW GTI VR6: Connect the green wire to the tach terminal on the side of your ignition box.

2000 VW GTI VR6: Connect the green wire to the main power feed in your coil pack.

Sport Compact and Sport Import Applications

Honda and Acura: For early applications, connect the green wire to the blue wire coming from the distributor. On late model applications, connect the green wire to the yellow wire with the green stripe coming from the Ignition Control Module (ICM). In some cases there may be a diagnostic plug found in the corner of the engine bay (driver's side) wherein you can splice the green wire into the blue wire. If this method does not work for the late model applications you may be able to connect the green wire to a tachometer test connector wire (typically a connector with a blue wire) found behind the battery in front of the air cleaner opening on the passenger side fenderwell.

2003 Subaru WRX: Connect the green wire to the green wire with white stripe off the ECU.

2001 Mitsubishi Eclipse: Connect the green wire to the green wire with white stripe off the coil or the blue wire with black stripe off the filter coil. You'll also need tach adapter # 9117 from Auto Meter.

2001 Nissan Sentra: Green wire connects to main power feed off coil. You will also need tach adapter # 9117 from Auto Meter.

1999 Honda Civic Si: Green wire connects to the tach test lead - blue wire on driver's side by hood prop.

1999 Subaru Impreza: Connect your green wire to the yellow wire coming in from the coil. You'll also need tach adapter #9117 from Auto Meter.

1998 Mitsubishi Eclipse: Green wire connects to pin # 4, white wire in 7 wire connector below coil.

1997 Mitsubishi Eclipse Non-Turbo: Green wire connects to negative coil pack assembly, harness with 3 wires in a row, hook up to either outer terminal.

1995 Eagle Talon TSi 2.0: Connect your green wire to pin # 4, white wire, on the 8 pin flat connector.

1993 Nissan 240 SX: Green wire connects to white wire found on passenger side engine bay between grill and stock tower.

1985 Porsche 928s: Green wire connects to terminal #1 on either of the coils or to the crank trigger (brown wire with black stripe). Set shift light for 4 cylinder.

1985 Nissan 300ZX Non-Turbo: Connect the green wire to the negative side of the ignition coil.

Mazda Miata: Green wire connects to pin marked "ing" on diagnostic plug under dash, black wire with white stripe.

Rotary Engines: Green wire connects to negative side of leading coil.