

# Instruction Sheet

## For Digital Tachometer Wiring



## Mounting the Tach

Mount using the supplied bracket and lock nuts. Be sure to mount away from coil and ignition box. Heavy interference could hinder operation of the tach. Be sure to route signal, 12v power and ground wires away from sources of interference as well.

## Wiring

Make sure all connections are very good, and tight. **Poor connections, bad crimps, cheap connectors will cause the tach to not work properly!** This tach has been supplied with a power harness that will plug directly into the existing JST connector on the back of the unit.

**BLACK WIRE:** Ground

**RED WIRE:** 12 Volt Switched Power

**BLUE WIRE:** Signal Input- On MSD style ignitions using an ignition box, connect to signal port on box. On HEI style ignitions, connect to TACH port on distributor.

## Recall

To access the recall function, press the button on face of the tach once. This will the display the highest RPM since the tach was last cleared.

To clear the recall:

1. PRESS AND HOLD the button for 3 seconds while the high rpm recall is displayed
2. A flashing zero will appear, press the button once to make it stop flashing. The recall is now cleared.

## To Adjust The Number Of Cylinders

1. Press and Hold button for 3 seconds
2. The number will appear as C 4. This indicates it is for an 8-cylinder engine. The number needs to be half of the amount of cylinder
3. Press button to adjust number, press and hold to accept number
4. A rpm warning function is after the cylinder settings. Adjust this in the same fashion as the cylinder setting.