D-1017

Electronic Tach Conversion Instructions

1. Set the dip switches to the type of ignition system you have. It is for a 4 cylinder or 8 cylinder. Please note if you are using a LS engine platform with a GM PCM it you need to set the tach for 4 cylinder.
2. Install tach on back of gauge
3. Temporarily hook up the red (positive) and black (ground) to a 12v source. Do not hook up the green(signal) wire at this point. This will put voltage on the new tack and 0 it. With power hooked up, install the tach needle on 0 RPM.
4. If you have a signal generator use this formula to calculate correct RPM. 8 cylinder is HZ(Frequency)*60/4 and 4 cylinder is HZ(Frequency)*60/2. You can plug that into a calculator and it will give the RPM at any signal frequency. Example if you are showing 200 as a frequency your tach should be reading 3000 RPM's on a 8 cylinder. If your needle does not read this then you can turn the blue and yellow calibration pot screw so that the needle lines up to 3000 RPMs.
5. If you do not have a signal generator, I would recommend using a timing light with a RPM setting on it. You can install the timing light to show actual RPM and then adjust the gauge so that it is the same. You will have to hold a steady RPM while doing this. This will have to be done before final assembly of the tach, once it is in the dash it is not adjustable.

Wiring:

Red= 12v Keyed positive. This need to be only hot with the key in the run position. Do not connect straight to full hot 12v.

Black=Ground, this is the chassis ground, you can connect this to the windshield pillar ground where the wiring harness grounds are located.

Green= This is your signal wire, on a distributor 8 cylinder this will go the negative side of the coil. On a LS engine or a MSD ignition it will connect to the Tach output wire from the corresponding box.

Dip Switch settings:

8 Cylinder Settings	4 Cylinder Settings or LS
Dip switch 1 on	Dip switch 1 off
Dip switch 2 off	Dip switch 2 on