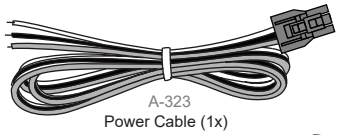
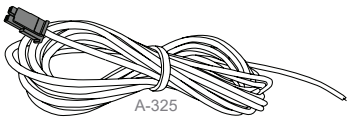
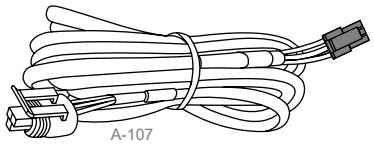
Triple Instructions (4-1/2”) (Tachometer, Voltage, Oil Pressure)

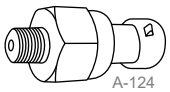
SPEEDHUT


A-323
Power Cable (1x)


A-329
4.7K Ω Resistor (0.25 watt) (1x)


A-325
Tachometer Signal Harness (1x)

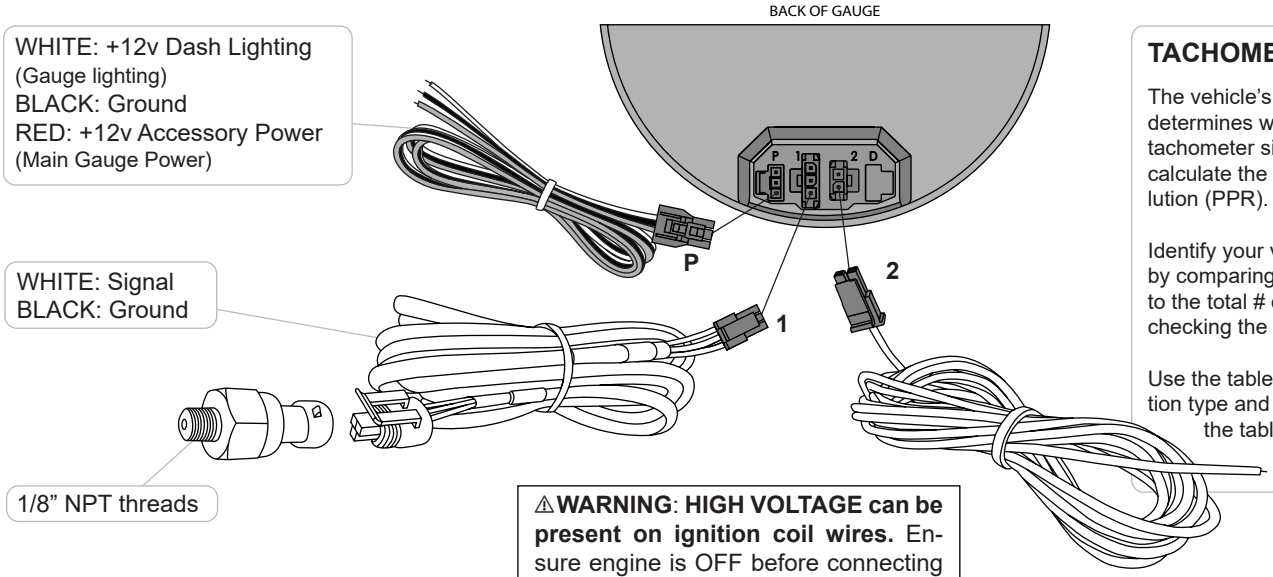

A-107
Pressure Wiring Harness (1x)


A-124
0-100 PSI Sensor (1x)

ATTENTION:
Power Draw = 0.2 amp.

INSTALLATION

1. DISCONNECT your vehicle’s negative (-) battery cable.
2. CONNECT the gauge wiring.
3. MOUNT your gauge to the panel using the spin lock ring.
4. RECONNECT your vehicle’s negative (-) battery cable.



WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)

WHITE: Signal
BLACK: Ground

1/8” NPT threads

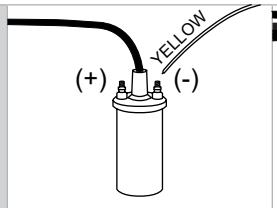
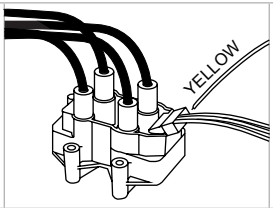
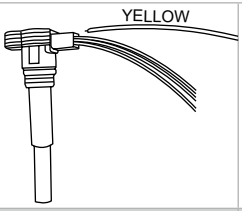
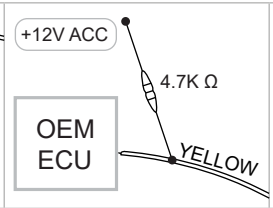
⚠**WARNING**: **HIGH VOLTAGE can be present on ignition coil wires.** Ensure engine is OFF before connecting yellow tachometer signal wire to a coil.

TACHOMETER SIGNAL WIRE

The vehicle’s type of ignition system determines where to connect the tachometer signal wire and how to calculate the correct Pulses Per Revolution (PPR).

Identify your vehicle’s ignition system by comparing the total # of spark plugs to the total # of engine coils, or by checking the ECU.

Use the table below to determine ignition type and connection location. Use the table on page 2 to determine correct PPR.

Example Image					
Ignition System	**Distributor-Based (Single-Coil)**	**Distributorless (Coil Packs)**	**Coil - On - Plug (COP)**	**OEM ECU Connection**	**Aftermarket ECU Connection**
Description	All spark plugs are connected to the same 1 coil.	There are twice as many spark plugs as there are engine coils.	There is an equal number of engine coils and spark plugs.	The vehicle’s ECU has a tachometer output wire.	The vehicle’s ECU has a tachometer output wire.
Connect Signal Wire (Yellow)	Connect signal wire to negative (-) coil terminal.	Connect signal wire to the trigger wire of any 1 coil.	Connect signal wire to the trigger wire of any 1 coil.	Connect signal wire to ECU tachometer output. Requires a resistor.	Connect signal wire to ECU tachometer output. Does NOT require a resistor.

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Triple Instructions (4-1/2”) (Tachometer, Voltage, Oil Pressure)

SPEEDHUT

DETERMINE PULSES PER REVOLUTION (PPR)

	Distributor-Based (Single-Coil)	Wasted-Spark (Distributorless) (Coil Packs)	Coil - On - Plug (COP)	OEM ECU Connection	Aftermarket ECU Connection
12 Cyl (4-Stroke)	6 PPR	1 PPR	0.5 PPR	6 PPR	6 PPR
10 Cyl (4-Stroke)	5 PPR	1 PPR	0.5 PPR	5 PPR	5 PPR
8 Cyl (4-Stroke)	4 PPR	1 PPR	0.5 PPR	4 PPR	4 PPR
6 Cyl (4-Stroke)	3 PPR	1 PPR	0.5 PPR	3 PPR	3 PPR
4 Cyl (4-Stroke)	2 PPR	1 PPR	0.5 PPR	2 PPR	2 PPR
2 Cyl (4-Stroke)	1 PPR	1 PPR	0.5 PPR	1 PPR	1 PPR
1 Cyl (4-Stroke)	0.5 PPR	1 PPR	0.5 PPR	0.5 PPR	0.5 PPR
3 Cyl (2-Stroke)	3 PPR	3 or 6 PPR	1 PPR	3 or 6 PPR	3 or 6 PPR
2 Cyl (2-Stroke)	2 PPR	2 PPR	1 PPR	2 PPR	2 PPR
1 Cyl (2-Stroke)	1 PPR	2 PPR	1 PPR	1 PPR	1 PPR

SETTING PULSES PER REVOLUTION (PPR)

ATTENTION: PPR calibration **REQUIRED**. Tachometer **WILL NOT** operate correctly until PPR has been set.

1 PRESS and hold button while gauge is powered OFF.

2 POWER gauge ON and release button. Pointer will move to the factory default position (4 Pulses per Revolution) at 4000 RPM.

3 PRESS button to toggle between PPR settings (Figure 1) until pointer reaches desired PPR. After 5 seconds, the gauge will save the setting, the pointer will return to 0, and the tachometer will resume normal operation.

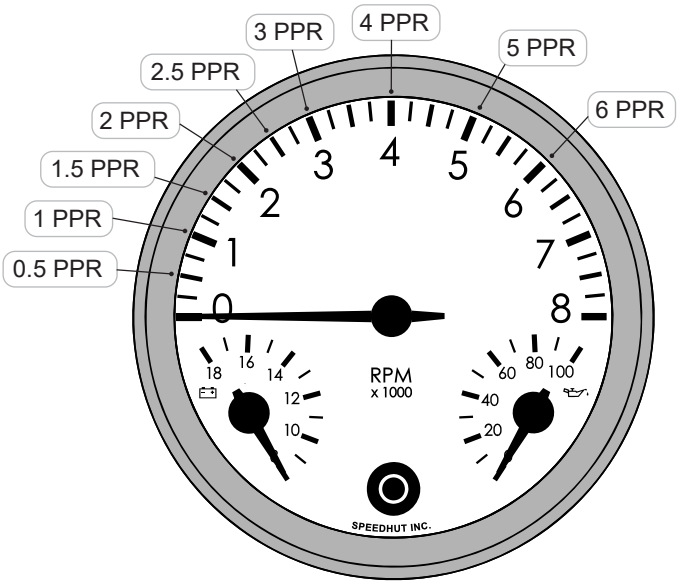

Figure 1.

Tachometer PPR can be calibrated from 0.5 PPR - 6 PPR.

If the tachometer is reading higher than it should, raise the PPR. If the tachometer is reading lower than it should, lower the PPR.

PEAK RECALL

1 POWER gauge ON.

2 PRESS AND HOLD button. Pointer will travel to high peak until button is released.

3 To RETAIN peak reading, release button and wait 2 sec. Gauge will return to normal and retain reading.

4 To CLEAR peak reading, release button and then PRESS AND HOLD for 2 sec. Pointer will travel to zero to indicate peak has been cleared.

ATTENTION: If the tachometer signal wire is connected to the wrong coil wire, the tachometer will NOT function. **This will NOT damage the tachometer or the vehicle’s ignition system.**

TROUBLESHOOTING

If the tachometer pointer is not moving, check that you are connected to the correct coil wire. Try and switch the wire to the other side.

If the tachometer pointer is not stable and bounces around, this may indicate that the tach is picking up electrical noise. Isolate the wire and move it away from any high-voltage sources like spark plugs and relay switches.