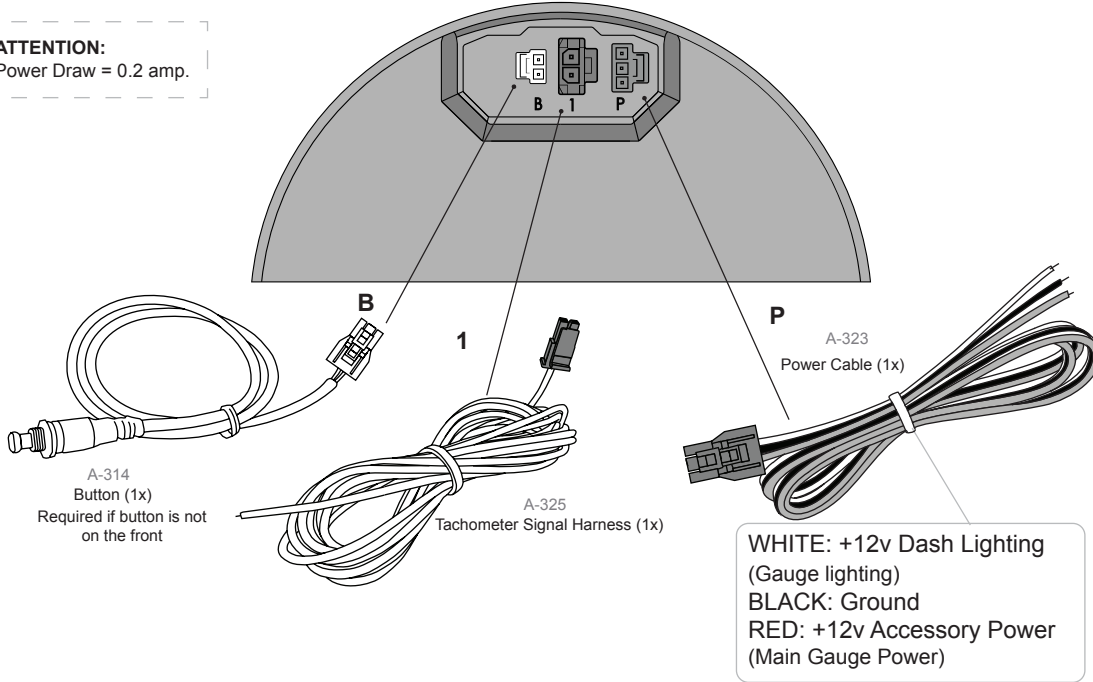


# 2-1/16", 2-5/8", 3-3/8" Tachometer Instructions

# SPEEDHUT®

**ATTENTION:**  
Power Draw = 0.2 amp.

BACK OF GAUGE



## INSTALLATION

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

## 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.

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

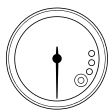
Example Image	Distributor-Based (Single-Coil)	Distributorless (Coil Packs)	Coil - On - Plug (COP)	OEM ECU Connection	Aftermarket ECU Connection
<b>Ignition System</b>	Distributor-Based (Single-Coil)	Distributorless (Coil Packs)	Coil - On - Plug (COP)	OEM ECU Connection	Aftermarket ECU Connection
<b>Description</b>	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.
<b>Connect Signal Wire (Yellow)</b>	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.

## CONTACT US

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## LIFETIME WARRANTY

We take pride in the products we make and offer a Lifetime Warranty on gauge electronics and a 5-year warranty on hardware for every gauge, tachometer and shift light purchased since Jan 1, 2006. Every SPEEDHUT product is built for a lifetime of service, and we warrant to the person who originally purchased the product that all SPEEDHUT products will be free from defects in workmanship and materials for their applicable warranty period. If a defect occurs during the warranty period as the result of the product's intended use, we will repair or replace the defective product or part, to our discretion. The warranty does not cover defects caused by third-party modifications, repairs or replacement parts. Any holes, scratches, normal wear and tear, and the natural breakdown of colors and materials over extended time and use are not warranted.



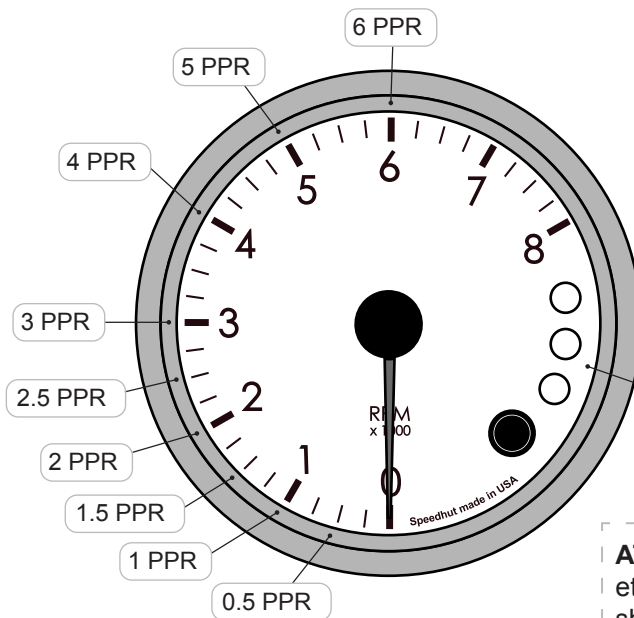
**DETERMINE PULSES PER REVOLUTION (PPR)- RECOMMENDED STARTING POINT**

	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	2 PPR	6 PPR
10 Cyl (4-Stroke)	5 PPR	1 PPR	0.5 PPR	2 PPR	5 PPR
8 Cyl (4-Stroke)	4 PPR	1 PPR	0.5 PPR	2 PPR	4 PPR
6 Cyl (4-Stroke)	3 PPR	1 PPR	0.5 PPR	2 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	2 PPR	1 PPR
1 Cyl (4-Stroke)	0.5 PPR	1 PPR	0.5 PPR	2 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 the menu button while gauge is powered OFF.
- 2 POWER gauge ON and release the button. Pointer will move to the factory default position (4 Pulses per Revolution) at 4000 RPM.
- 3 PRESS the 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.



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

3 Shift light LEDs on 3-3/8" size only. All other sizes will have 1 LED.

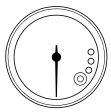
**ATTENTION:** If the tachometer is reading higher than it should, raise the PPR. If the tachometer is reading lower than it should, lower the PPR.

**TROUBLESHOOTING**

If the tachometer pointer is not moving, check that you are connected to the correct coil wire and that the gauge is getting power. If connecting to an OEM ECU, you may need a pull up resistor as shown on page 1.

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.

**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.**



### **PEAK RECALL**

- 1 POWER gauge ON.**
- 2 PRESS AND HOLD** gauge button down for 2 seconds. The gauge pointer will display maximum peak reading for as long as button is pressed down. The LED (Performance Tachometer) will stay lit while showing peak reading.  
Note: if the button is held for longer than 10 seconds, tach will enter shift light set mode.
- 3 TO RETAIN PEAK READING:**  
While showing peak reading, release button, wait 5 seconds, gauge will return to normal operation and retain the peak reading.
- 4 TO CLEAR PEAK READING:**  
While showing peak reading, release the button, and immediately press and release the button again within 5 seconds. The LED will flash 2 times (Performance Tachometer) and pointer will travel to zero to indicate peak has been cleared.

### **SET YOUR SHIFT POINT**

The following procedure can be done at any time during operation of the tachometer while the tachometer has power.

- 1 PRESS AND HOLD** the gauge butto for approx. 10 seconds (hold past peak recall). Pointer will travel to current set shift point.
- 2 PRESS AND HOLD** to move pointer up and down dial. Releasing the gauge button and pressing and holding again will change the pointer movement direction.
- 3** At desired shift point, release button for 5 seconds. LED will blink and pointer will return to zero position on dial. New shift point is now stored in memory.

### **SET YOUR SHIFT LIGHT LED BRIGHTNESS**

A unique day and night shift light LED brightness setting can be set on the tachometer. This setting effects internal shift LEDs (Performance Tachometer). Each setting has 5 possible brightness positions including 'off'. The tachometer automatically knows which day or night value to set by sensing the voltage on the white wire connected to your dash lighting. Setting the LED brightness value with your lights 'on' will result in setting the 'night' brightness value. And likewise setting the LED brightness value with your lights 'off' will result in setting the 'day' brightness value.

- 1 POWER gauge ON.**
- 2 PRESS AND RELEASE** gauge button to show current LED brightness. After a 3 second delay, if the button is not pressed, this current setting is re-saved. LED will blink to indicate setting has been saved.
- 3 TO CHANGE LED BRIGHTNESS:**  
**PRESS AND RELEASE** the gauge button to advance to next higher brightness level. LED brightness will loop through 5 possible brightness settings including 'off' as you press and release the gauge button. At acceptable brightness level do not press for 3 seconds. LED will blink to indicate setting has been saved.

Note: Setting the brightness level when gauge lighting is on, will set the night brightness level. Setting the brightness level when gauge lighting is off will set day brightness level.