

# INSTALLATION INSTRUCTIONS

## DIGITAL™ TACH

2650-1222-00



### Innovative E•Z VIEW™ DISPLAY SYSTEM

- Maximizes readability
- Minimizes distracting High Speed digit changes

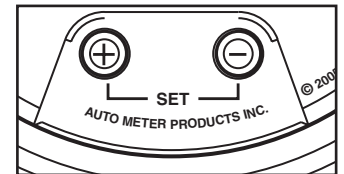
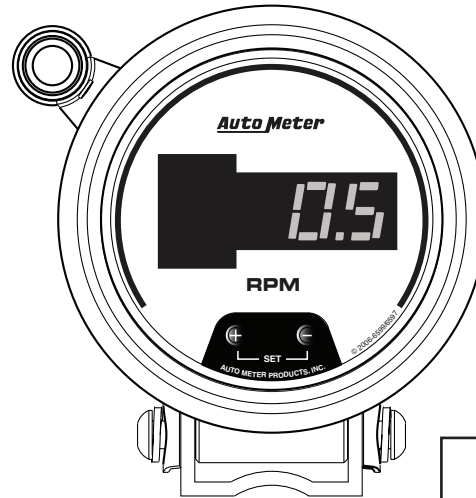
## Configuration

The tachometer is configured at the factory for 4 PPR. (8 CYL)

To change the PPR, follow the steps below:

1. With no power applied to the tach, press and hold the RIGHT “-” button.
2. While holding the “-” button, apply power to the tach by turning the ignition switch to the “Accessory” or “On” position. Do not start the engine! Release the RIGHT “-” button. The display will show 0.5.
3. The display will change every 1.25 seconds to 1.0, then 1.5, 2.0, 2.5, 3.0, 3.5, 4.0, 4.5, 5.0, 5.5, 6.0, and back to 0.5. See the table below to find the display reading that corresponds to the desired PPR.

| ENGINE | Most<br>2 cyl. | Most<br>4 cyl. | Most<br>6 cyl. | Most<br>8 cyl. |
|--------|----------------|----------------|----------------|----------------|
| PPR    | 1              | 2              | 3              | 4              |



4. When the display indicates the desired PPR, press and hold the RIGHT “-” button for 1 second, then release. This will permanently store the settings and exit Configuration mode.

## Mounting for Pedestal Tachs

- 1) Loosen both bolts holding the shock strap to the mounting foot. Back both bolts ( $\frac{7}{32}$ " allen wrench) out until each is only one or two turns into the spacer.
- 2) Pass tach wires through shock strap assembly and slide tach casing into shock strap assembly.
- 3) Position Shift-Lite mounting bracket under shock strap as shown in image. Adjust Shift-Lite, tach, and mounting base to desired positions (see figure 4 for recommended shock strap position), and tighten bolts ( $\frac{5}{32}$ " allen wrench) holding mounting foot to shock strap to secure the assembly.
- 4) Make sure rubber section of shock strap seats properly to ensure proper fitment. Check to make sure shock strap is approximately  $\frac{3}{4}$ " (0.750") between center line of strap and step of tachometer casing for best mounting. Plug shift light into tachometer connector. Plug is directional, do not force fit!
- 5) Recommended placement of external Shift-Lite is at 10 o'clock position. It is possible to place Shift-Lite in other positions in accordance with driver preference and vehicle mounting requirements.
- 6) The special design of the tachometer base allows for a variety of mounting possibilities. Attach the base using screws provided or use a pop rivet tool.

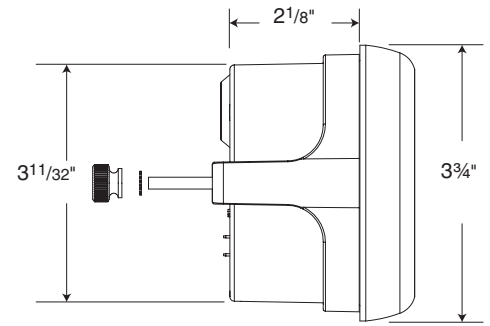


**Note:** Installation images shown may be different from your actual model.

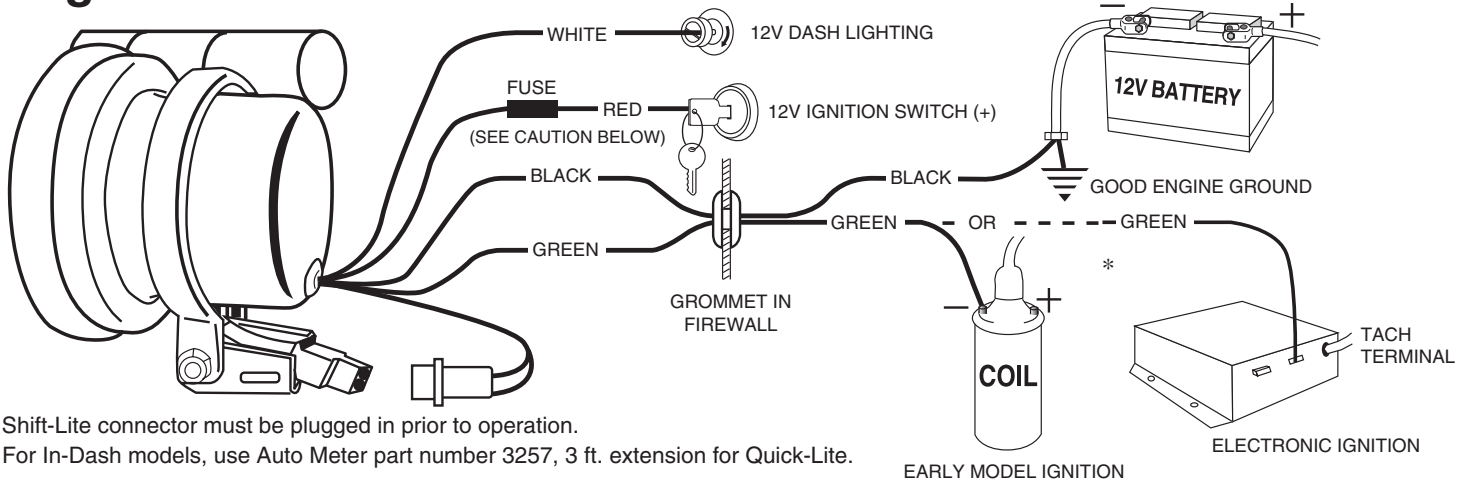
# Mounting for In-Dash Tachs

1. Mount tachometer in a 3<sup>3</sup>/<sub>8</sub>" dia. hole. Be careful not to cut the hole too large.
2. Cut 3<sup>3</sup>/<sub>8</sub>" dia. hole in the firewall for the tachometer wires. Place a rubber grommet in the hole and route the wires through the grommet to the engine compartment.
3. Connect the tachometer wires as shown in the wiring sections.
4. Secure the tachometer to the dashboard using the provided bracket and hardware.

## 3<sup>3</sup>/<sub>8</sub>" Models



# Wiring



- Shift-Lite connector must be plugged in prior to operation.
- For In-Dash models, use Auto Meter part number 3257, 3 ft. extension for Quick-Lite.

### CAUTION!

As a safety precaution the Red wire of this product should be fused before connecting it to the positive (+) side of the 12V DC battery. We recommend using a 4 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® # 312 004 or an equivalent) inline with the Red wire of our product.

\* See [autometer.com/tech\\_installation.aspx](http://autometer.com/tech_installation.aspx) for specific vehicle information.

### WARNING

Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, Etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.

# Testing

Once the instrument is mounted and wired into the vehicle (see above), the instrument should be tested to verify that the electrical connections are working properly. First, watch the display as the power is applied with the key in the accessory position. The display will show "8888", then "000". This action verifies that power is properly connected to the instrument. Start engine. Tach should show idle RPM. If it does not, verify that the green wire is connected properly and that configuration has been performed.

# Operation

When power is first applied to the gauge, it will display "8888". Then it enters normal operation.

## Shift-Lite Set Mode

- 1.1 To enter this mode, apply power to the tach by turning the ignition switch to the "Accessory" or "On" position. Do not start the engine! Press and release both the LEFT "+" and RIGHT "-" buttons at the same time. The display will indicate the current Shift-Lite set point.
- 1.2 Using the RIGHT "-" and LEFT "+" buttons, set the display to the desired RPM for the new Shift-Lite Set Point. Pressing the LEFT button will cause Shift-Lite Set Point to increase, pressing the RIGHT "-" button will cause it to decrease.
- 1.3 Press and release both the LEFT "+" and RIGHT "-" buttons at the same time to save the setting and exit Shift-Lite Set Mode.

## Peak Memory Recall

- 2.1 Press and hold the LEFT "+" button to display the stored peak RPM.
- 2.2 Press and release the RIGHT "-" button to clear the current peak memory.