

## SIGNAL HOOKUP

Determine which SIGNAL input to use (**SIG 1** or **SIG 2**). **Only connect ONE signal input.** If you are unsure which SIGNAL input to use connect your signal source to SIG 1.

### "Clean" Tach Signal

Connect the signal wire from the signal source to SIG 1 if you are using a tach signal from any of the following: ignition with tach output terminal, ECU, tach adapter, other "clean" tach signal source



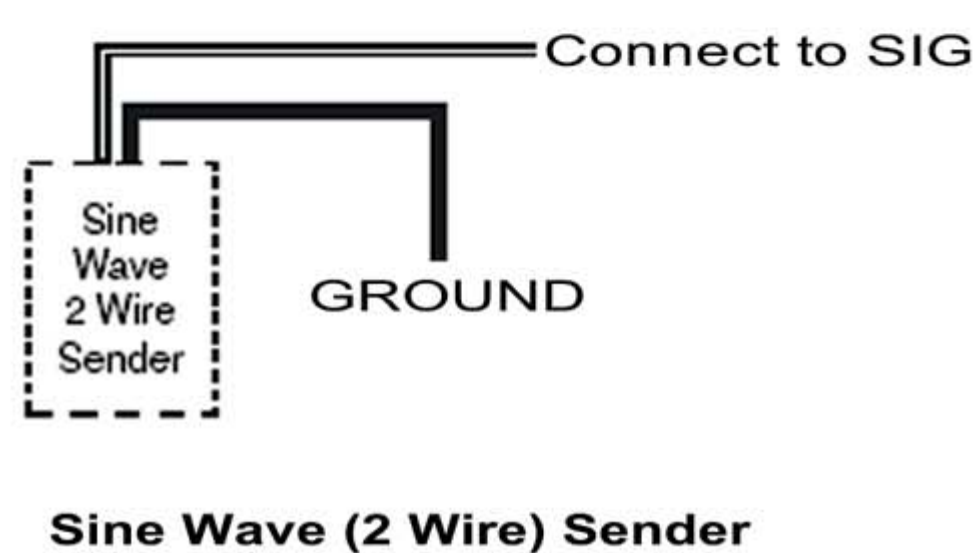
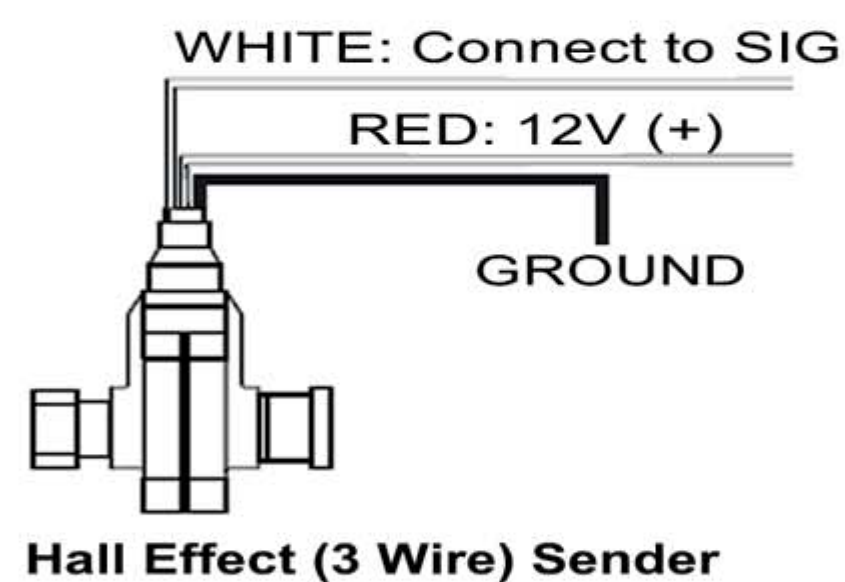
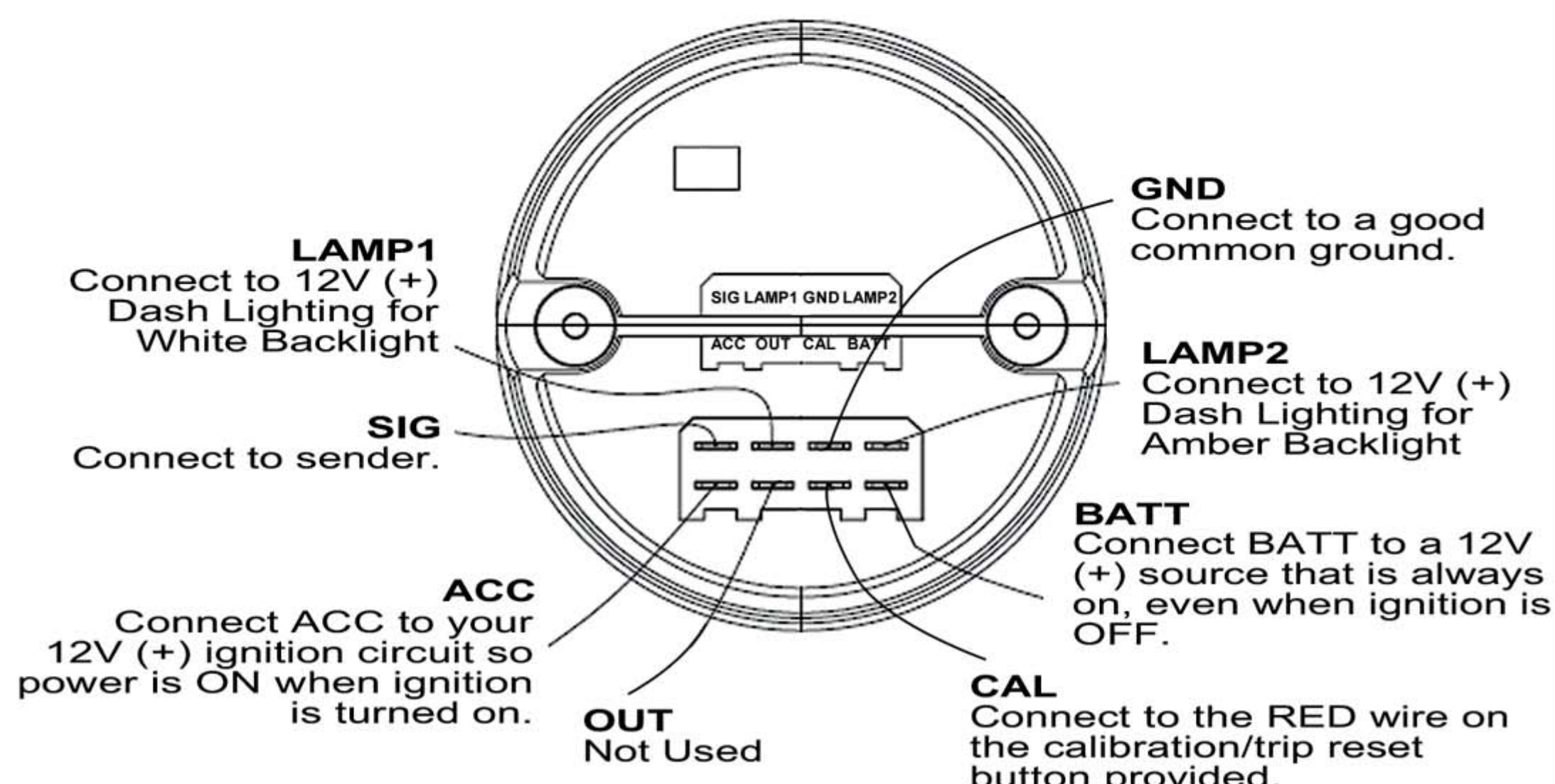
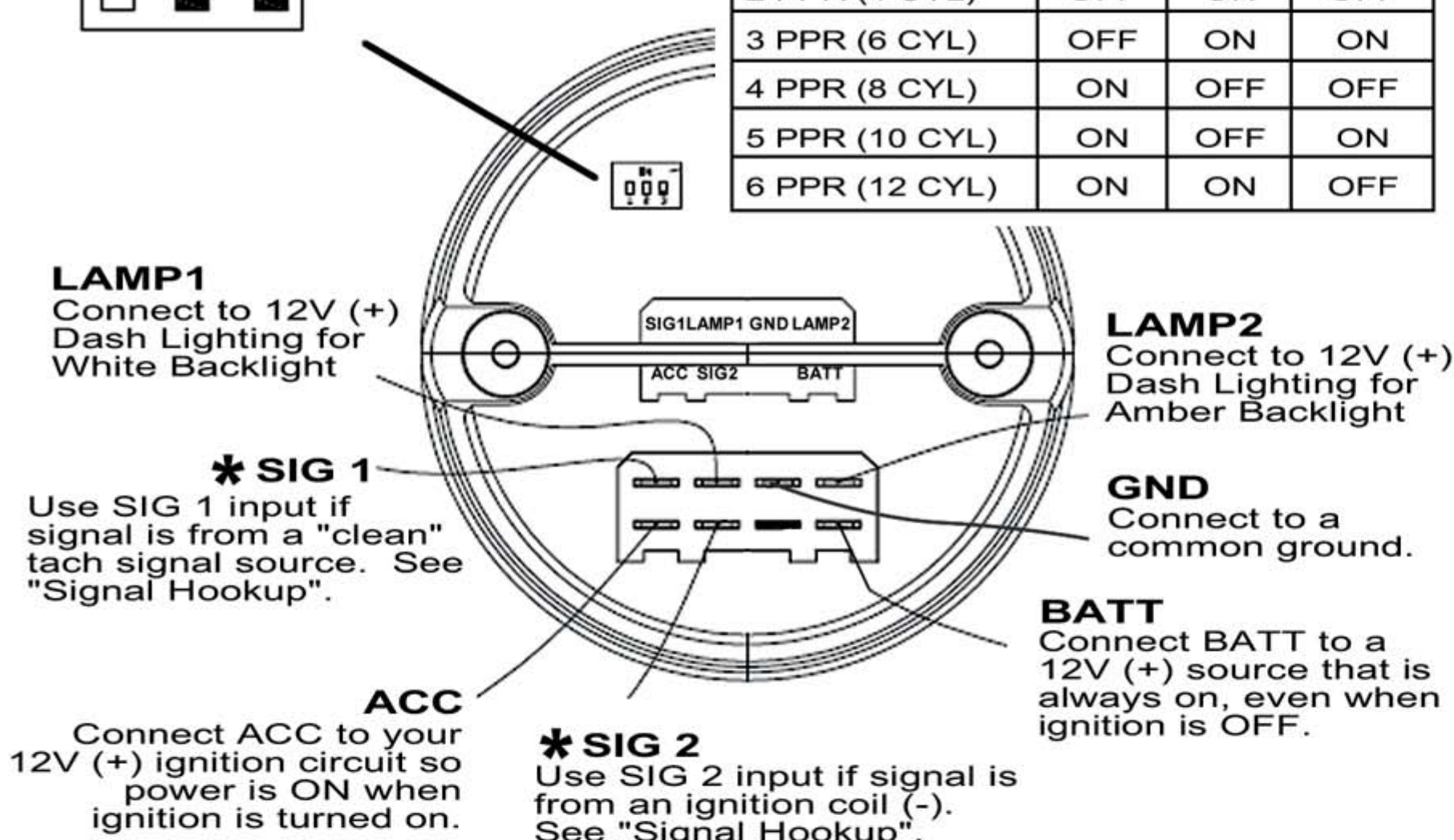
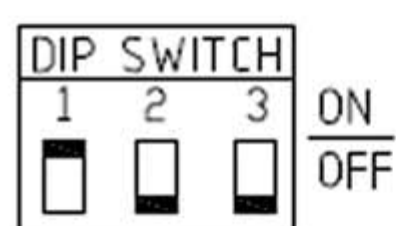
### Ignition Coil (-)

if you are using a signal from an ignition coil (-), connect the signal wire from the coil negative (-) to SIG 2.



### Dipswitches for Calibration Setting

|                 | 1   | 2   | 3   |
|-----------------|-----|-----|-----|
| 0.5 PPR (1 CYL) | OFF | OFF | OFF |
| 1 PPR (2 CYL)   | OFF | OFF | ON  |
| 2 PPR (4 CYL)   | OFF | ON  | OFF |
| 3 PPR (6 CYL)   | OFF | ON  | ON  |
| 4 PPR (8 CYL)   | ON  | OFF | OFF |
| 5 PPR (10 CYL)  | ON  | OFF | ON  |
| 6 PPR (12 CYL)  | ON  | ON  | OFF |



# Hooking Up Auto Meter Series 1 Gauge Lights

If you wish to employ the lights furnished with the gauges, please do the following:

Plug all of the blade connectors from the Classic Dash harness onto the back of the gauge as indicated, EXCEPT for the black ground wires for the four small gauges.

Using the four short wires in the Gauge Light Grounding Kit (p/n 5204) attach the split (uncovered) terminal to the gauges.

Plug the black wire from the harness (F) onto the uncovered terminal blade (M).

Use the male connectors (M) in the Gauge Light and Terminal Kit (p/n 5203) and crimp them on to the black and white wires coming from the gauge light assembly.

Plug the black wire from the light assembly (M) into the grounding kit wire connector (F).

Attach the white wire connector (M) to the grey wire connector (F) in the harness. It is marked "gauge light."

F = Female connector (receptor)  
M = Male connector (blade)

