



# 60150

## Tach Driver for 58X Gen IV GM Engines

**Introduction:** This 60150 tachometer driver will provide the proper tachometer signal required by OEM and aftermarket 12Volt negative tachometers. It requires four wires to be connected to your vehicle and a simple calibration operation to be run through.

**Specifications:** The 60150 Tach Driver is manufactured to these specifications. Do not operate this controller beyond these specifications.

- The 60150 must be mounted inside the cab of your vehicle. The length of wire pre-soldered to the p.c. board inside the black housing will dictate where you can mount it onto your vehicle. The crank signal wire is eight feet long and the other, power, ground and tach signal wires are each three feet. Make sure you run through the calibration mode before you mount the tach driver somewhere that isn't easily accessible.
- Signal into the tach driver must be taken directly from the crank sensor. You may tap onto the signal wire from the crank sensor right at the sensor, at the ECM or anywhere in between. See diagram on next page for more information.
- Signal out of the tach driver will only operate tachometers designed to receive 12Volt square wave signals. Most OEM and aftermarket tachometers are designed to receive this type of signal. 4, 6 and 8 cylinder tachometers may be used with this module.

### **Tools Needed:**

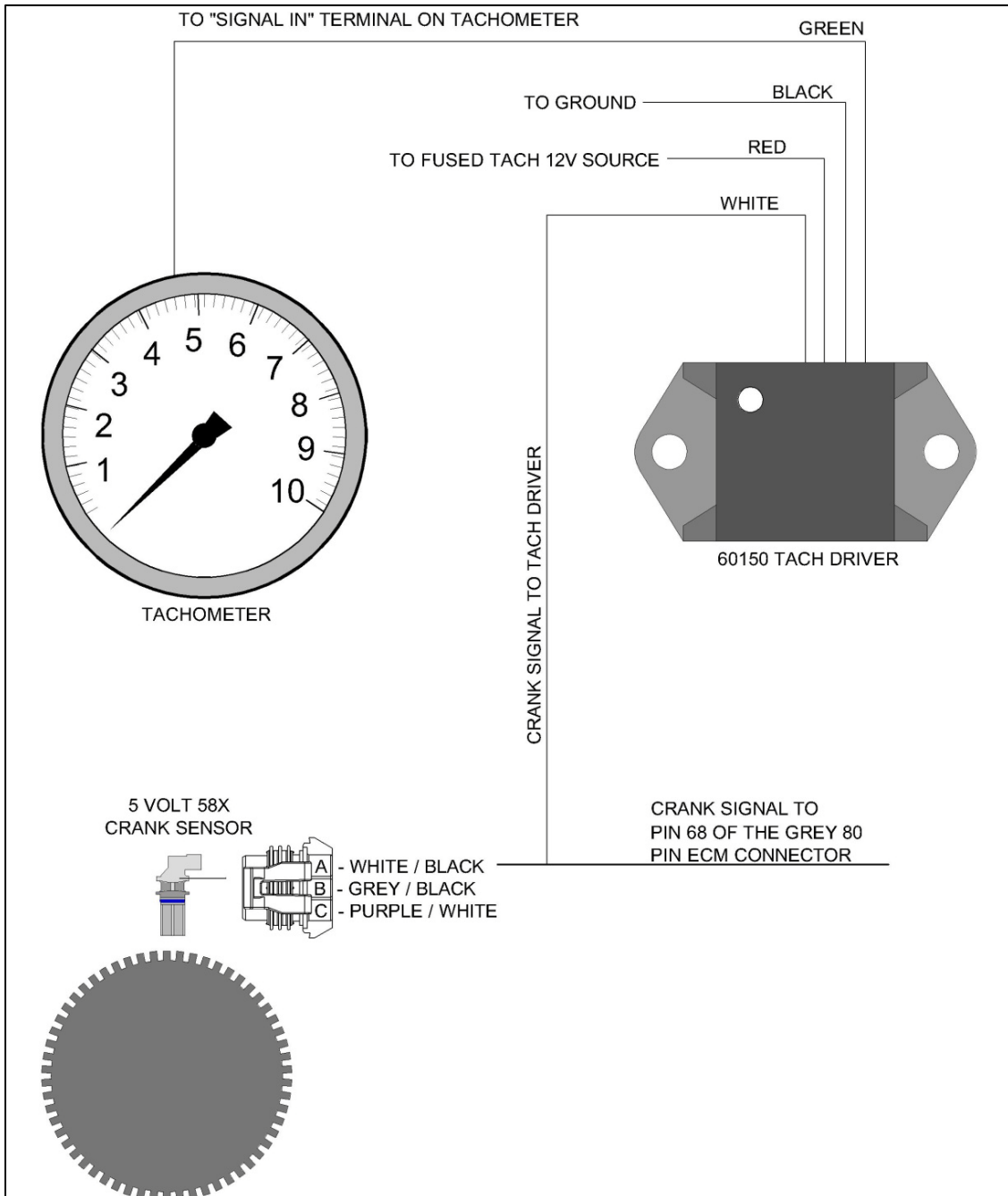
- Wire strippers/crimpers
- Volt meter

**Installation:** Wire the 60150 tach driver as shown in the illustration below. Use the Posi-Taps to make the ground power and crank signal connections. Use the female spade terminal or ring terminal to make the connection at your tachometer.

**Posi-Tap™ Instructions**

- 1. Insert**  
Insérer / Inserte
- 2. Tap**  
Joindre / Empalme
- 3. Strip**  
Dénuder / Pelar
- 4. Tighten**  
Visser / Aprete

Patent# 5,228,875 5,695,369 5,868,589 6,692,313 Jap 2881414,  
Aus 708700, Tia 103534 Can 2204826 Mex 200626 Korea 477279,  
China Z197105562.9 & others pending.



**Calibration:** Once installed into a vehicle this module will convert the crank signal into a usable signal for your tachometer. Different tachometers will read differently especially when comparing one for a 6 cylinder engine to one designed for an 8 cylinder. So, we built a calibration mode into our controller. Read all of the steps first and then proceed to execute them in correct order to calibrate the tach driver to your tachometer.

1. Turn the ignition key or switch to the on position. Your tachometer should power up along with the tach driver.

**NOTE:** You have to have your tachometer wired with power, ground and the green wire from the tach module connected to it in order for this work.

2. Press and hold the push button ( $\approx 10$  seconds) until the tachometer needle starts to move up from the resting position. Let go of the button.
3. As soon as the needle points to the 500rpm mark press and release the button again. Do this for each 500rpm increment on your tachometer. For instance, 500, 1000, 1500, 2000 and so on up to your tachometers maximum indicated rpm or at least up to where you plan to have the engine redline at.
4. At your last button push hold it down ( $\approx 5$  seconds) until the needle drops back to the first set point, 500 rpm. Then let go of the button. Wait a few seconds as the needle bounces back and forth between 500 rpm and the maximum calibrated set point. Once the stops moving go to step 5.
5. Turn the ignition key off then back on. Start the vehicle and verify the tachometer reading moves with engine rpm. If you want to 100% verify that your calibration is correct we suggest that you plug an OBD2 scanner into the diagnostic port of your engine harness and compare what it shows as engine rpm and what your tachometer is showing. If you see discrepancies then go back through these calibration steps once again.