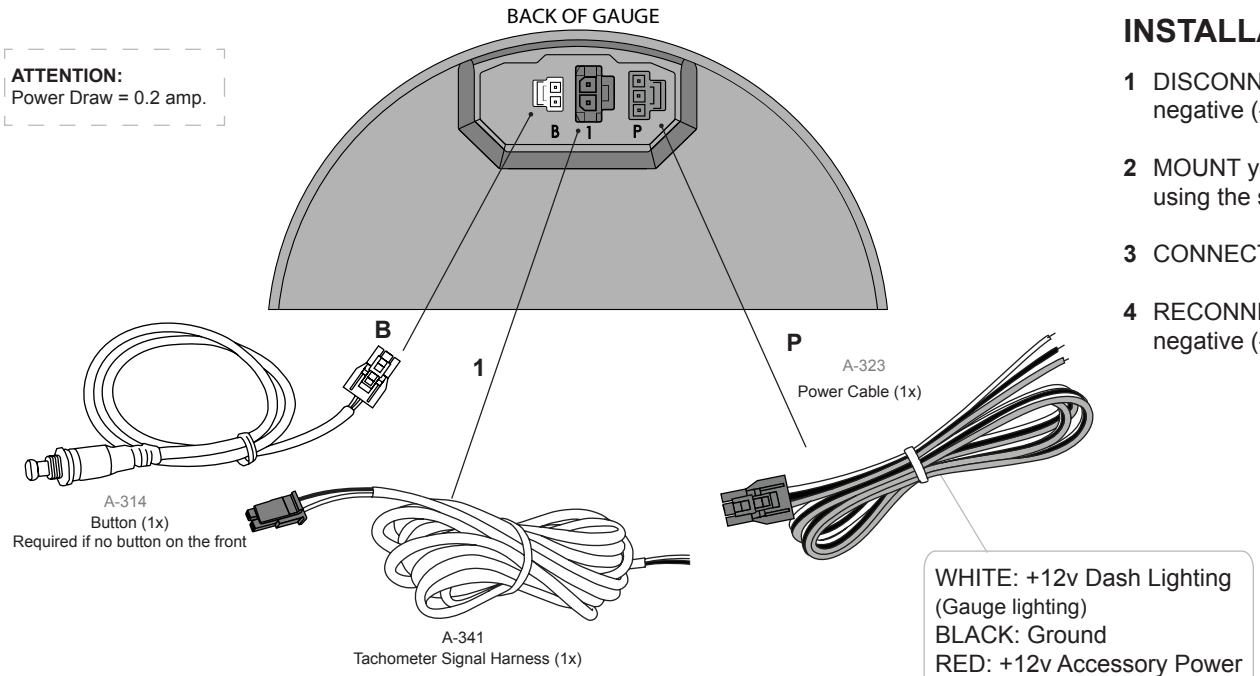
2-1/16”,2-5/8”,3-3/8”, 4” & 4-1/2” Diesel Tachometer Instructions (htz tach) (Shift-Light Optional Feature)

SPEEDHUT



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

White-(Alternator [R or W Terminal], crank sensor signal, or magnetic pulse sensor)

Black-Sensor Ground

Hook up red,black, and white wires. (Refer to schematic above) Note:Your diesel tachometer will read any signal > 0.6 volts in any wave form pattern generated from a tach signal source. The typical options for a tach signal source are the Alternator (from the terminal labeled “R” or “W”), Crank sensor signal, or Magnetic pulse sensor.

Calibration Procedure

1. Verify that your tachometer is connected to the signal source outputting the tachometer signal.
2. While holding button turn tachometer power on. Start engine. Pointer (needle) will move and point to 1K then release button.
3. Press and hold the button to move pointer (needle) to select the RPM that the engine is currently running at. Note: To change the pointer movement direction release the button then press and hold again
4. Release button and wait until tachometer swings to 0 and then back to new calibrated RPM.
5. Your tachometer is now calibrated. Calibration is permanently stored in tachometer memory and will not erase if tachometer is disconnected from power.
6. If needed you can repeat the procedure to recalibrate tachometer.

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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.

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PEAK RECALL

1 POWER gauge ON.

2 PRESS AND HOLD the 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.

SETTING THE SHIFT POINT

1 Press and HOLD the button 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 button and pressing and holding again will change 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 LED BRIGHTNESS

1) Setting LED brightness while gauge lighting is OFF will set DAY LED brightness.
2) Setting LED brightness while gauge lighting is ON will set NIGHT LED brightness.

1 POWER gauge ON.

2 QUICK PRESS the button. LED will light up at current brightness setting.

3 PRESS the button to toggle through LED brightness options. After a small delay, LED light will BLINK to indicate setting has been saved.

(Off) 0 - 1 - 2 - 3 - 4 (Most Bright)

To set LED brightness, press and release menu button until Brightness LED is lit (see fig. 7). Press and release select button. Press and release select button to increase brightness. Press and release menu button to decrease brightness. After 2 second delay LED will blink to indicate setting has been saved.

SET YOUR SHIFT POINT AND RPM SPAN

This technology lets you anticipate the next shift point by displaying 3 yellow warning LED’s before reaching the set shift point Red #1 LED. The span between the LED’s can also be set. Red #2 is an over-shift light that blinks if you exceed the set shift point by set span value. If, for any reason a shift and over- shoot your shift point this light will blink.

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

SHIFT POINT SET

Red #1 is set shift point. The 3 Yellow LEDs will turn on before the set shift point by the amount of span selected.

1. Press and release menu button until ‘shift’ LED is lit.
2. Press and release the ‘Select’ button. LED will blink once to indicate you have selecged the RPM shift point.
3. Set shift point.
   Press and hold ‘Select’ button to increase RPM shift point.
   Press and hold ‘Menu” button to decrease RPM shift point.

After desired shift point is reached relase buttons for 2 seconds. LED will blink 2 times to confirm new shift point has been saved.

SHIFT RPM SPAN SET

The shift span is the RPM range between the lighting of the LEDs. Setting a span of ‘0’ RPM will turn on all 5 LEDs at the set shift point.

Example: Shift point set at 6500 RPM, span set at 200 RPM. yellow #1 will light at 5900 RPM, yellow #2 at 6100 RPM, yellow #3 at 6300 RPM, red #1 (shift point) at 6500 RPM, finally red #2 will blink at 6700 RPM.

1. Press and release ‘Menu’ button until ‘Span’ LED is lit.
2. Press and release ‘Select’ button. LED will blink once to indicate you have selected the RPM span point.
3. Set RPM span.
   Press and hold ‘Select’ button to increase RPM span.
   Press and hold ‘Menu’ button to decrease RPM span.

After desired span is reached release buttons for 2 seconds. LED will blink 2 times to confirm new RPM span has been saved.

