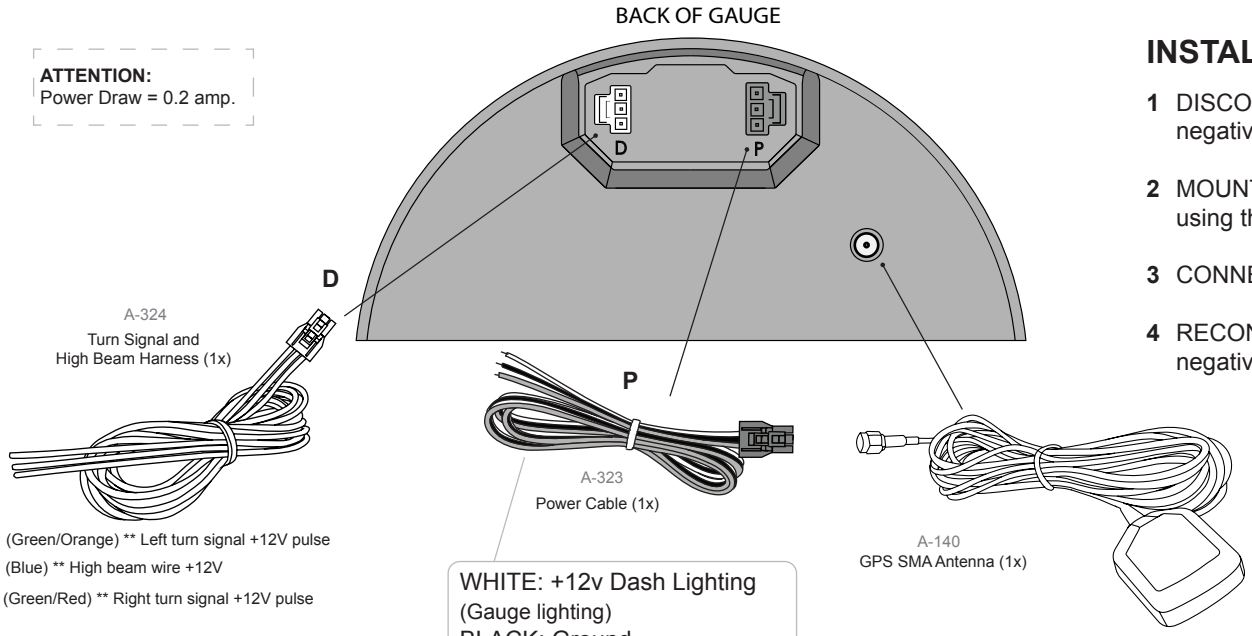
2-5/8”, 3-3/8”, 4”, 4-1/2” GPS Instructions

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.

ANTENNA CONNECTION

1. Hook up speedometer power requirements as shown.

2. Thread on GPS receiver antenna into back of speedometer. (Make sure it is threaded on all the way for a good connection.)

3. For best performance, mount GPS antenna with as much view of sky as possible (preferebly on the roof of the vehicle). The GPS antenna is waterproof and magnetic. If the car’s roof is not accessible then mount the antenna on top of the vehicle’s dash with as much exposure as possible to the sky through the window. (Antenna is able to receive signal through some thin material i.e. wood, glass, fiberglass, and plastic. All types of metal will block the signal.)

GPS QUICK START

GPS location is saved internally for up to a 4 hour period. After 4 hours it will take 30-40 seconds to acquire signal again.

CONTACT US
Support@Speedhut.com
801-221-1460 (9a-4p MST)
FAQ - Speedhut.com/faq.i
www.Speedhut.com

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.

2-5/8”, 3-3/8”, 4”, 4-1/2” GPS Instructions

SPEEDHUT

MENU FEATURES

Select different menu items by pressing the button once the GPS has acquired.

Odometer and Trip



Odometer (shows up to 999,999)

Trip Odometer (shows up to 99,999.9)

Press and hold button to reset trip.

Clock



Clock Feature. Time is acquired from GPS satellites. User only needs to adjust the hour setting for their time zone.

PRESS AND HOLD button to set clock hours. (Color will invert)
Toggle through A.M./P.M. hours until correct time is reached.
Release button for several seconds and time is stored. (Color will return to normal)

Elevation



Elevation feature is acquired from GPS satellites and shows the current elevation from sea level in feet or meters depending on the model.

Speed (MPH or KMH)



Speed feature shows MPH or KMH in display depending on the model.

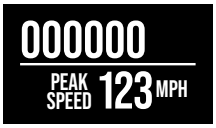
Direction



Shows the current direction

Note: Default direction is North(N). Correct direction is displayed only when moving.

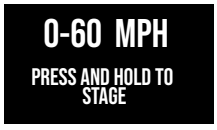
Peak



Shows the top speed reached.

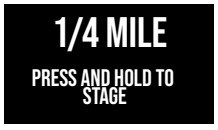
Press and hold to clear peak.

0-60 MPH Time



Press and hold button to stage while car is stopped.
Timer will start as soon as car starts to move.
Accelerate to 60+ MPH/100+ KMH. Timer will stop once 60MPH/100KMH is reached and show the time to nearest 1/100th of second on screen and distance in feet traveled.

1/4 Mile Time



Press and hold button to stage while car is stopped.
Timer will start as soon as car starts to move.
Drive through 1/4 mile. Timer will stop once 1/4 mile distance is reached and show the time to nearest 1/100th of second and speed to nearest 1/10th mph.

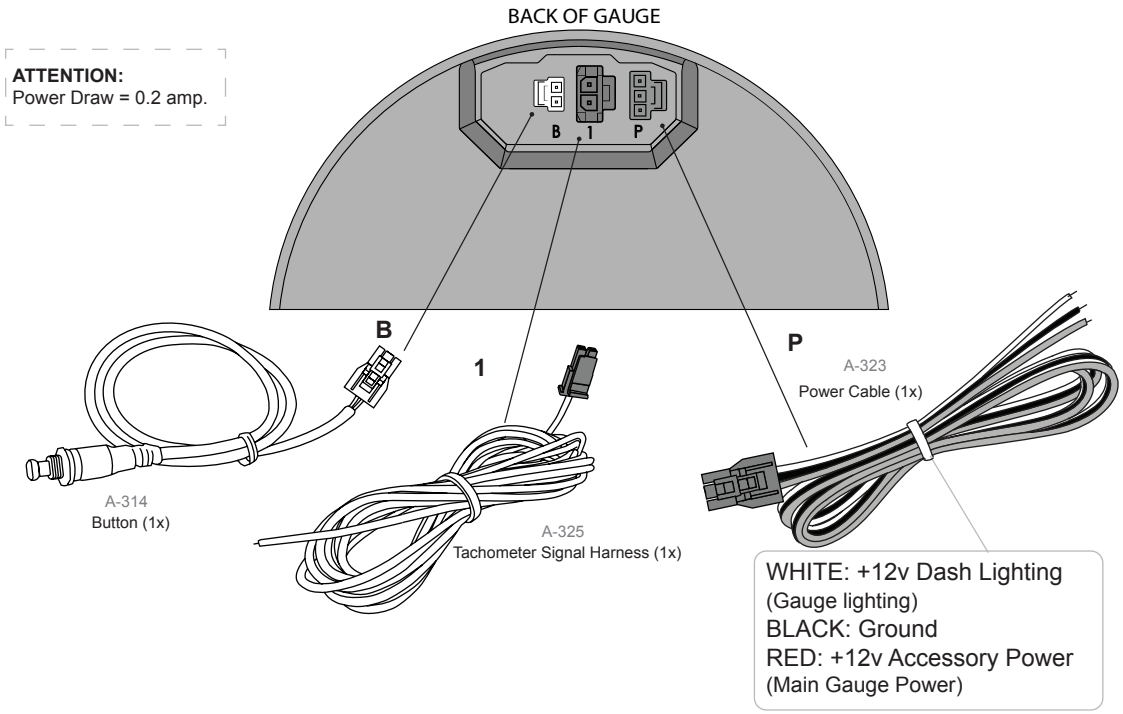
About Screen



Displays gauge version.

4” & 4-1/2” Tachometer Instructions (Non Shift-Light Version)

SPEEDHUT



ATTENTION:
Power Draw = 0.2 amp.

INSTALLATION

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4. RECONNECT your vehicle’s negative (-) battery cable.

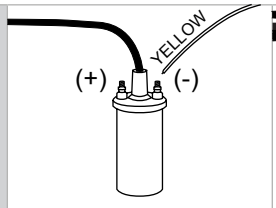
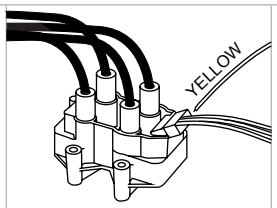
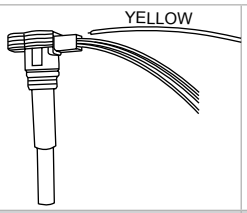
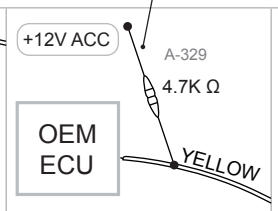
TACHOMETER SIGNAL WIRE

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					
Ignition System	**Distributor-Based (Single-Coil)**	**Distributorless (Coil Packs)**	**Coil - On - Plug (COP)**	**OEM ECU Connection**	**Aftermarket ECU Connection**
Description	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.
Connect Signal Wire (Yellow)	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.

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4” & 4-1/2” Tachometer Instructions (Non Shift-Light Version)

SPEEDHUT

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

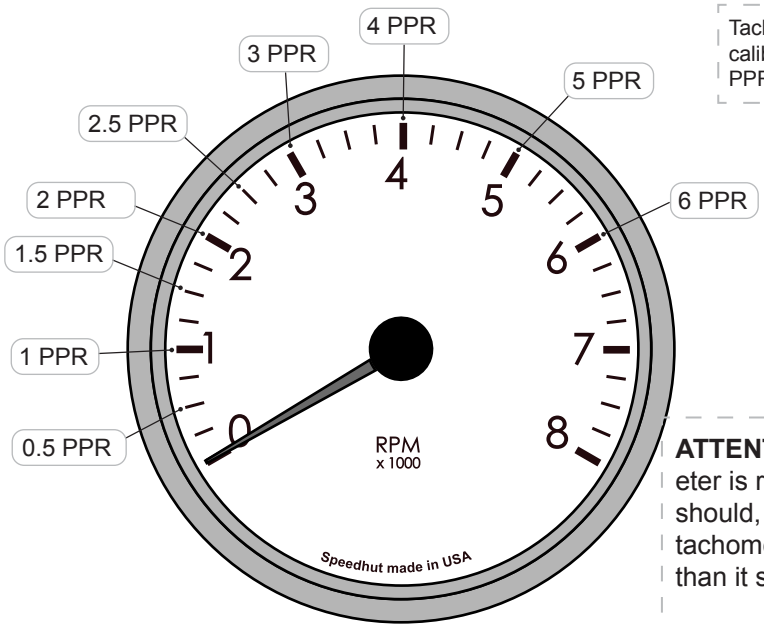
SETTING PULSES PER REVOLUTION (PPR)

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.

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.

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.

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.**