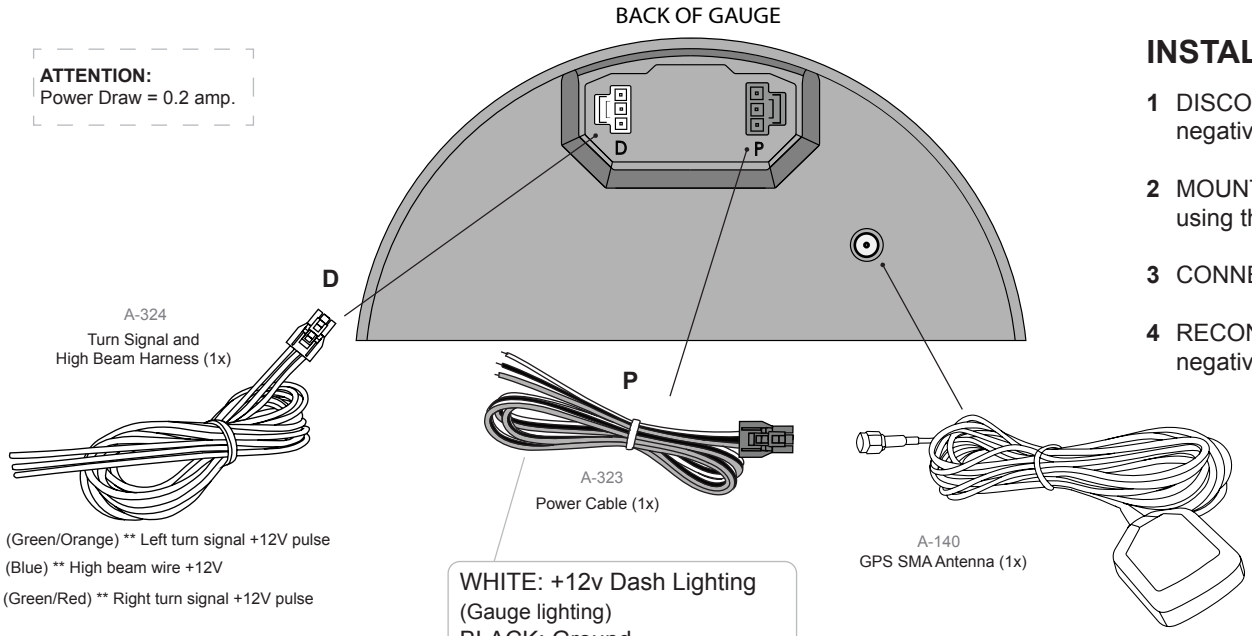
2-5/8”, 3-3/8”, 4”, 4-1/2” GPS Instructions

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.

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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.

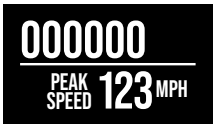
Direction



Shows the current direction

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

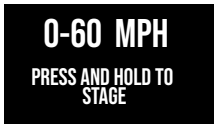
Peak



Shows the top speed reached.

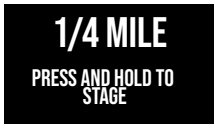
Press and hold to clear peak.

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

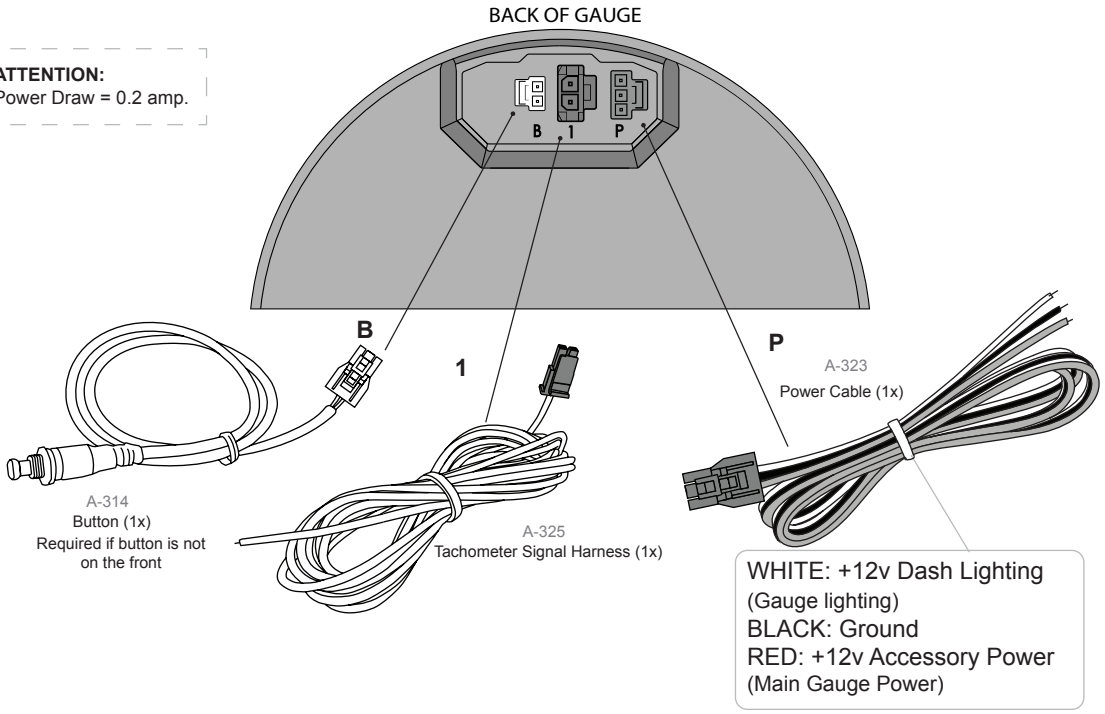


Displays gauge version.

2-1/16”, 2-5/8”, 3-3/8” Tachometer Instructions

SPEEDHUT

ATTENTION:
Power Draw = 0.2 amp.



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.

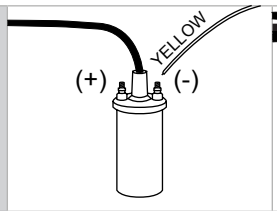
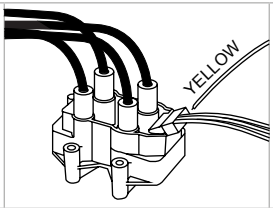
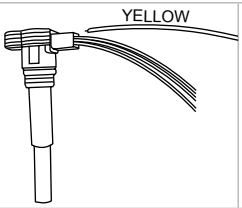
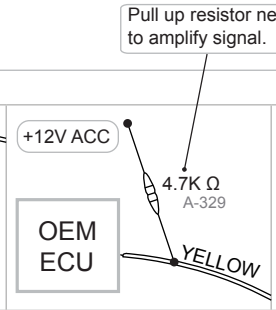
TACHOMETER SIGNAL WIRE

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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2-1/16”, 2-5/8”, 3-3/8” Tachometer Instructions

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

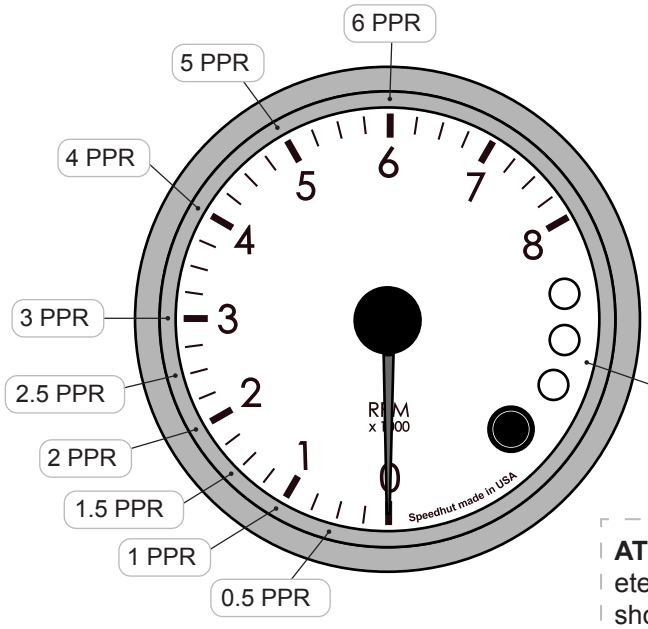
SETTING PULSES PER REVOLUTION (PPR)

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.

3 Shift light LEDs on 3-3/8” size only. All other sizes will have 1 LED.

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.

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.**

PEAK RECALL

1 POWER gauge ON.

2 PRESS AND HOLD gauge button down for 2 seconds. The gauge pointer will display maximum peak reading for as long as button is pressed down. The LED (Performance Tachometer) will stay lit while showing peak reading.
Note: if the button is held for longer than 10 seconds, tach will enter shift light set mode.

3 TO RETAIN PEAK READING:
While showing peak reading, release button, wait 5 seconds, gauge will return to normal operation and retain the peak reading.

4 TO CLEAR PEAK READING:
While showing peak reading, release the button, and immediately press and release the button again within 5 seconds. The LED will flash 2 times (Performance Tachometer) and pointer will travel to zero to indicate peark has been cleared.

SET YOUR SHIFT POINT

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

1 PRESS AND HOLD the gauge butto 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 the gauge button and pressing and holding again will change the 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 YOUR SHIFT LIGHT LED BRIGHTNESS

A unique day and night shift light LED brightness setting can be set on the tachometer. This setting effects internal shift LEDs (Performance Tachometer). Each setting has 5 possible brightness positions including ‘off’. The tachometer automatically knows which day or night value to set by sensing the voltage on the white wire connected to your dash lighting. Setting the LED brightness value with your lights ‘on’ will result in setting the ‘night’ brightness value. And likewise setting the LED brightness value with your lights ‘off’ will result in setting the ‘day’ brightness value.

1 POWER gauge ON.

2 PRESS AND RELEASE gauge button to show current LED brightness. After a 3 second delay, if the button is not pressed, this current setting is re-saved. LED will blink to indicate setting has been saved.

3 TO CHANGE LED BRIGHTNESS:
PRESS AND RELEASE the gauge button to advance to next higher brightness level. LED brightness will loop through 5 possible brightness settings including ‘off’ as you press and release the gauge button. At acceptable brightness level do not press for 3 seconds. LED will blink to indicate setting has been saved.

Note: Setting the brightness level when gauge lighting is on, will set the night brightness level. Setting the brightness level when gauge lighting is off will set day brightness level.

Gauge Instructions (2-1/16” - 2 5/8”)
(Settable Warning Light - Optional Feature)

SPEEDHUT

INSTALLATION

ATTENTION: Power Draw = 0.2 amp.

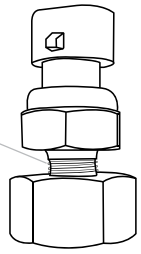
1. DISCONNECT your vehicle’s negative (-) battery cable.
2. MOUNT your gauge to the panel using the spin lock ring.
3. CONNECT the gauge wiring.
4. RECONNECT your vehicle’s negative (-) battery cable.

Sensor Installation

Temp Sensor (Brass) Torque spec: **7 lb-ft max**

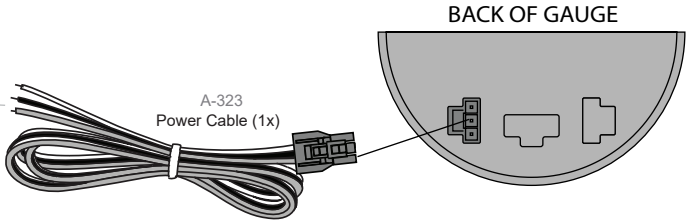
PSI Sensor (Stainless Steel) Torque spec: **14 lb-ft max**

Note: The sensors have NPT threads on them. It is normal for some threads to be visible when the sensor is installed to the correct torque spec.
Note: We recommend using teflon sealant on the sensors.



VOLTAGE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)



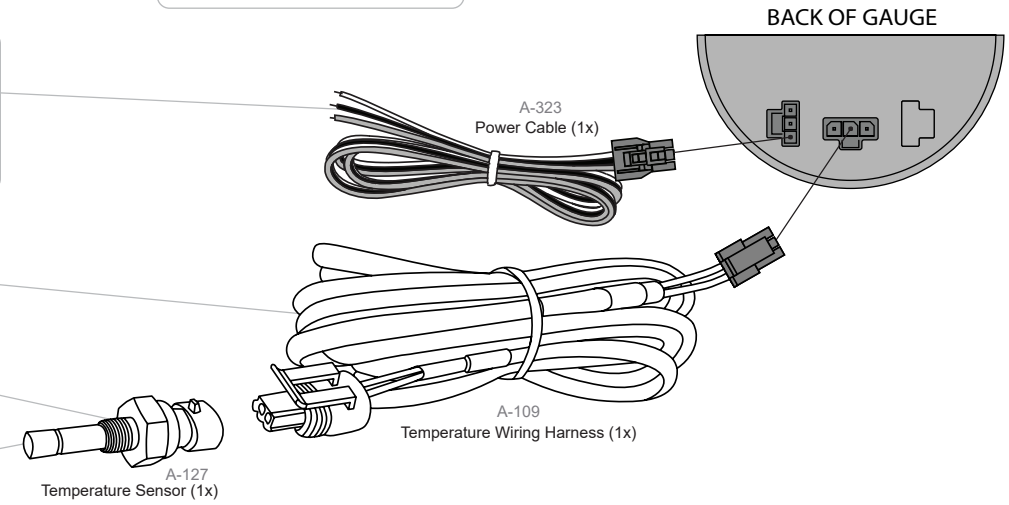
TEMPERATURE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)

WHITE: Signal
BLACK: Ground

1/8” NPT threads

Trimmable area.
DO NOT trim past the slot.

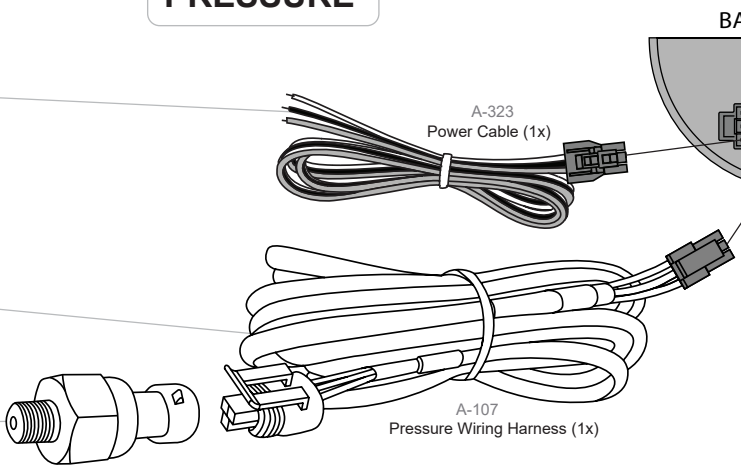


PRESSURE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)

WHITE: Signal
BLACK: Ground
RED: 5 Volt Reference

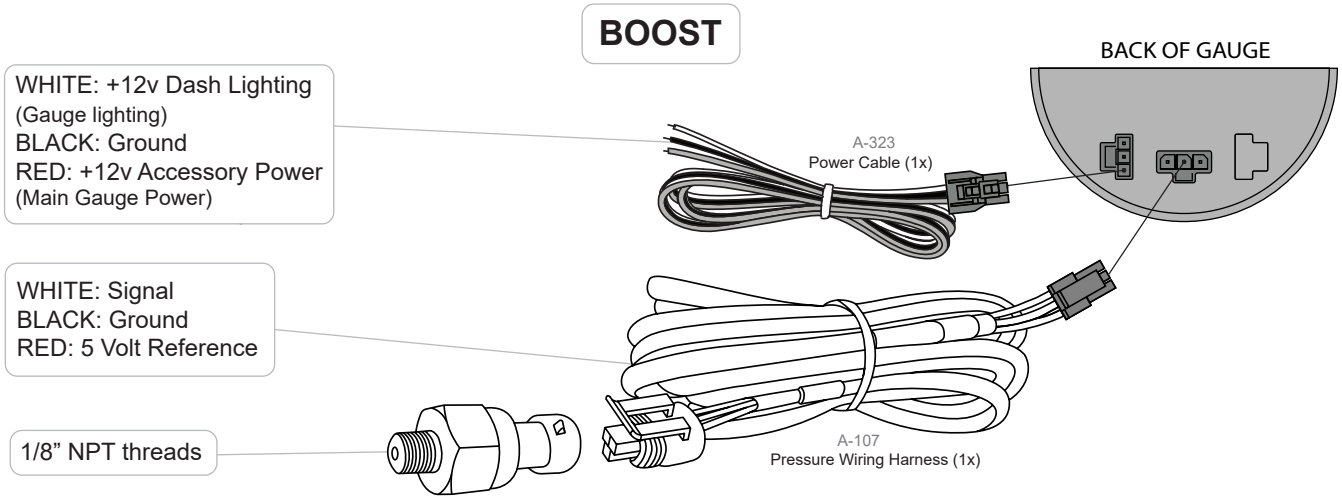
1/8” NPT threads



Pressure Sensors	
SKU	Range
A-125	-15-30 PSI
A-124	0-100 PSI
A-309	0-300 PSI

Gauge Instructions (2-1/16” - 2 5/8”)
(Settable Warning Light - Optional Feature)

SPEEDHUT

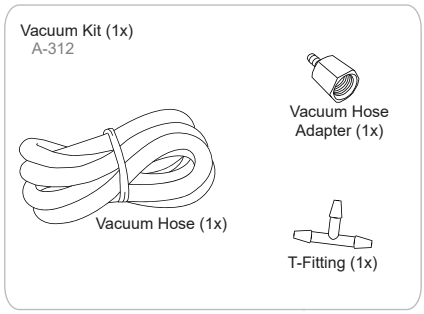


Boost Sensor Installation Options:

1. Use the T-FITTING to connect to a vaccum line coming off of the manifold AFTER the throttle body.

2. Thread the boost sensor into the boost port if available.

Pressure Sensors	
SKU	Range
A-125	-15-30 PSI
A-124	0-100 PSI



SETTING WARNING LIGHT
(Optional Feature)

The warning LED can be set to turn on for a low and/or high condition. Setting will be retained even when powered off.

1 With NO power to the gauge, PRESS and HOLD the button.

2 While HOLDING the button, power the gauge on. When the warning light turns on, release the button. Pointer will slowly move clockwise from gauge min. value.

3 PRESS the button at desired low warning set point. LED light will BLINK to indicate low warning has been set. (Pressing button at min. value will turn low LED warning OFF.)

Pointer will now slowly move counter-clockwise from gauge max value.

4 PRESS button at desired high warning set point. LED light will BLINK to indicate high warning has been set. (Pressing button at max. value will turn high LED warning OFF.)

SETTING LED BRIGHTNESS
(Optional Feature)

ATTENTION: 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)

PEAK RECALL MEMORY
(Optional Feature)

1 POWER gauge ON.

2 PRESS AND HOLD button. Pointer will move to high peak and remain there until button is released.

3 To RETAIN peak reading, release button and wait 5 sec. Gauge will return to normal and retain reading.

4 To CLEAR peak reading, release button and press again within 5 sec. LED will flash twice and pointer will travel to zero to indicate peak has been cleared.

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Fuel Level Instructions (2-1/16” to 2 5/8”)
(Settable Warning Light-Option Feature)

SPEEDHUT

INSTALLATION

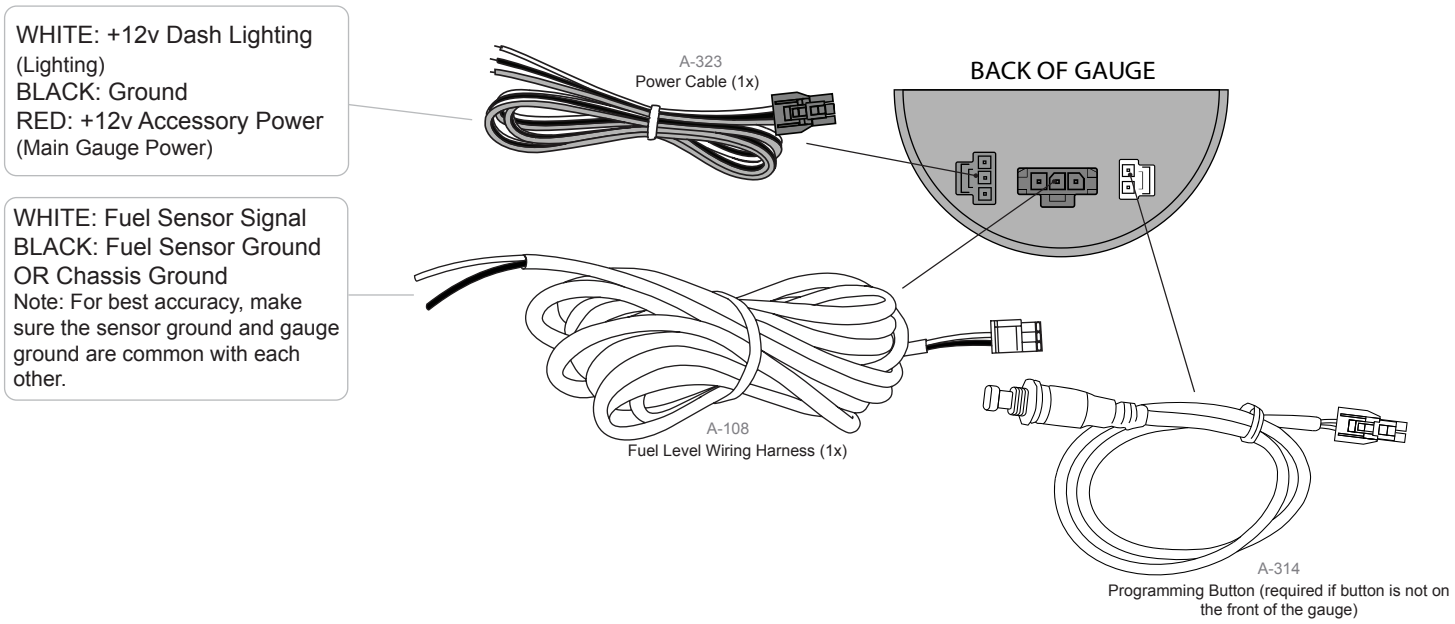
ATTENTION: Power Draw = 0.2 amp.

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.



SETTING WARNING LIGHT
(Optional Feature)

The warning LED can be set to turn on for a low condition. Setting will be retained even when powered off.

1 With NO power to the gauge, PRESS and HOLD the button.

2 While HOLDING the button, power the gauge on. When the warning light turns on, release the button. Pointer will slowly move clockwise from gauge min. value.

3 PRESS the button at desired low warning set point. LED light will BLINK to indicate low warning has been set. (Pressing button at min. value will turn low LED warning OFF.)

SETTING LED BRIGHTNESS
(Optional Feature)

ATTENTION: 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)

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SPEEDHUT

CALIBRATION - Preset or Manual

ATTENTION: Calibration is **REQUIRED**. The fuel level gauge **WILL NOT** operate correctly until calibrated to vehicle's fuel level sender.

1 DETERMINE your vehicle's ohm range.

2 If your ohm range is listed on the chart or diagram, proceed to preset calibration.

3 If available presets do not fit your application, proceed to manual calibration.

Empty	Full	Vehicle Application
240 ohms	33 ohms	Speedhut factory default. Use with Speedhut A-300 sender.
70 ohms	10 ohms	Most pre-'87 Fords & most Chrysler
0 ohms	30 ohms	Most pre-'65 GM
0 ohms	90 ohms	Most GM '65-present
16 ohms	158 ohms	Most Fords '87-present

Figure 1. Preset ohm Ranges

PRESET CALIBRATION

1 POWER gauge ON.

2 ENTER calibration mode by holding button down for 10-12 sec until pointer points at 1/8 tank.

3 PRESS button to toggle through preset options until pointer is at desired ohm range (figure 2).

4 PRESS AND HOLD button for 2 sec to save preset. Pointer will point at 'E' and then begin displaying current fuel level.

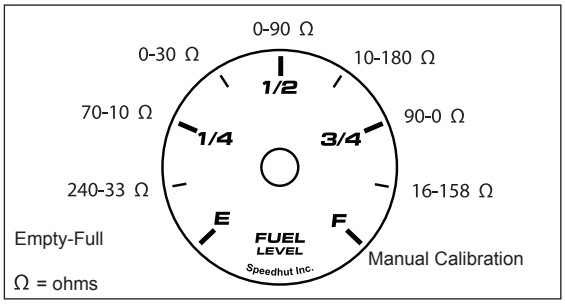


Figure 2. Calibration Presets

MANUAL CALIBRATION

ATTENTION: 1) Both empty and full conditions MUST be calibrated before gauge will accurately display fuel level. 2) Fuel level sender MUST be connected to gauge during manual calibration. 3) Either condition can be calibrated first.

1 POWER gauge ON.

2 ENTER calibration mode by holding button down for 10-12 sec until pointer points at 1/8 tank.

3 PRESS button to toggle through preset options until pointer is pointing at 'F' (figure 2).

4 PRESS AND HOLD button for 2 sec to enter manual calibration mode. The pointer will oscillate between 'E' and 'F'.

Calibrating Empty Condition

ATTENTION: 1) If fuel sender is currently installed in your fuel tank--the tank MUST be empty to calibrate empty condition. 2) If fuel sender is NOT currently installed in your fuel tank--the fuel sender MUST be in "empty" position to calibrate empty condition.

1 When pointer points at 'E', press and hold button for 2 sec to save preset.

Gauge will exit calibration menu and attempt to display current fuel level.

Calibrating Full Condition

ATTENTION: 1) If fuel sender is currently installed in your fuel tank--the tank MUST be full to calibrate full condition. 2) If fuel sender is NOT currently installed in your fuel tank--the fuel sender MUST be in "full" position to calibrate full condition.

1 When pointer points at 'F', press and hold button for 2 sec to save preset.

Gauge will exit calibration menu and attempt to display current fuel level.

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Scan Me

How To Test Your Fuel Level Sensor.

https://bit.ly/32igYAe

Scan Me

How To Calibrate Your Fuel Level Gauge To Any Fuel Sensor.

https://bit.ly/3vHORYW

Gauge Instructions (2-1/16” - 2 5/8”)
(Settable Warning Light - Optional Feature)

SPEEDHUT

INSTALLATION

ATTENTION: Power Draw = 0.2 amp.

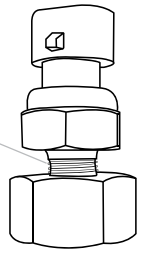
1. DISCONNECT your vehicle’s negative (-) battery cable.
2. MOUNT your gauge to the panel using the spin lock ring.
3. CONNECT the gauge wiring.
4. RECONNECT your vehicle’s negative (-) battery cable.

Sensor Installation

Temp Sensor (Brass) Torque spec: **7 lb-ft max**

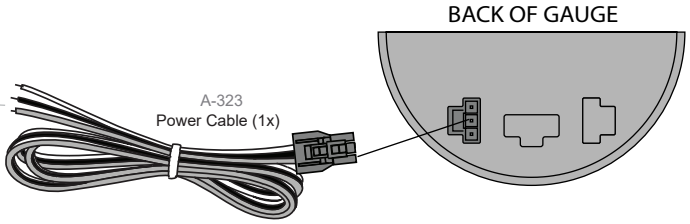
PSI Sensor (Stainless Steel) Torque spec: **14 lb-ft max**

Note: The sensors have NPT threads on them. It is normal for some threads to be visible when the sensor is installed to the correct torque spec.
Note: We recommend using teflon sealant on the sensors.



VOLTAGE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)



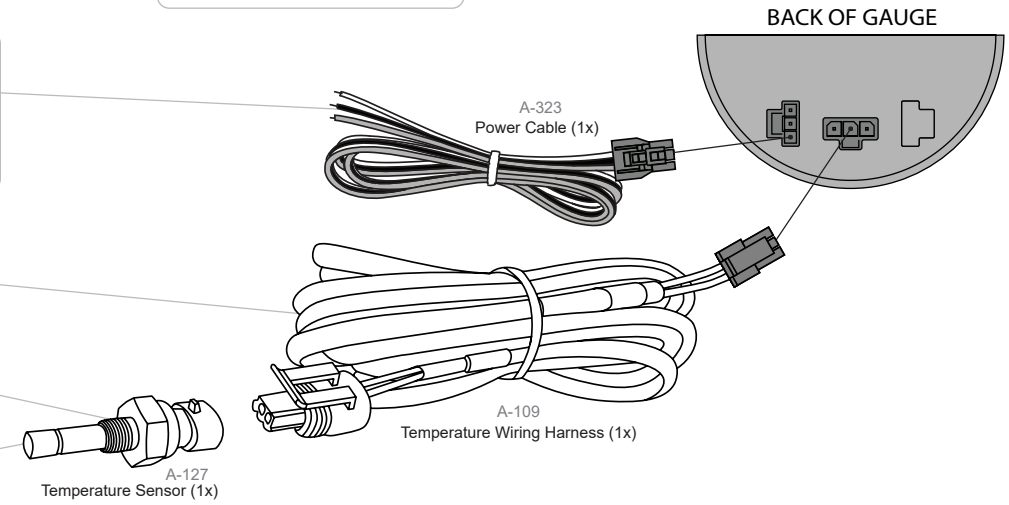
TEMPERATURE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)

WHITE: Signal
BLACK: Ground

1/8” NPT threads

Trimmable area.
DO NOT trim past the slot.

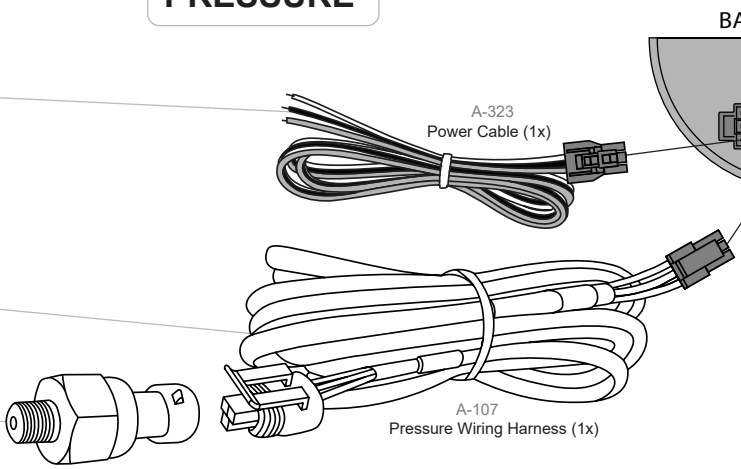


PRESSURE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)

WHITE: Signal
BLACK: Ground
RED: 5 Volt Reference

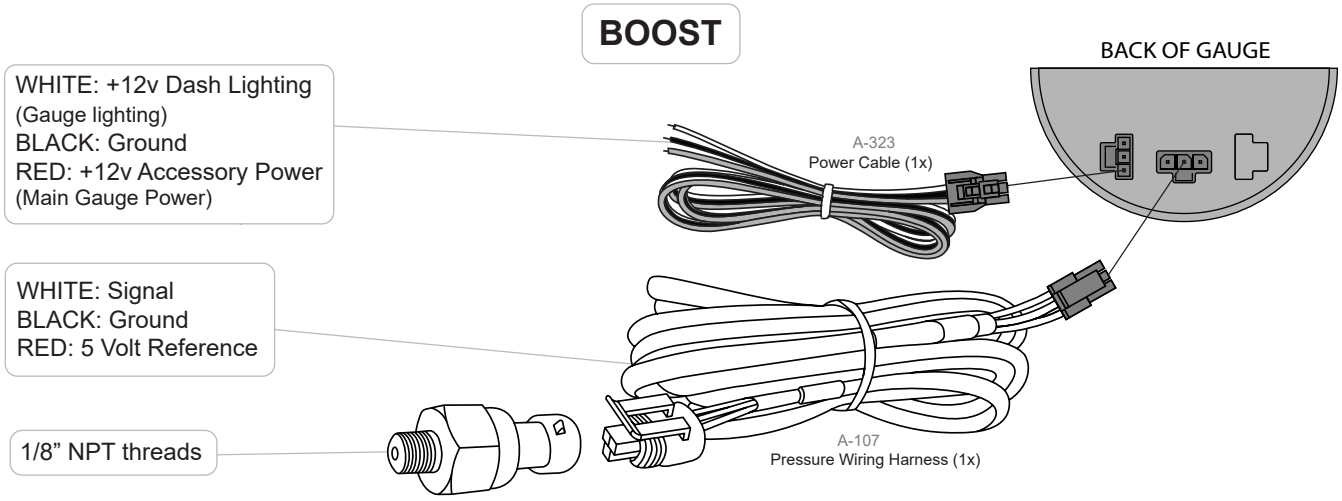
1/8” NPT threads



Pressure Sensors	
SKU	Range
A-125	-15-30 PSI
A-124	0-100 PSI
A-309	0-300 PSI

Gauge Instructions (2-1/16” - 2 5/8”)
(Settable Warning Light - Optional Feature)

SPEEDHUT

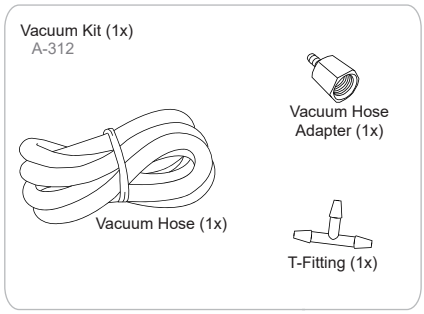


Boost Sensor Installation Options:

1. Use the T-FITTING to connect to a vaccum line coming off of the manifold AFTER the throttle body.

2. Thread the boost sensor into the boost port if available.

Pressure Sensors	
SKU	Range
A-125	-15-30 PSI
A-124	0-100 PSI



SETTING WARNING LIGHT
(Optional Feature)

The warning LED can be set to turn on for a low and/or high condition. Setting will be retained even when powered off.

1 With NO power to the gauge, PRESS and HOLD the button.

2 While HOLDING the button, power the gauge on. When the warning light turns on, release the button. Pointer will slowly move clockwise from gauge min. value.

3 PRESS the button at desired low warning set point. LED light will BLINK to indicate low warning has been set. (Pressing button at min. value will turn low LED warning OFF.)

Pointer will now slowly move counter-clockwise from gauge max value.

4 PRESS button at desired high warning set point. LED light will BLINK to indicate high warning has been set. (Pressing button at max. value will turn high LED warning OFF.)

SETTING LED BRIGHTNESS
(Optional Feature)

ATTENTION: 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)

PEAK RECALL MEMORY
(Optional Feature)

1 POWER gauge ON.

2 PRESS AND HOLD button. Pointer will move to high peak and remain there until button is released.

3 To RETAIN peak reading, release button and wait 5 sec. Gauge will return to normal and retain reading.

4 To CLEAR peak reading, release button and press again within 5 sec. LED will flash twice and pointer will travel to zero to indicate peak has been cleared.

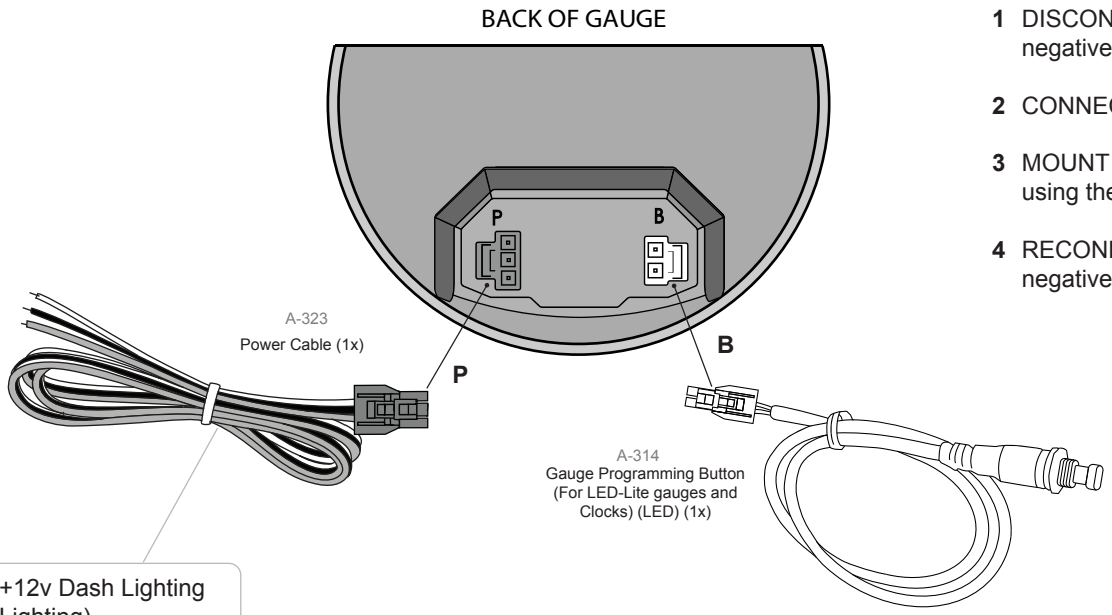
CONTACT US
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www.Speedhut.com

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.

Clock Instructions (2-1/16” • 2-5/8” • 3-3/8”)

SPEEDHUT

ATTENTION: Power Draw = 0.05 amp.



WHITE: +12v Dash Lighting (Pointer Lighting)
BLACK: Ground
RED: +12v Battery Voltage (Main Gauge Power, connect to constant 12v.)

INSTALLATION

1 DISCONNECT your vehicle’s negative (-) battery cable.

2 CONNECT the gauge wiring.

3 MOUNT your gauge to the panel using the spin lock ring.

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

SETTING CLOCK TIME

1 PRESS and hold button to rotate clock hands to current time.

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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