Introduction

The Dual Channel Ultimate Playback Tach uses a menu system for configuration. Use the arrows (↑, ↓) to scroll up and down the menu. When you reach the bottom or top of the menu you will automatically jump to the other end of the menu.

To select a menu option press the ENTER button. If at any time you want to exit the menu you are currently in, press the CANCEL button. The CANCEL button will take you back to the TACH display and will not store the entries you have made.

Press the ENTER key to store the settings you have entered. After pressing ENTER, the only way to return to the original settings is to re-enter them.

When a display indicates a run (for example: \( \text{run}^2 \)), the number will not be shown in this instruction. It will not be shown because any of the four runs could be displayed and we do not know which run you have selected/displayed. In this example, the instruction would show \( \text{run} \).
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NOTE: This tachometer operates on standard, factory electronic and high performance electronic racing ignitions, such as Crane and MSD. (This tach is NOT recommended for use on Accel, BEI or Laser I & II ignitions. These ignitions require model 5215 adapter.)

NOTE: The tach pointer may not always rest at zero. This is a natural characteristic of the High Performance air-core meter movement used in this tachometer. When the engine is started, the pointer will position on the correct RPM.

NOTE: When the tach is receiving input from the ignition, it will not playback a recording.

WARNING
ATTACH GREEN ONLY TO TACH TERMINAL. Warranty will be void if connected to coil on MSD ignitions.

* Optional Switch: Recommended if Line Lock is used for burnout and staging.

** Optional Wiring: Use red wire to separate switch from battery. This lets you stop recording normally even after engine is turned off, which prevents recording loss.
B. Blue “Trigger” Wire Options

NOTE: Playback tachs, and Playback boxes must have 12 volts applied to the blue wire. Recording will begin when 12 volts is removed.

1. Momentary Switch
   • No arming switch required.
   • Activate the switch after you and your competitor have STAGED, or you may run out of recording time.

   ADVANTAGES: • Quick and easy hook-up.
   DISADVANTAGES: • Changes your starting line procedure by having to activate the momentary switch.
   • Chance of activating recording too early, or too late.

   ![Momentary Switch Diagram]

   *No arming switch required.

2. Transbrake Switch (not legal in all classes)
   • An “arm” switch may be needed to avoid early activation.
   • If an “arm” switch is used, turn on prior to staging.
   • Recording will begin with the release of the transbrake switch (trigger).
   • After the run, return the “arm” switch to the OFF position.

   ADVANTAGES: • Accurate start of the recording process.
   DISADVANTAGES: • Not legal in all classes.
   • Slight change in starting line procedure having to activate the “arm” switch.

   ![Transbrake Switch Diagram]

   Note: Trigger wire must be installed on the 12 volt positive pole of the transbrake.
3. Line Lock Switch With “Arm” Switch
   - An “arm” switch is required when using a line lock, and not recording the burnout.
   - A line lock switch needs an “arm” switch (ON/OFF toggle) to avoid early activation.
   - Turn the “arm” switch ON after you have STAGED the vehicle.
   - Recording will begin with the release of the line lock switch.
   - After the run, return the “arm” switch to the OFF position.

**ADVANTAGES:**
- Accurate start of the recording process.

**DISADVANTAGES:**
- Slight change in starting line procedure having to activate the “arm” switch.

4. Line Lock Switch Without “Arm” Switch
   - USE THIS METHOD IF LINE LOCK IS USED AT LAUNCH ONLY.
   - Once the vehicle is STAGED, activate the line lock as normal. This will also “arm” the tach.
   - The tach will begin recording with release of the line lock switch.

**ADVANTAGES:**
- Accurate start of the recording process.
- Does not change starting line procedure.

**DISADVANTAGES:**
- None
5. Brake Light Switch
- A brake light switch needs an “arm” switch (ON/OFF toggle) to avoid early activation.
- Place the “arm” switch in the ON position after you have PRESTAGED the vehicle. Then pull forward with the brakes applied lightly to STAGE, or after you have STAGED the vehicle, place the “arm” switch in the ON position.
- When the brake pedal (trigger) is released, recording will begin.
- After the run, return the “arm” switch to the OFF position.

ADVANTAGES: • Accurate start of the recording process.
DISADVANTAGES: • Slight change in starting line procedure having to activate the “arm” switch.

6. Clutch Switch
- A clutch switch needs an “arm” switch (ON/OFF toggle) to avoid early activation.
- Place the “arm” switch in the ON position when you have STAGED the vehicle.
- Recording will begin when the clutch pedal (trigger) is released.
- After the run return the “arm” switch to the OFF position.

ADVANTAGES: • Accurate start of the recording process.
DISADVANTAGES: • Slight change in starting line procedure having to activate the “arm” switch.
7. Throttle Activated Switch

- A throttle activated switch may need an “arm” switch (ON/OFF toggle) to avoid early activation.
- Place the “arm” switch in the ON position when burnout is complete.
- A (normally closed) momentary switch is needed (see schematic).
- Recording will begin upon W.O.T. (trigger).
- After the run, return the “arm” switch to the OFF position.

ADVANTAGES: 
- Works better than a manually operated momentary switch.
- Consistent from one run to the next.

DISADVANTAGES: 
- Slight change in starting line procedure having to activate the “arm” switch (if used).

8. RPM Activated Switch

This activation method requires the purchase of an Auto Meter RPM Activated Module model #5310, RPM Pill Kit (various choices), and a Relay Model #5345.
- A RPM switch needs an “arm” switch (ON/OFF toggle) to avoid early activation.
- Place the “arm” switch in the ON position when you have PRE STAGED or STAGED the vehicle.
- Recording will begin when the RPM of the RPM pill (trigger) is reached.
- After the run, return the “arm” switch to the OFF position.

ADVANTAGES: 
- Works better than a manually operated momentary switch.
- Consistent from one run to the next.

DISADVANTAGES: 
- Slight change in starting line procedure having to activate the “arm” switch.
- Cost of the additional components needed.
### 2. Operational Flowchart

**Start**

- After tachometer installation is complete.
- Turn ignition on. Do not start engine.
- Set shift points per instructions.
- Set burnout threshold per instructions.
- Select run number per instructions.
- Go to tach mode per instructions.
- In the staging lane, press the button once. Tach will be in REC 1, 2, 3, or 4 mode.

**Note: 1 (See attached schematics)**

1. Momentary ON/OFF switch on steering wheel or shifter
2. Transbrake (Not legal in all classes)
3. Line lock
4. Brake light switch
5. Clutch switch
6. Throttle activated switch
7. RPM activated module

**Note: 2**

- After setting shift point 1, “Delay” will be displayed on the LED screen. The delay feature prevents inadvertently advancing to shift point 2 due to wheel spin or inconsistent throttle off the launch. Set the delay to .1 or .2 seconds less than the elapsed time between launch & 1-2 shift. Example: 1-2 shift occurs 1.2 seconds into the run. Set delay at maximum .9.

- Press the button once, and the tach will display “Rdy”. The engine RPM must go past your set threshold to begin recording the burnout. “BRN” will be displayed during the burnout.

**Pre Stage the car**

- Note: “Arm” the blue wire now. (Arming will depend on what your trigger is, see Note 1).

**Stage the car**

- Note: Do not trigger the blue wire too soon, the tach has 20 seconds of record time. You want to “trigger” the blue wire as close to the actual launch as possible. Actual point of recording will depend on what your arm/trigger is.

**Launch, Race, Have Fun!**

- Recording will stop after 20 seconds or when cancel button is pressed.

**ULTIMATE & ULTIMATE II TACHS** can be downloaded to a PC. See our website for complete details and updated downloading Tech Tips.
3. Main Menu Options

A. TACH - Tach Mode

In Tach Mode, the Tach operates as a standard tach. It displays RPM and operates the shift light. All 4 shift points are active only when the blue wire is used. When the blue wire is not used, only the first shift point is active. When the tach RPM is less than 3,000 RPM the tach will return to shift point 1, and hold shift point 1, and the delay timer will be reset. Timer will not start again until blue wire is activated. The shift-lite will not light after the fourth shift and dOnE will be displayed. The shift-lite will not operate when the blue wire is connected to a +12V source or when the hold setpoint delay is running. Momentary 12 volts will activate the delay and shift sequence.

B. REC - Record Mode (Records Burnout, Pre-race, and Race)

1. Press Enter to Activate Record Mode.
   a. The display reads rdy (Ready), indicating the tach is ready for operation.
   b. To skip the burnout recording and go directly to prerace, press enter.
   c. The shift light will use setpoint 1 until the tach enters the race record mode.
2. When the Engine rev's above the Burnout Setpoint, Burnout recording will begin.
   a. The display will read burn, indicating the tach is in Burnout mode.
   b. The Burnout mode will record for 20 seconds. If engine rpm drops below the burnout setpoint before 20 seconds is reached, recording will stop.
   c. If the engine rpm does not stay above the burnout setpoint for more than 2 seconds, burnout mode will not be entered and the display will read rdy again.
3. After the minimum 2 second burnout recording, the tach will go to the prerace record mode and read PrE.
   a. The prerace mode will continue until triggered by your launch.
   b. The prerace mode has a floating 2 second recording window. When you launch, the tach will store 2 seconds of recording prior to the launch.
4. Race recording will start when:
   a. The tach receives a trigger signal (12V is applied and removed).
5. Race recording will stop when:
   a. 20 seconds has elapsed.
   b. The Cancel button is pressed.

C. PCR - Peak Recall

1. Press ENTER, the current peak RPM value will be displayed and a LED on the right side of the display will light up.
2. Press ENTER to return to the MAIN Menu or press CLR to clear the Peak Recall value. The display will change to CLR. Press ENTER and the peak will be cleared.
D. **Run Select** (Select the run number to play, download or record to)

1. Press ENTER to select the Run Select Mode. The display will read **run**.
2. Press the up and down arrows to select the new run.
3. Press ENTER when the desired run is displayed.

E. **PE** - Playback Engine Recording (shows burnout, pre-race, and race)

1. Press ENTER to select engine playback.
2. **burn** will be displayed (press ENTER to continue).
3. Burnout will playback.
4. When burnout is complete, the burnout time will be displayed.
5. Press ENTER to move to Prerace playback. **PrE** will display.
6. Press ENTER to start Prerace playback. The display will count down from 2 seconds to 0 (launch).
7. When Prerace is complete:
   - **Ch 1** will appear on the display.
   - The pointer will move to the starting RPM (this is the start of the engine race recording).
8. Press ENTER to start engine race playback.
9. Playback can be paused at any time.
10. When playback stops the LED will display the time the recording stopped.
11. Press ENTER to return to the Main Menu.

F. **PPV** - Playback Peak / Valley

1. Press ENTER to select Peak / Valley playback.
2. The word 'DELAY' will be shown. While 'DELAY' is displayed the tach is computing the Peaks and Valleys.
3. Peak / Valley is ready to run:
   - CH1 will appear on the LED.
   - The pointer will move to the starting RPM.
4. Press ENTER to start playback.
5. The playback will pause at the first peak.
6. During any Peak / Valley pause;
   - The RPM value and time of the pause will be displayed.
   - Press ENTER to continue.
7. When playback stops, the LED will show the time the recording stopped.
8. Press ENTER to return to the Main Menu.

G. **PLS** - Playback Drive Shaft Recording

1. Press ENTER to select Shaft playback.
2. Shaft playback is ready to run; CH2 will be displayed.
   - The pointer will move to the starting RPM.
3. Press ENTER to start playback.
4. Playback can be paused at any time. When paused, the data display function can be used.
5. When playback stops, the LED will show the time the recording stopped.
6. Press ENTER to return to the Main Menu. It will display engine RPM (CH1) and ratio (CH1 / CH2) recorded at the displayed time.
I. Download to Computer (PC)

NOTE: These instructions assume that the tach is connected to a PC computer running Tach Fact software and that the software is working properly with the serial port on the PC. If the tach is not connected to a PC, skip steps #2 and #3.

1. Press the MENU button until the display shows Press ENTER. The display on the tach will show
2. If available, plug the computer's serial port cable into the RS232 connector, P5, on the tach.
3. Setup to download data from the tach to the Tach Fact software. (Click on FILE, then DOWNLOAD DATA FILE. Enter a name for the file to save the file.)
4. If the display on the tach shows , the Download Activation Code needs to be entered into the tach. The number is only entered once, and enables the use of the tach with the Tach Facts software. The Download Activation Code is an 8 digit number, and is included with tachs purchased after December 1, 2000, the code for tachs purchased prior to this date can be purchased by contacting Auto Meter Products. Be sure to have the model number and serial number of the tach available.
5. To enter Download Activation Code:
   a. Press the MENU button until the display shows the first digit of the Download Activation Code. Press ENTER. The digit entered moves one place to the left.
   b. Press the MENU button until the display shows the next digit of the Download Activation Code. Press ENTER. The digits entered move one place to the left.
   c. Repeat step 7 for the remaining 6 digits. When finished, the display will show .
6. The download process will start. The progress of the download will be indicated by the number of bytes transferred showing in the lower left corner of the screen. During the download the display will show . When finished the display will show .
7. Press ENTER. The display will show .

NOTE: When downloading to a PC, a 9 pin serial connector (male to female extension) will be required. This may be purchased at any electronics store where computers are sold.

H. \( PLR \) - Playback Ratio (Engine/Drive Shaft)

1. Press ENTER to select ratio playback.
2. Ratio playback is ready to run; \( R\text{A}E \) will be displayed.
   The pointer will move to the starting ratio.
3. Press ENTER to start playback.
4. Playback can be paused at any time. When paused, the data display function can be used.
5. When playback stops, the LED will show the time the recording stopped.
6. Press ENTER to return to the Main Menu. The data display will display engine (CH1) and shaft (CH2) recorded at the displayed time.

I. \( dPC1 \) - Download to Computer (PC)
**K. SP1 - Set shift point #1 and "Hold Set Point 1" Delay**

1. Press ENTER, the current setpoint will be displayed.
   a. The displayed RPM will be displayed.
   b. Playback will pause.
2. Press ENTER to start burnout download.
3. If the burnout printout is not needed it can be skipped by pressing ENTER again. Any Playback print can be skipped by pressing ENTER.
4. All playbacks can be printed from this mode.
   They will appear in the following order:
   - Burnout (burn)
   - Prerace (Pre)
   - Channel 1 / Race (CH1)
   - Channel 2 (CH2)
   - Ratio, Channel 1 / Channel 2 (RATIO)
5. Press ENTER to return to the Main Menu.

**L. SP2, SP3 & SP4 - Set Shift Setpoint #2, 3, & 4**

1. Press ENTER, the current setpoint will be displayed.
2. Adjust the Shift Setpoints as follows;
   a. Press and hold the / arrow.
      • The displayed RPM will change.
      • Continue holding / and the RPM display will increase in speed.
      NOTE: The RPM value increases in 13 RPM increments. The display shows the RPM value in decimal form (RPM x 1000). The decimal point represents a comma (Example: 07.99=7,990).
   b. When the desired reading is displayed, press ENTER.
   c. The word DELAY will now be displayed, press ENTER to continue.
   d. The Hold Setpoint 1 Delay is now displayed. The tach reads a profile of RPM increase and decrease as a shift point. The delay feature prevents inadvertently triggering a shift point due to wheel spin or inconsistent throttle off the launch.
   e. Set the delay time slightly before your known first shift point with the / arrows.
3. Press ENTER to store the setpoint and return to the Main Menu.
M. **brns** - **Burnout Setpoint**

When the burnout RPM goes above/below this RPM, the burnout recording will start/stop.
1. Press ENTER, the current setpoint will be displayed.
2. Adjust Shift Setpoint 1 as follows;
   a. Press and hold the up or down arrow.
      • The pointer will move one count at a time.
      • Continue holding ENTER and the pointer will start to move slowly.
      • Continue holding ENTER and the pointer will start to move faster.
   b. When the desired reading is indicated, press ENTER.
   c. Press ENTER to store the setpoint and return to the Main Menu.

N. **PlsP** - **Playback Speed Setting**

Toggles playback speed between full speed and half speed.
1. Press ENTER, the current speed will be displayed.
2. Press the up or down arrow to change the speed.
3. Press ENTER to store playback speed and return to the Main Menu.

O. **PrSp** - **Printer Interface Speed Setting**

Toggles the playback speed between full speed and half speed. This should normally be set to half speed.
1. Press ENTER, the current speed will be displayed.
2. Press the up or down arrow to change the speed.
3. Press ENTER to store the setting and return to the Main Menu.

P. **PPr** - **Pulse Per Revolution**

Sets the Pulse Per Revolution Setting.
1. Press ENTER to display the current pulse per revolution setting.
2. Press the / arrows to change the **PPr**.

<table>
<thead>
<tr>
<th>PPR Table</th>
</tr>
</thead>
<tbody>
<tr>
<td>2PPR = 4 Cy 4 STR</td>
</tr>
<tr>
<td>3PPR = 6 Cy 4 STR</td>
</tr>
<tr>
<td>4PPR = 8 Cy 4 STR</td>
</tr>
</tbody>
</table>

3. Press ENTER to store the setpoint and return to the Main Menu.

Q. **Tye** - **Displays the Tachs Model Number**

1. Press ENTER to display the model number.
2. Press ENTER to return to the Main Menu.

R. **Sofr** - **Displays the Current Tach Software Revision**

1. Press ENTER to display the software reversion number.
2. Press ENTER to return to the Main Menu.
3. Magnet Installation

NOTE: An aluminum collar is available for most models to hold the magnets. Please call Auto Meter Products for further information.

Although it is possible to install magnets without removing the two universal joint bearing caps that are attached to the differential pinion end yoke; it is highly recommended that they be removed. This allows for a better job of cleaning surfaces, and applying the J-B Weld brand adhesive.

Caution: Use J-B Weld brand adhesive only. Many other brands were tested, and only J-B Weld withstands the centrifugal forces encountered.
1. Remove the U-bolts or straps that retain the universal joint bearing caps to the end yoke on the differential.
2. Slide the driveshaft forward into the transmission while being careful not to allow the bearing caps to fall off the universal joint.
3. Gently slide the two bearing caps that were contained by the end yoke off of the universal joint cross. Be careful not to lose any of the needle bearings.
4. Place needle bearings in a safe place until ready to reassemble.
5. Clean any surface rust (etc.) from bearing cap end with a wire brush attached to a bench grinder or drill.
6. Using the 80-grit emery paper supplied, roughen up the end of the bearing cap to improve J-B Weld adhesion.
7. Using the sharp edge of a file, scratch the yellow end of the magnets so that the end can be identified after the paint is removed during cleaning of the magnets. (See Figure 1.)
   NOTE: The magnet is painted yellow on one end to identify the south side. The sensor supplied will only work with this end of the magnet.

8. Using a CLEAN rag, apply acetone or lacquer thinner to the rag. Wipe the bearing cap ends and magnets clean. Allow the cleaner to evaporate.
   NOTE: The surfaces must be clean, and free of all residues to provide a strong bond with the J-B Weld.
9. J-B Weld consists of two parts. Squeeze equal parts from each tube onto any clean disposable surface. Mix together thoroughly with the wooden stick provided.
10. Apply a small amount of J-B Weld onto the end of the bearing cap. With the south side of the magnet facing away from the J-B Weld and bearing cap, place the magnet in the center of the J-B Weld on the bearing cap as shown. (See Figure 2.)

![Figure 2](image)

11. Tear off a thin piece of paper, and place it onto the $\frac{5}{8}''$ diameter steel slug. Place the paper and slug onto the south end of the magnets as shown. (See Figure 3.)

**NOTE:** Since J-B Weld has steel in it, the J-B Weld will be attracted to the south end of the magnet, and will flow away from where it's needed most. The steel slug placed on the south end of the magnet prevents this from happening. The paper prevents bonding of the steel slug to the magnet.

![Figure 3](image)
12. Apply a liberal amount of J-B Weld to form a cone shape as shown. (See Figure 4.)

13. Allow the J-B Weld to cure for 24 hours before putting into use. J-B Weld cures slower if used at temperatures below 60°F. After J-B Weld has cured for 6 hours, a heat lamp or light bulb placed near the weld will speed up curing time in cooler temperatures. Do not apply heat before 6 hours of room temperature curing, as this may cause the weld to become brittle.

**NOTE:** In hot weather, let the J-B Weld set-up for about 15 to 20 minutes after mixing, this lets it thicken and prevents running or sagging.

14. After J-B Weld has cured, remove the steel slugs and paper. Make sure that no J-B Weld protrudes above the magnets, if so a file may be carefully used to remove the excess. Also be sure that the J-B Weld does not interfere with the bearing cap retainer tang on the end yoke.

15. Assemble the bearing caps. Use an approved grease to hold the needle bearings in the bearing caps. Make sure there are no missing needle bearings. Place the bearing caps onto universal joint cross.

16. Reassemble the driveshaft and universal joint to the end yoke. Replace the U-bolts or straps, and torque to the manufacture specifications.

When magnets are mounted according to these instructions, the magnets will withstand at least 10,000 RPM.

**Sensor Mounting for Driveshaft RPM Pickup**

A bracket must be fabricated to hold the sensor near the magnets that were installed on the universal joint bearing caps. The bracket must be very rigid, as not to allow the sensor to come in contact with the magnets under extreme vibration. If the sensor touches the magnets they will break off, and also possibly damage the sensor. We recommend using rigid channel steel for the bracket. The bracket should be bolted directly to the differential case. This insures a constant sensor to magnet clearance with any suspension travel. Mount the sensor through a $\frac{3}{8}$" diameter hole in the bracket. Adjust the sensor to magnet clearance to $.200"+/-0.030"$, and lock down the jam nuts supplied on the sensor. Verify the clearance is correct for both magnets. (See Figure 5.)

**Optional:** Driveshaft collars are available direct from Auto Meter for many performance applications.

**Note:** Strange Ultra Case requires a 5/16-24 x 1.5" sensor.

Contact Auto Meter at 815-895-8141 for pricing and availability of optional sensor.
The thread on the sensor is $\frac{15}{32}$-32 UNS-2A, therefore every revolution of the nut will move the sensor .031". Rotate the driveshaft by hand to make sure there is adequate clearance between the bracket and sensor assembly and the differential pinion end yoke. (See Figure 6.) Tie the wires away from any moving objects and hot exhaust pipes.

Figure 5

Figure 6
SERVICE
For service send your product to Auto Meter in a well packed shipping carton. Please include a note explaining what the problem is along with your phone number. Please specify when you need the product back. If you need it back immediately mark the outside of the box "RUSH REPAIR," and Auto Meter will service product within two days after receiving it. ($10.00 charge will be added to the cost of "RUSH REPAIR.") If you are sending product back for Warranty adjustment, you must include a copy (or original) of your sales receipt from the place of purchase.

12 MONTH LIMITED WARRANTY
Auto Meter Products, Inc. warrants to the consumer that all Auto Meter High Performance products will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at Auto Meter's option to the consumer, when it is determined by Auto Meter Products, Inc. that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the Auto Meter instruments. In no event shall this warranty exceed the original purchase price of the Auto Meter instruments nor shall Auto Meter Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of this product. Warranty claims to Auto Meter must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of product and is non-transferable. All implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the instrument seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. Auto Meter Products, Inc. disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by Auto Meter.

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