**WARNING**

Check with engine builder for maximum recommended safe shift point before setting shift point on tachometer. Failure to do this could lead to over-reving of engine, causing serious damage to engine and car.

**IMPORTANT NOTE**

This tach has an air core meter movement. The tach pointer may not always rest at zero. This is normal. When 12V power is supplied, pointer will position to the correct rpm.

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**Calibration**

**Calibration Memory Tach**

- **TYPICAL ENGINE PULSES-PER-REVOLUTION**
  - **4 CYL.** = 2 PULSE
  - **6 CYL.** = 3 PULSE
  - **8 CYL.** = 4 PULSE

**Cylinder Configuration**

(Units without Calibration Loops)

The Cylinder Configuration mode is initiated by pressing and holding the top button while turning on the 12 V DC power to the gauge. DO NOT let go of the button until the pointer is pointing to the desired pulses per revolution for your engine application. For example, if the engine ignition puts out 4 pulses per revolution (8 cyl.), don’t let go of the button until the pointer indicates “4” (thousand).

See chart at right for details. Every two seconds, the pointer will step to the next major number (2 through 4). After “4”, it will start over again at “2” and keep cycling around until the button is released. If you miss it the first time around, simply wait until “your number” comes around again.

A couple of seconds after letting go of the button, the tachometer will automatically go into the normal operation mode and will permanently remember this configuration until changed again by the user.

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**Mounting**

(Shift-Lite model shown)

1) Loosen both bolts holding the shock strap to the mounting foot. Back both bolts out until each is only one or two turns into the spacer.

2) Pass tach wires through shock strap assembly and slide tach casing into shock strap assembly.

3) For external Shift-Lite models, position Shift-Lite mounting bracket under shock strap as shown in image. Adjust Shift-Lite (if applicable), tach, and mounting base to desired positions (see figure 4 for recommended shock strap position), and tighten bolts holding mounting foot to shock strap to secure the assembly.

4) Make sure rubber section of shock strap seats properly to ensure proper fitment. Check to make sure shock strap is approximately 1¼” (1.875”) between center line of strap and step of tachometer casing for best mounting. For external Shift-Lite models, plug shift light into tachometer connector. Plug is directional, do not force fit!

5) Recommended placement of external Shift-Lite (if applicable) is at 10 o’clock position. It is possible to place Shift-Lite in other positions in accordance with driver preference and vehicle mounting requirements.

6) The special design of the tachometer base allows for a variety of mounting possibilities. Attach the base using screws provided or use a pop rivet tool.

**Wiring**

- **External Shift-Lite models only.**
  - **Black**
  - **Green**
  - **Red**
  - **White**

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**Calibration**

(Units with orange & brown loops)

- **CLIP NECESSARY WIRE LOOPS. DO NOT PUSH WIRES INTO CASE.**
  - 8 CYL.—NO adjustment is necessary.
  - 6 CYL.—Clip BROWN wire only. Insulate with electrical tape.
  - 4 CYL.—Clip BROWN and ORANGE wire loops. Insulate with electrical tape.

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**External Shift-Lite models only.**

- **Shift-Lite connector must be plugged in prior to operation.
- Certain models feature a Shift-Lite plug and offer the option to add an external Shift-Lite.**

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**WARNING**

Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.

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**CAUTION**

As a safety precaution the Red wire of this product should be fused before connecting it to the positive (+) side of the 12V DC battery. We recommend using a 4 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® # 312 004 or an equivalent) inline with the Red wire of our product.
### Shift-Lite™ Operation (for models with Shift-Lite)

1. Turn on the power to the tach by turning the key on (Do Not start the engine). Set the desired RPM by turning the adjust knob on the tach; the pointer will move. Stop when it reaches the desired shift point.

2. Turn the power off. The tach will now use the selected shift point, until set differently.

3. During normal tachometer operation, the shift light will come on when the tachometer reaches your set point. It will stay on until the engine speed drops below the set point.

### Shift-Lite™ Operation (for models with Memory)

1. Press both buttons at the same time while in the Normal Operation mode to initiate the Shift Light Set mode.

2. The Shift Light Set mode may be identified by the shift light flashing on briefly twice per second. The pointer will display the current shift light set point.

3. Press and hold the top button to scan upwards (clockwise). Press and hold the bottom button to scan downward (counter-clockwise).

4. A brief tap on either button will cause the pointer to move slightly in the appropriate direction for fine tuning the shift point. The gauge will return to Normal Operation by simply not touching either switch for 5 seconds.

### Normal / Memory Operation

- **Press and hold the top button** to display the stored peak RPM.
- **Release the button to return to normal operations.**
- **Press and hold the bottom button** for a minimum of 1 second to clear the current peak memory.
- **(On model 233906) Press both buttons at the same time to initiate the SHIFT LIGHT SET mode.** (See back for details)

### WARNING

Check with engine builder for maximum recommended safe shift point before setting shift point on tachometer. Failure to do this could lead to over-revving of engine, causing serious damage to engine and car.

### Note:

The shift point setting can be checked anytime the vehicle is started. Turn the ignition on and the shift point setting will show on the dial.

### WARNING

Check with engine builder for maximum recommended safe shift point before setting shift point on tachometer. Failure to do this could lead to over-revving of engine, causing serious damage to engine and car.

### Note:

When power is first applied to the tach, the Shift-Lite will light briefly to self-test the bulb and show the shift point. The shift point setting can be checked at any time there is power to the gauge. Press both buttons briefly and the shift point will display for 5 seconds.