1. Mount probe trigger on alternator by centering trigger over alternator laminations. Strap trigger securely to alternator using hose clamp provided.

2. After mounting probe trigger, route both black probe wires through firewall, using grommet provided. If possible, avoid running trigger wire alongside other wires.

CAUTION!
As a safety precaution, the +12V terminal of this product should be fused before connecting to the 12V ignition switch. We recommend using a 3 AMP automotive type fuse.

The Diesel Tach Adapter (DTA) is provided with a probe assembly that is to be strapped to the vehicle’s alternator. The probe trigger will sense the rotating stator of the alternator and provide a small signal to the input of the DTA. The DTA, once calibrated by capturing a 1000 RPM signal, will provide a 12V square wave output with an equivalent 4 PPR tach signal. This signal can then be used to drive any standard AutoMeter tachometer.

*Note: Both Black Wires are interchangeable and can be used for any of the listed purposes.
CALIBRATION

Once the DTA has been properly wired to the vehicle and tach, it is ready to be calibrated. Follow these steps to calibrate the DTA:

1. With the ignition switch off, press and hold the button on the DTA. Hold the button down and start the vehicle. Once the engine is running, release the button.

2. Look for a solid green LED on the DTA. The LED is located just to the right of the ‘r’ in the word “Adapter” on the label. The output of the DTA must be calibrated to the pulley drive ratio and number of poles on the alternator of your vehicle. To calibrate the DTA, hold the engine RPM at 1000, then press and release the button on the DTA. The DTA will then calculate the ratio of the signal from the alternator probe to an equivalent 1000 RPM 4 pulse per rev output signal. This ratio will be stored in the DTA's memory. Verify the tach now reads 1000 RPM. From this point forward, the tach will accurately display the engine RPM. A flashing LED confirms the signal is being received from the probe mounted on the alternator.

   NOTE: We suggest using test equipment found at many repair facilities or car dealers to ensure the engine RPM is accurate when the DTA is calibrated.

   NOTE: Some modern diesels have an OBDII diagnostic port that you can plug a scan tool into, to use for RPM verification.

Once calibrated, the DTA can be secured out of sight under the dash of the vehicle.

The installation is complete, and the DTA will provide the proper signal to the tachometer when the motor is running and the power is applied.