

**Interface has been pre-programmed for
2001-2007 GM Duramax Diesel engines.**

SIGNAL INTERFACE UNIT

This unit will drive various tachometers from the ignition system tachometer signal.

WIRING:

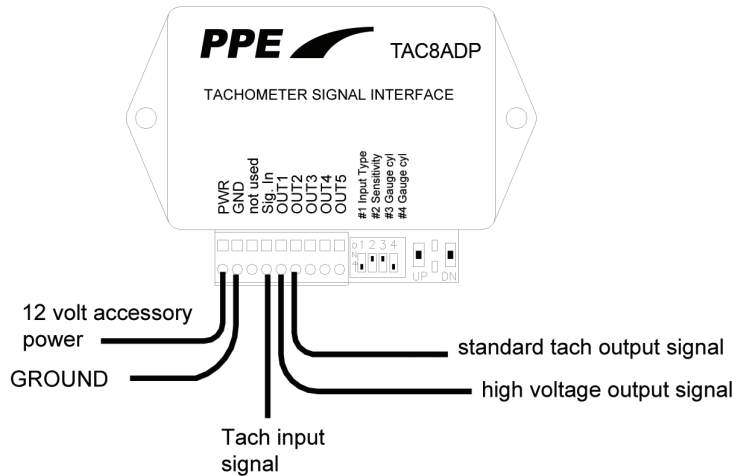
- PWR - 12 vlot accessory power
- GND - Ground
- Sig. In - Ignition system tachometer signal
(negative side of coil or tach output)
- Out1 - High voltage output to tach
- Out2* - Standard output to tach
- Out3 - Not used
- Out4 - Not used
- Out5 - Not used

**If OUT2 does not drive your tachometer, use OUT1.*

Switch settings:

switch	ON	OFF
#1	ECM tach signal	Standard tach signal
#2	Standard tach signal	Low volt tach signal

	#3	#4
4 cyl gauge	Off	Off
6 cyl gauge	Off	On
8 cyl gauge	On	Off
10 cyl gauge	On	On



Setup and diagnostic lights

RED	GREEN	Status
OFF	OFF	Power off.
OFF	ON	Power on, no tach signal present
OFF	Flashing	Power on, tach signal present
ON	Flashing	Engine cylinder calibration adjustment mode
ON	ON	UP switch is being held to preset cal
ON	OFF	DN switch is being held to enter setup mode

CALIBRATION:

Setup switches #3 and #4 for the cylinder count the gauge was designed for. Use the UP and DN push button switches to adjust the engine cylinder count settings.

To adjust the engine cylinder count:

1. Begin with the key off.
2. Press and hold the DN switch while turning the key on. The RED light should be on.
3. Release the DN switch. The GREEN light will begin flashing the current engine cylinder count. It will flash the current setting, wait, flash the current setting, wait, etc.
4. To increase the setting, press and release the UP switch. To decrease the setting, press and release the DN switch.
5. When the GREEN light flashes the correct number of times, turn the key off.

Quick preset: You can also quickly set the engine cylinder count to 4, 6, 8 or 10. Hold the UP push button while turning the key on. After setting the engine cylinder count, change the position of switch #3 & #4 to match the gauge. DURAMAX PCM=4 cylinder count.

Set to 4: Turn setup switch #3 off, #4 off, hold the UP button while turning the key on.

Set to 6: Turn setup switch #3 off, #4 on, hold the UP button while turning the key on.

Set to 8: Turn setup switch #3 on, #4 off, hold the UP button while turning the key on.

Set to 10: Turn setup switch #3 on, #4 on, hold the UP button while turning the key on.

Setup example:

If you have a factory 6 cylinder tachometer and are now using an 8 cylinder engine, set the engine cylinder count to 8. Turn switch #3 OFF and switch #4 ON to set it for a 6 cylinder tachometer.

TROUBLE SHOOTING GUIDE:

Problem-	Possible Causes-	Solution-
Tachometer will not work. GREEN light off.	No power to module.	Check the power and ground terminals on the module. Should be 11-15 V.D.C.
Tachometer will not work. GREEN light on steady.	No input signal. Module set for wrong input type.	Test for 1-20 volts AC at the tach input terminal with the engine running. Change the position of switch #1 or switch #2.
Tachometer will not work. GREEN light flashing.	Wrong output type.	Try switching from OUT2 to OUT1.
Tachometer will not read at high RPM.	Module set for wrong input type.	Change position of switch #2.

TECH SUPPORT:

You can contact us with any questions you may have by calling (714) 985-4825.

