


CLASSIC/ EV2 DIESEL TACHOMETER INSTRUCTIONS

I C O N K E Y  CAUTION  Tools may be required  Shown in picture



- 1  Disconnect batteries. Do not reconnect battery power until system is fully configured to avoid risk of shock or fire.



- 2 **Select a mounting location for the sensor assembly and the magnets**
 Mount magnets to a pulley or damper that turns at engine speed; magnets must be positioned 180 degrees apart from each other
 Mount sensor assembly so that magnets pass within 1/8" to 1/4" from sensor tip
 Check the selected sensor location for interference from rotating parts as the engine turns.

- 3 **Prep selected surface for magnet mounting**
 Scrape away the paint from two areas directly across from each other on the selected mounting surface.
 Roughen the bare metal with coarse sandpaper and clean the bare metal with alcohol to remove any oil or grease so that the epoxy will bond.
 Epoxy each magnet to the selected surface with the BLUE SIDE OUT and with the magnets directly across from each other to maintain balance. Also, cover the magnets with epoxy. Allow 45 minutes for the epoxy to dry before starting the engine.

- 4 Position the sensor so that there is approximately 1/8" to 1/4" clearance between the sensor face and the magnets (shown in the Connector Wiring Diagram on page 2) Drill a mounting hole in the sensor bracket if required. Bend or make additional bracket modifications if required.

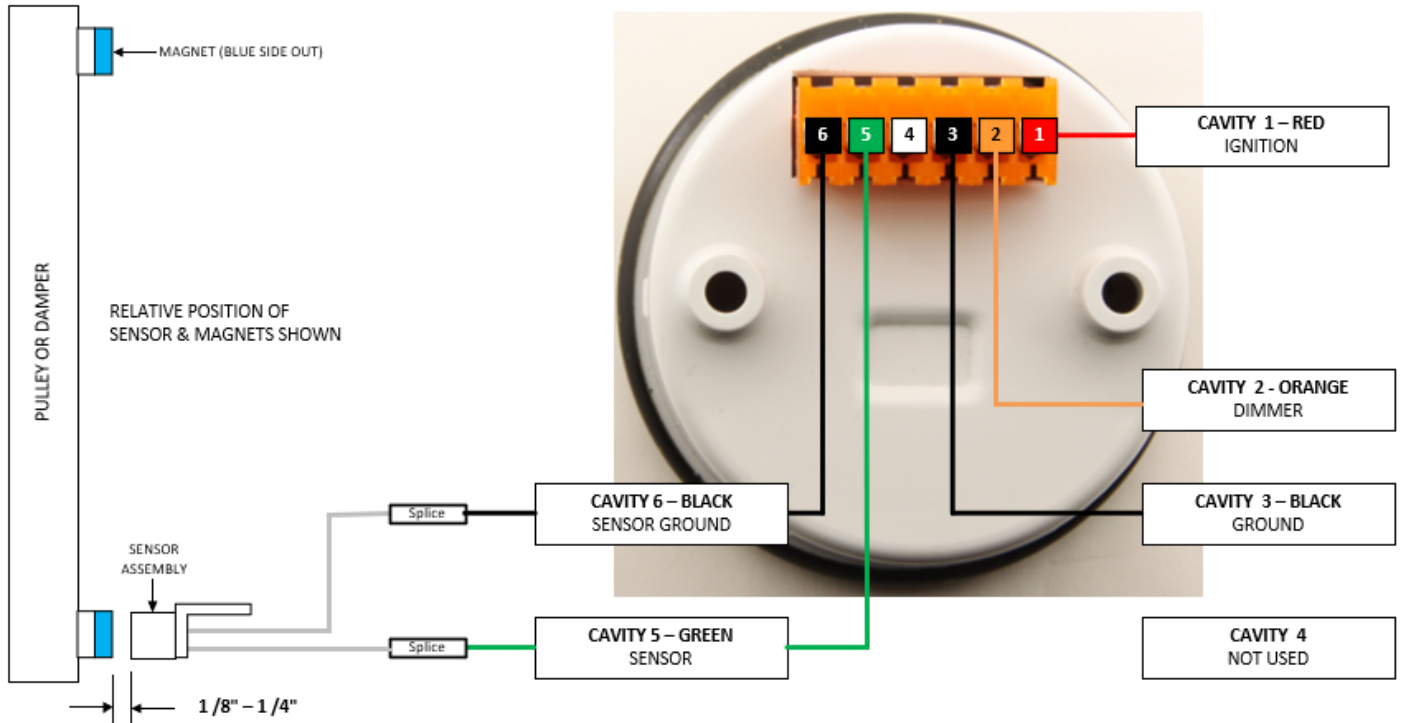
- 5 Splice the two 10' black and green wires to the white sensor wires and route them into the cab to the tachometer location away from starter cables, electric motor wires, etc. Secure the wires as necessary.

- 6  Trim all wires to desired length. Do not strip wire ends for the insulation orange connector
 **Install wires into the insulation displacement connector (orange connector).**
 Holding the connector steady, carefully lay the wires across the connector cavities. Using the R72023 wire insertion tool, follow the supplied tool instructions to push each wire completely to the bottom of its groove in the connector to ensure a good electrical connection. Once all wires are securely installed, slide the white dust cover over the rear on the connector



- 7  **Install the connector onto the back of the gauge**
 With the angled tip portion of the connector pointing up, insert the connector into the back of the gauge
 Secure the gauge to its mounting location.
 **NOTE** The orange connector MUST be installed in the direction shown below.



CONNECTOR WIRING DIAGRAM



WIRE CONNECTIONS

- **CAVITY 1 – Red:** [Ignition](#); Connect to one wire of the included fuse holder using the included crimp splice, and the other wire of the fuse holder connected to a circuit that switches on with the key switch.
 Use only 1-amp fuses, higher amperage fuses may cause damage to the gauge or to the vehicle.
 - **CAVITY 2 – Orange:** [Dimmer](#); Connect to the factory gauge dimmer circuit by either tapping into the in-cab fuse block or by connecting directly to the wire running from the dimmer on the headlight switch.
 - **CAVITY 3 – Black:** [Gauge Ground](#); Connect to a clean ground on the vehicle such as the battery negative terminal, or factory ground bolt
 - **CAVITY 5 – Green:** [Sensor Signal](#); Connect/splice to one of the white sensor wires
 - **CAVITY 6 – Black:** [Sensor Ground](#); Connect/splice to the other white sensor wire
- 8**  Secure all wiring so that it does not interfere with moving parts or chafe on sharp edges. This may be accomplished by routing the wiring within the factory wire harness sheath, using wire ties, and sheathing. Use appropriate grommets when passing through the firewall.
- 9** After double-checking all connections and clearances, start the engine. The tachometer should now read the engine RPM.
NOTE: If only half the engine RPM is being displayed check to make sure both magnets are lined up with the center of the sensor or maybe one is missing

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