

# ZIP PRODUCTS ELECTRONIC TACHOMETER

## Zip Products Electronic Tachometer

Thank you for purchasing an electronic tachometer conversion from Zip Products. This electronic conversion is designed to be used with a multitude of electronic ignition systems including LS engine conversions.

Dip switches on the back of the tachometer must be set to match to the type of signal the unit will receive. The options are 8-cylinder application or 4-cylinder application. Standard 283, 327, 350, 396, 427, 454 engines with an electronic distributor or ignition system will use the 8-cylinder settings. An LS conversion with GM PCM will use the 4-cylinder settings.

### Dip Switch settings:

8 Cylinder Settings Dip Switch

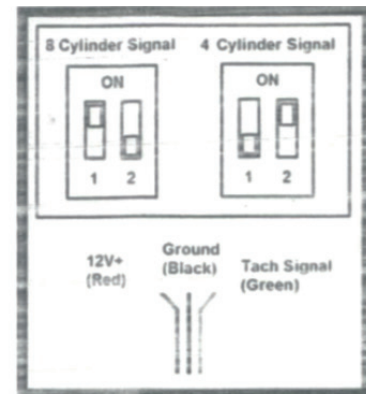
1 = ON

2 = OFF

4 Cylinder Settings or LS Dip Switch

1 = OFF

2 = ON



### Calibration Instructions

1. Install electronic conversion on back of gauge face plate with included mounting screws.
2. Temporarily hook up the red (positive) and black (ground) to a 12v source. Do not hook up the green (signal) wire at this point. This will put voltage on the new tachometer and zero the gauge. With the tachometer powered, install the needle at zero RPM.
3. There are several ways to calibrate your new electronic tachometer conversion. If you have a signal generator, use the following formula to calculate correct RPM.

- 8-cylinder setting =  $\text{Hz(Frequency)} \times 60/4$
- 4 cylinder setting =  $\text{Hz(Frequency)} \times 60/2$

Example = 200Hz signal should read 3000 RPM's on tachometer in 8-cylinder setting. If your needle does not read this, turn the blue and yellow calibration pot screw so that the needle lines up to 3000 RPMs.

Calibration should be checked at both the low and high RPM with final calibration done at the high RPM.

**Zip offers a handheld tachometer signal generator to help facilitate proper calibration prior to installation. See Zip # TL-182.**

4. A timing light with an RPM setting can also be used to calibrate your electronic tachometer. You can install the timing light to show actual RPM and then adjust the gauge so that it is the same. You will have to hold a steady RPM while doing this. This must be done prior to dash assembly, once installed the tachometer is not adjustable.

### Follow these simple 3-wire instructions for installation:

Red wire = 12v keyed positive. Must be 12v with the key in the run position. Do not connect straight to constant 12v.

Black wire = chassis ground. Suggest connecting to the windshield pillar frame assembly where the wiring harness grounds are located.

Green = signal wire. On an 8-cylinder application this will go the negative side of the coil. On a LS engine or MSD ignition it will connect to the tachometer output wire from the corresponding ignition module.

**[www.zip-corvette.com](http://www.zip-corvette.com)**  
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**Zip**  
Corvettes are all we do.