

"The original makers of SMITHS instruments"

Instructions for 12volt Smiths E-Type Tachometer with Clock

Caution Disconnect the battery earth cable prior to any installation

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Products designed and manufactured under ISO 9001:2008 quality standards.

PIL090 1

Electrical Connections for Positive Earth Systems		
Wire Colour	Connect To	
Green	Ground	
Black	Switched 0v supply	
Red/blue	Switched side of ignition coil of contact breaker ignition system. Default connection.	
White/black	ECU or electronic ignition tacho signal	
Red/black	Switched supply, sidelight feed	
Red/white	Ground (for illumination)	
Blue	If required connect via toggle switch to Ground	
Red	Pull Up/Down for Tacho input if required, only on ECU open collector output	
Purple ¹	Permanent battery +ve	
.White ¹	Permanent battery -ve	

Electrical Connections for Negative Earth Systems		
Wire Colour	Connect To	
Green	Switched 12v supply	
Black	Ground	
Red/blue	Switched side of ignition coil of contact breaker ignition system. Default connection.	
White/black	ECU or electronic ignition tacho signal	
Red/black	Ground (for illumination)	
Red/white	Switched supply, sidelight feed	
Blue	If required connect via toggle switch to Ground	
Red	Pull Up/Down for Tacho input if required, only on ECU open collector output	
Purple ¹	Permanent battery +ve	
White ¹	Permanent battery -ve	

^{1 –} Must be connected to PERMANENT battery to enable clock function with ignition off.

OPERATION

Setting the number of engine cylinders. Default is 6 so no change required unless using other than straight 6 or V12 engine. You will need to fit a push button switch between the Blue wire and true 0 volts or battery ground.

For conventional ignition systems, 1 coil and 1 distributor:

With the ignition switched off, press and hold the button and switch on the ignition. Keep holding the button until the pointer moves to the factory setting of 6 cylinders or 6000 rpm. Each subsequent press of the button will move the cylinder count up, but decrement the pointer, initially by 500rpm or 1 cylinder (e.g. 7 cyl=5500 rpm), then by 1000 rpm steps, up to a maximum of 12 cylinders where the pointer would be at 500rpm. At this point the sequence will restart at 1 cylinder (1000rpm) and move up in 1000 rpm steps up to 6 cylinders at 6000rpm. When the pointer is at the correct cylinder number, press and hold the button until the pointer resets, you then need to turn the ignition off and back on to store the set up and return to normal operation.

For lost spark ignition systems:

These systems have two double ended coils and no distributor. Connect the red/blue lead to one coil only. The procedure is as above but the values must be halved, so for 6 cylinders the setting will be 3000rpm (not 6000).

When the pointer is at the correct cylinder number, press and hold the button until the pointer resets, you then need to turn the ignition off and back on to store the set up and return to normal operation.

For other ignition systems please contact our technical support team at technical@caigauge.com

Clock adjustment

The harness contains an adjustment push-button which can be fitted to the dash.

Each momentary press will increment the clock by one minute. Pressing and holding the button will set the clock into high speed operation, continuing until the button is released.