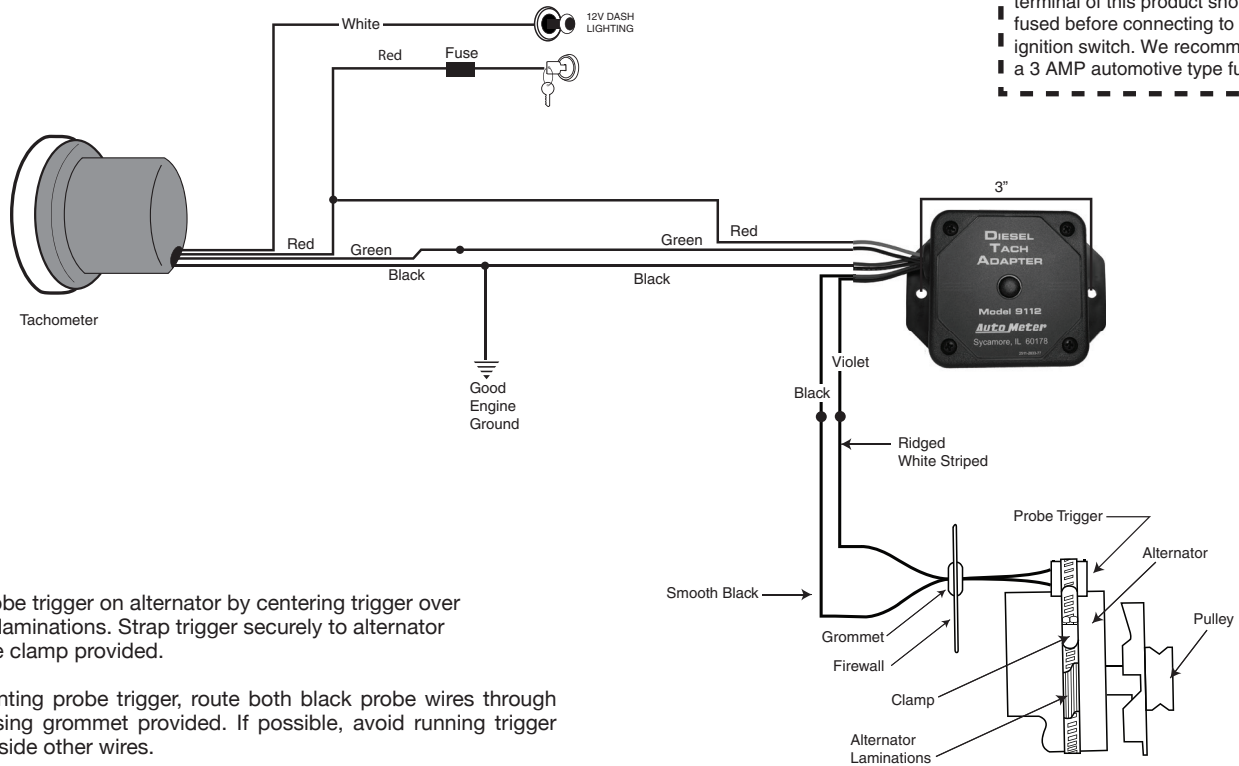


## WIRING



**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.

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.

## OPERATION

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.

## INSTALLATION

The sensor probe is to be mounted to the alternator with the provided large hose clamp. The probe should be centered on the circumference of the alternator. The two wires of the probe should be lengthened if needed to allow connection to the DTA, which should be mounted in the cabin of the vehicle.

Choose a location to mount the DTA before making any electrical connections. Typical locations include under and/or behind the dash, or mounted to the cabin side of the firewall. The DTA module is not designed for engine compartment mounting. Actual mounting of the DTA may be delayed until after the calibration procedure has been performed and validated.

The DTA should be powered by a switched 12V supply and a good ground from the engine. Typically, the DTA can be connected to the same power and ground points as the tachometer.

The output of the DTA should be connected to the input of the tachometer.

Connect the wires from the DTA as follows:		
Wire Color	Signal	Connect to:
Red	12 VDC (should be switched and fused)	Switched Accessory Circuit 3 amp fuse
Black*	Vehicle Ground	Good Engine Ground
Violet	Alternator Probe	Ridged/White Probe wire
Black*	Alternator Probe	Smooth Black Probe Wire
Green	Tach Signal	Green Wire from Tach/Tach signal terminal

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

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# 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.

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## 12 MONTH LIMITED WARRANTY

AUTOMETER Products, Inc. warrants to the consumer that all AUTOMETER High Performance products purchased from an Authorized AUTOMETER Reseller will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at AUTOMETER's option, when determined by AUTOMETER that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the AUTOMETER High Performance product and the necessary labor done by AUTOMETER to effect the repair or replacement of the AUTOMETER High Performance product. In no event shall AUTOMETER's cost to repair or replace an AUTOMETER High Performance Product under this warranty exceed the original purchase price of the AUTOMETER High Performance Product. Nor shall AUTOMETER Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of an AUTOMETER High Performance Product. This warranty applies only to the original purchaser of the AUTOMETER High Performance Product and is non-transferable. This warranty also applies only to AUTOMETER High Performance Products purchased from an Authorized AUTOMETER Reseller. All implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the instrument seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. AUTOMETER disclaims any liability for consequential damages due to the breach of any written or implied warranty on all products manufactured by AUTOMETER Products, Inc. For a comprehensive listing of Un-Authorized AUTOMETER Resellers please visit [www.autometer.com/autometerlocator/index/unauthorized](http://www.autometer.com/autometerlocator/index/unauthorized).

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