

Operation

The DRP Tachometer has three modes of operation.

The first, while the engine is running, displays the current RPM/100 in large digits on the left and the high rpm and car battery volts on the right. The high rpm value shown in this mode is the highest rpm reached during that engine run and will rise and hold as rpm increases.

The second, right after engine shutdown, displays the high rpm values for the last 3 engine runs on the left and car battery volts on the right. The backlight remains on in this mode for either 5 or 30 minutes depending on the setting of the OPT 2 jumper.

The third is simply a lower power mode. The display is identical to the last mode but the backlight goes off to save power. The last three high rpm values and battery volts are always available while power is applied to the tach.

Troubleshooting

- 1) Unit does not operate
 - Check that plug is fully inserted and locked into place
 - Check that 12-volt supply is not switched off
 - Check for proper ground
- 2) Unstable Display / "Alien" Characters
 - Unit not properly grounded
 - Solid Core Plug Wires
- 3) RPM values do not seem correct
 - Check jumper settings
 - Solid Core Plug Wires
- 4) High RPM values are not saved
 - Tach is resetting at engine start due to low car-battery voltage.

More troubleshooting advice and the latest software revision for your DRP Tach is always available online at www.digitalracingproducts.com

DRP Tachometer Owner's Manual

Thank you for your purchase of the Digital Racing Products tachometer. The DRP Tach utilizes the latest in digital signal processing technology and embedded microprocessor design to bring you the best performance and highest quality available in a racing tachometer. The CNC milled aluminum enclosure is designed to operate in the most rigorous of environments for many years of service.

The DRP Tachometer Features:

- User adjustable backlit display
- Built-in car-battery meter
- Recall of last three high rpm readings
- Upgradeable firmware
- On-screen help

Digital Racing Products
310 Ashbrook Lane
Russellville, Arkansas 72802

(501) 235-8800

www.digitalracingproducts.com

CONFIGURATION

Configuration of the DRP Tach is done by setting the jumpers in the bottom right of the enclosure to match your ignition system. A jumper is "set" by moving it to the right. To change configuration, simply read the required pulse setting from the tables below and set the jumpers to match. For example, to set the tach for a V6 engine with a MSD ignition, "set" the +2 **and** +1 jumpers, which add up to +3. The DRP Tach comes set for **MSD V8** from the factory.

These tables are available from the DRP Tach at any time by simply moving all jumpers to the left and powering up the unit. Several screens will be displayed that show you the same information you see here below. When you find the settings that match your configuration, unplug the unit, set the jumpers, and finish your installation.

V8

IGN TYPE	PULSE SET
MSD	+4
MAG	+2
HEI	+4

V6

IGN TYPE	PULSE SET
MSD	+3
HEI	+3

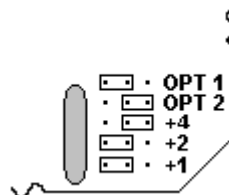
I4

IGN TYPE	PULSE SET
MSD	+2
HEI	+2

I4

(motorcycle engine)

Use Tach Pickup From Ignition Module And Set Tachometer for +1



OPT 1
OPT 2

future use
left, 5 min backlight
right, 30 min backlight

INSTALLATION

Mechanical Installation

The DRP Tach should be installed at or below eye level of the driver. Two mounting plates have been provided that enable a horizontal or vertical mount, and BOTH plates should be used for every installation.

Electrical Connections

There are three wires on the harness assembly that require connections on the car. Route all wires as far away from ignition coils and plug wires as possible.

The **BLACK** wire goes to ground. This is a *critical* connection the installer must pay significant attention to. Keep any extensions to this wire as short as possible. Long wires pick up noise just like an antenna and will cause unreliable operation. **MAKE SURE YOUR ENGINE IS WELL GROUNDED TO YOUR CHASSIS.**

The **RED** wire goes to the positive supply in the car. Anything from 7 to 25 volts will operate the tach. Keep any extensions to this wire as short as possible. **This lead should go to an always-on 12 volt source, not a switched 12 volt source !**

The **WHITE** wire is the ignition pickup. On an MSD type ignition, use the tach pickup provided at the MSD unit. On magneto ignitions, connect the wire to the ungrounded side of the kill switch (preferred) or screw terminal on magneto. When connecting to magneto ignition, use the short white isolator provided. On HEI type ignitions, use the tach pickup that is provided at the unit. For motorcycle engine, use tach pickup provided by stock ignition module.