



Caerbond Automotive Instruments

"The original makers of SMITHS instruments"

PORSCHE 8K & 10K TACHOMETER

Caution

Disconnect the negative battery cable prior to any installation

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Products designed and manufactured under ISO 9001:2015 quality standard.

INSTALLATION

Fitment to **NEGATIVE EARTH** vehicles only.

Pin	Colour	Function
1	Green	Ignition 12V supply
2	Brown/Slate	Not Used
3	Red	Pull Up/Down Pin 8
4	Blue	Calibration
5	Green/White	Left Indicator +12V
6	Red/White	Illumination +12V
7	Black	Ground / 0 Volts
8	Red/Blue	Tacho Input points
9	White/Black	Tach Input ECU based
10	Red/Black	Pull Up/Down Pin 9
11	Green/Red	Right Indicator +12V
12	Green/Blue	Main Beam +12V

Pins 3, 4 & 10 not normally used.

OPERATION

Set the number of engine cylinders, Factory default is 6.

For conventional ignition systems, 1 coil and 1 distributor:

With the ignition switched off, temporarily touch and hold the Blue wire (pin 4) to ground and switch on the ignition, Keep holding the wire to ground until the pointer moves to the factory setting of 6 cylinders then release the wire. Each subsequent touch of the wire to ground will increment the pointer by 1000rpm (or 1 cylinder), up to a maximum RPM figure on the dial. When the number of cylinders exceeds the full scale then the pointer will move backwards, initially 500 RPM, then 1000 RPM representing a 1 cylinder increment. If the maximum 12 cylinders is

exceeded, then the sequence will restart at 1 cylinder (1000rpm).

When the pointer is at the correct cylinder number, press and hold the wire to ground until the pointer resets, then power the ignition off then on again 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).

We recommend using 5K suppressed spark plug caps on the ignition leads to reduce electrical interference. If resistive caps are not available, try resistive spark plugs

For technical issues please contact our technical support team at technical@caigauge.com