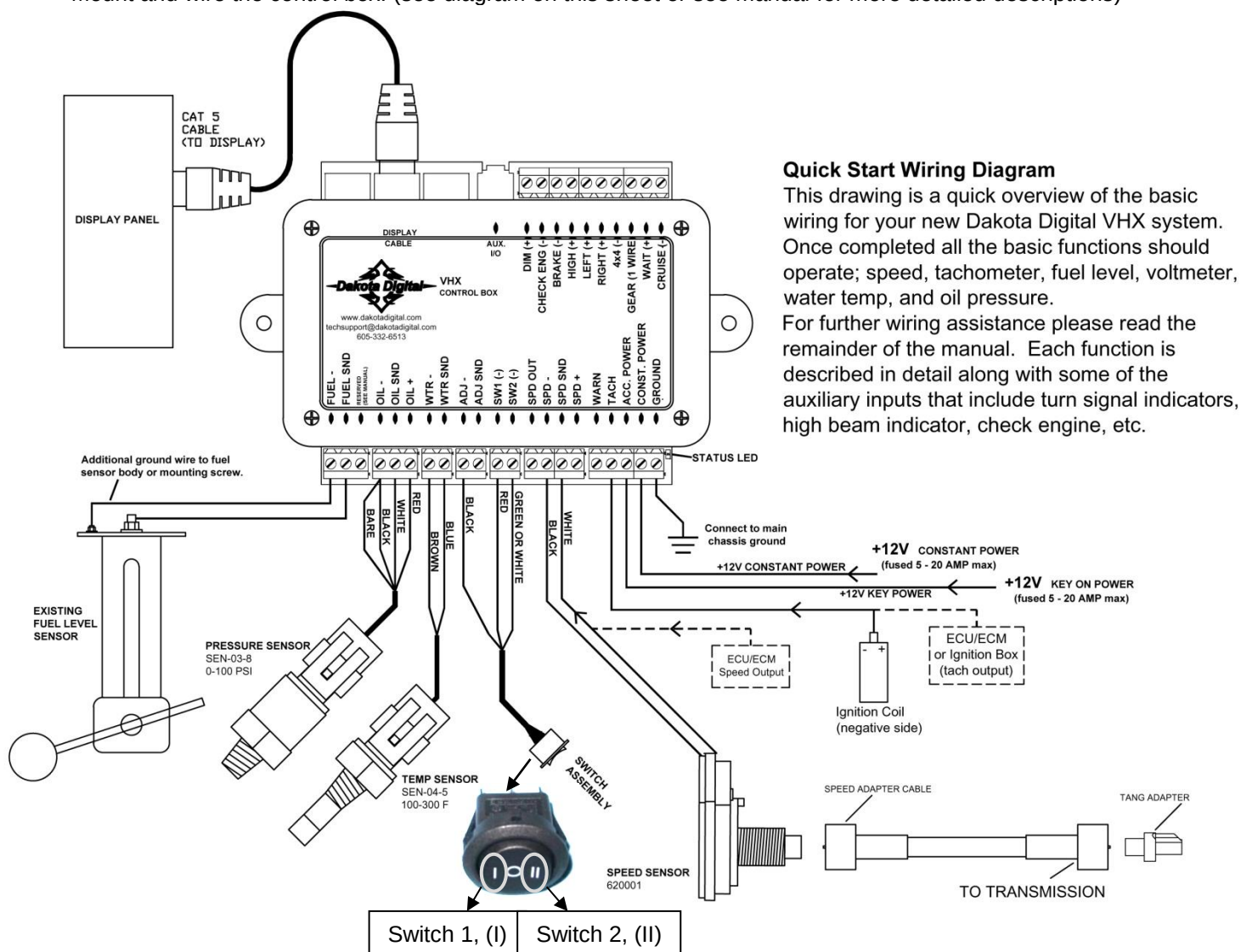




This guide is designed to get you up and running quickly with the minimal amount of options installed. It shows a typical and abbreviated wiring diagram as well as how to set up your speedometer, tachometer, and fuel sensor. A detailed description of all the wiring and connections can be found in the full instruction manual.

This control box has an odometer preset option that is only available one time within the first 100 miles of operation. See “ODOMETER PRESET MENU” in main instruction manual for details.

- Mount the display panel into your dash. (see mounting instructions or manual)
- Install the supplied senders. (see sensor pack manual, not specific for all applications)
- Mount and wire the control box. (see diagram on this sheet or see manual for more detailed descriptions)



- Calibrate speedometer for your gearing and tire size.
- Adjust the tachometer to match the engine's number of cylinders. Default is 8 cyl high voltage (HEI, points). Set LS ECM tach signals to 4 cyl low voltage.
- The fuel gauge must be set to match the resistance curve of your fuel sender. The control box is preprogrammed for seven common senders; if yours is not listed, the system can be programmed to a custom sender.

This is required for stock FJ fuel senders (see full manual for details).

- **Speedometer Calibration**

- The setup procedure described below is AUTO CAL; see full manual for other options.
- 1. Hold Switch 1 (I) and start the engine. Once the engine is running, release the switch.
- 2. **SETUP SPEED** should be displayed. Hold the switch until **SPEED SENDER** is displayed, then release (I).
- 3. Tap the switch to scroll through the sub-menus, **"SENDER"** **"AUTO"** **"ADJUST"** **"SERVICE"** **"OUTPUT"** **"DONE"**.
 - When **"SPEED AUTO"** is displayed, hold (I) until you get **"SPD PULSES 0"**, then release (I)
 - The speed/LCD 1 message display should read **"SPD PULSES 0"**. LCD 2 will read **"SETUP"** and the other gauges should display the current readings (tach, fuel, volt, water, and oil).
 - Begin driving one measured mile. The **"SPD PULSES X"** reading should start incrementing as you travel, indicating the pulses received from the speed sensor or VSS.
 - At the end of the marked mile, tap (I). The reading will zero, then all readings should move to the correct values and the speedometer should now be displaying your current speed. Auto Cal is now complete and your speedometer should be reading correctly.

- **Tachometer setup**

1. Hold Switch 1 (I) and turn the ignition key on.
2. Tap (I) to get to the TACH setup menu. Hold the switch until the screen changes to enter the tach setup menus, then release (I).
3. Now you can tap the switch to scroll through the tach sub-menus, **"ENGINE"** **"UPDATE"** **"WARN"** **"SIGNAL"** **"DONE"**.
 - When **"SETUP ENGINE"** is displayed, hold (I) until you see **"ENGINE"**; the current cylinder setting will be displayed
 - Tap (I) to increase the value from **"01"** – **"16"** or **"BUS"**.
 - When the desired setting is displayed, hold (I) until **"DONE"** is displayed
 - Release the switch to go onto the next tach menu item.
 - Tap the switch to get to **"TACH DONE"**. Hold (I) until **"DONE"** is displayed to get back to the main setup menus.

- **Fuel sensor setup**

1. Hold Switch 1 (I) and turn the ignition key on. Tap the switch to scroll through the setup menus until you get to the **"SETUP FUEL"** menu. Hold (I) until **"FUEL SENDER"** is displayed to enter the fuel setup menus, then release (I).
2. Tap the switch to scroll through the fuel sub-menus, **"SENDER"** **"CUSTOM"** **"TEST"** **"DONE"**.
 - When **"SENDER"** is displayed, hold (I) until the message screen changes.
 - Release (I) and the current sensor selection will be displayed as **"SENDER XX XX"** where **"xx xx"** is the current sensor setting.
 - Tap (I) to scroll through the sensor options:
 - **"GM 30"** **"GM 90"** **"GM 250"** **"F 10"** **"F 150"** **"V 180"** **"SW 33"** **"CUSTOM"**
 - When the desired setting is displayed, hold (I) until **"DONE"** is displayed.
3. To quit and exit, turn the key off. The tach and fuel should now be set.

Sender type	Menu	Empty R	Full R
GM 0-30 ohm (mid 60's-earlier)	GM 30	0 ohms	30 ohms
GM 0-90 ohm (mid 60's-late 90's)	GM 90	0 ohms	90 ohms
GM 40-250 ohm (late 90's-later)	GM 250	40 ohms	249 ohms
FORD 73-10 ohm (earlier -late 80's)	F 10	73 ohms	10 ohms
FORD 20-150 ohm (late 80's-later)	F 150	20 ohms	150 ohms
VDO 10-180 ohm	V 180	10 ohms	180 ohms
SW/SUN 33-240	SW 33	240 ohms	33 ohms
User programmed (required for stock FJ sender)	CUSTOM	User settable	User settable

⚠ WARNING: This product can expose you to chemicals including lead, which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov



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