

Installation Instructions for 40824 RPM Window Switch with Push Buttons & Digital Readout

NOTE: Before beginning the installation of this kit please disconnect the positive battery cable from your vehicle and read all the instructions completely!

Installation:

- Power - Red wire attaches to a switched +12 Volt supply source.
- Ground - Black wire attaches to chassis ground.
- Tach Input - Grey wire is input for the Tachometer signal. This wire will hook up to the negative side of your ignition coil, or if you are using a high energy CD ignition, connect the Grey wire of the RPM switch to the TACH output of your ignition system and **NOT** the coil.
- Tach Output - Blue wire connects to the negative/ground side of the device that you want to activate at the desired RPM.

Warning: Most Late Model vehicles that don't have a distributor, or have multiple coils will require the use of a Tach Adapter.

If the device to which the blue wire is attached to draws more than 3 amps, a relay must be used to drive that device or damage will occur to the unit.

If your vehicle has a **separate ignition coil**, connect the gray wire to the negative (-) side of the coil – the wire that goes to the points or electronic ignition module.

If your vehicle has a **GM HEI ignition**, connect to the terminal marked 'TACH', or, on some systems, a single white wire with a spade terminal.

If your vehicle has an **after-market ignition** – some systems will connect to the TACH output terminal.

If your vehicle has a **computer controlled ignition** system, consult the service manual for the wire color and location.

If your vehicle has a **magneto** system, connect the tach signal wire to the negative side of the coil. Do not connect the tach terminal to the positive (+ or high voltage) side of the ignition coil.

This connection is either Normally Open (*Blue wire provides ground **AFTER** the switch reaches desired RPM*) or Normally Closed (*Blue wire is grounded **UNTIL** switch reaches desired RPM*) according to the setting in program mode (*OFF means Normally Open and will supply ground when the selected RPM is reached, ON means Normally Closed and the switch will open when the selected RPM is reached*). Factory default is Normally Open.



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Operation:

The unit comes preset at the factory for 8 cylinders, Activation at 3000 RPM, Deactivation at 5000 RPM and switch set to Normally Open (NO). The display will stay in a continuous program mode loop until it receives incoming tach signals.

To change factory settings, turn the ignition on, but do not engage the starter. You can change the setting only prior to the unit receiving Tach signals from your ignition system. Once your engine is started, the unit cannot be programmed until the engine is shut off and the ignition only is turned on.

When the unit is turned on with NO signal coming from the engine, the unit will display the setting for the rpm in 100 rpm increments. If you wish to change the rpm setting you must press the left button while the rpm is being displayed. This will let the microprocessor know that you wish to change the setting. Continue to press the left button and the digital display will increase in 100 rpm increments up to 9900 rpm. If you wish to decrease the rpm setting press the right button. After you have finished, the readout will continue to display your setting for a couple of seconds then it will proceed to the next setting which is the **Deactivation** setting. After setting the desired "turnoff" RPM, the unit will then jump to the Normally Open or Normally Closed program section. The display will read NO or NC at this time. To toggle between NO and NC, simply press the left button until the desired setting is reached. Finally, to change the number of cylinders, wait until the unit is done displaying the NO/NC status at which time it will then display 8CYL, 6CYL, or 4CYL. Again, simply press the left button until the desired setting is reached and then you are finished. When you are satisfied with your settings, start your engine and your device will start to operate automatically. A blue LED will indicate when the switch is activated. At any time during this procedure the unit receives pulses from the engine the unit will instantly jump into Tach/RPM switch mode. Therefore, once you initially set the unit up for NO/NC and number of cylinders and you only wish to change the RPM setting, you may instantly start the engine after you change the RPM setting. The unit will continuously loop in program mode until the engine is started.

