# Eliminator Tachometer Filter Installation Instructions

Addendum for Eliminator Tachometer Installation Instructions

## VDO® North America

Winchester, Virginia USA

THE INSTRUCTIONS FOR OPERATION AND ELECTRICAL WIRING FOR THIS TACHOMETER FOLLOWS. USE IS RESTRICTED TO 12 VOLT NEGATIVE GROUND ELECTRICAL SYSTEMS.

***IMPORTANT:*** *The correct installation and wiring of this filter is essential for proper operation of all Eliminator Tachometers.*

The filter included with your Eliminator Tachometer must be used in order for the instrument to function properly. The best place to mount the filter is on the back of the tachometer itself, using the nuts that secure the back cover [the metal cup that goes over the DIP switches and light socket]. The best time to mount the filter is when you replace the back cover after initially setting the dip switches.

### I. Wiring the Filter to the Tachometer

1. Make sure that the wires from both the filter and the tachometer are cut to an appropriate length, and that about ½" of insulation is stripped from the ends of each of these wires. It is best to use insulated butt connectors to splice together the wires from the filter and the tachometer.

2. Push the stripped end of the **RED and WHITE** tachometer wires into one side of the butt connector. Use pliers or other crimping tool to crimp the wires in the butt connector. Gently tug the wires after you have crimped them to make sure they are secure.

3. Place the **RED** wire from either side of the filter into the other side of this butt connector, and crimp it into place. Again, check it to make sure it is secure. Refer to Diagram A to see a properly crimped butt splice. See Diagram B for color codes and general tachometer wiring descriptions.

4. Repeat the connecting (crimping) process for the **BLACK,** and **GREEN** wires from the tachometer and the filter. Make sure all of the filter wires you connect to the tachometer are from the same side of the filter. When you are finished, the **BLACK** and **GREEN** wires from the tachometer should be securely connected to the **BLACK** and **GREEN** wires from one side of the filter. Crimp the **YELLOW** wire from the tachometer into one side of a butt connector. Crimp the **WHITE** wire from the filter into the other side of this butt connector. When you are finished, the connections should resemble those in Diagram A, below.

Refer the the main installation manual for instructions on how to wire your ***Eliminator Tachometer Filter*** to the engine of your vehicle. The second set of wires from the filter are to be attached to the battery, ground and ignition using the shielded cable which also came with the tachometer.

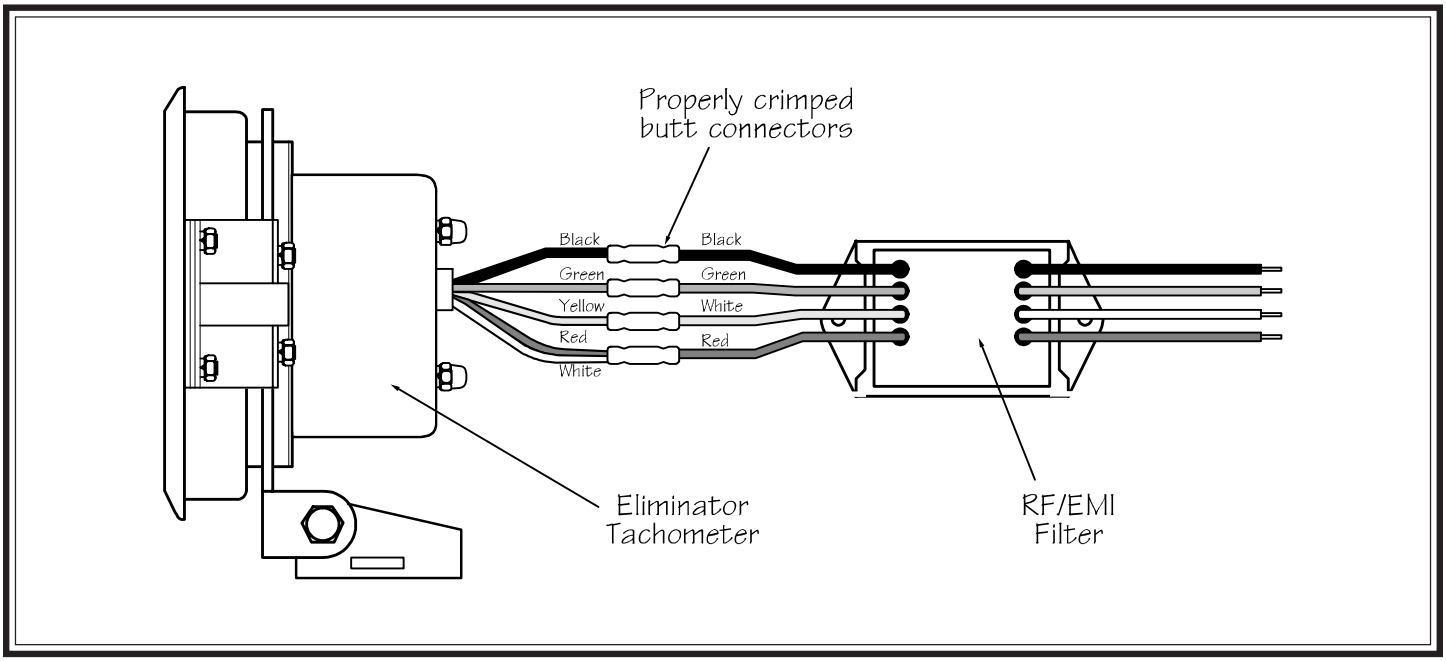


**Diagram A**

Proper connection of the filter to the ***ELIMINATOR*** Tachometer using the supplied Butt Splices

Part # 0 511 012 332 Rev. 8/95

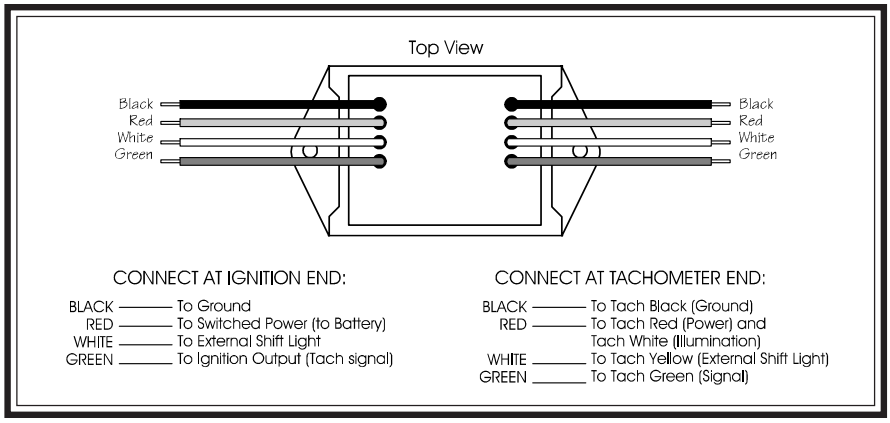


**Diagram B**

***Eliminator RF/EMI Filter*** Color Code and Hookup Description

***Note:*** When following the wiring instructions in the main installation manual, consider the wires from the filter as if they were the actual wires from the tachometer itself.

**II. Mounting the Filter on the Tachometer**

1. Choose any two nuts that are diagonally across from each other on back of the tachometer for mounting the filter. See Diagram C, below.

2. Remove these nuts and the accompanying lock washers and set them aside.

3. Slip the mounting holes in the filter over the studs from which the nuts were removed. The filter will fit securely over these studs. Push the filter down until it is flush with the surfaces of the tachometer and the grommet that surrounds the wires coming from the tachometer.

4. Replace the lock washers and nuts, and tighten the nuts securely. Mounting of the filter is now complete.

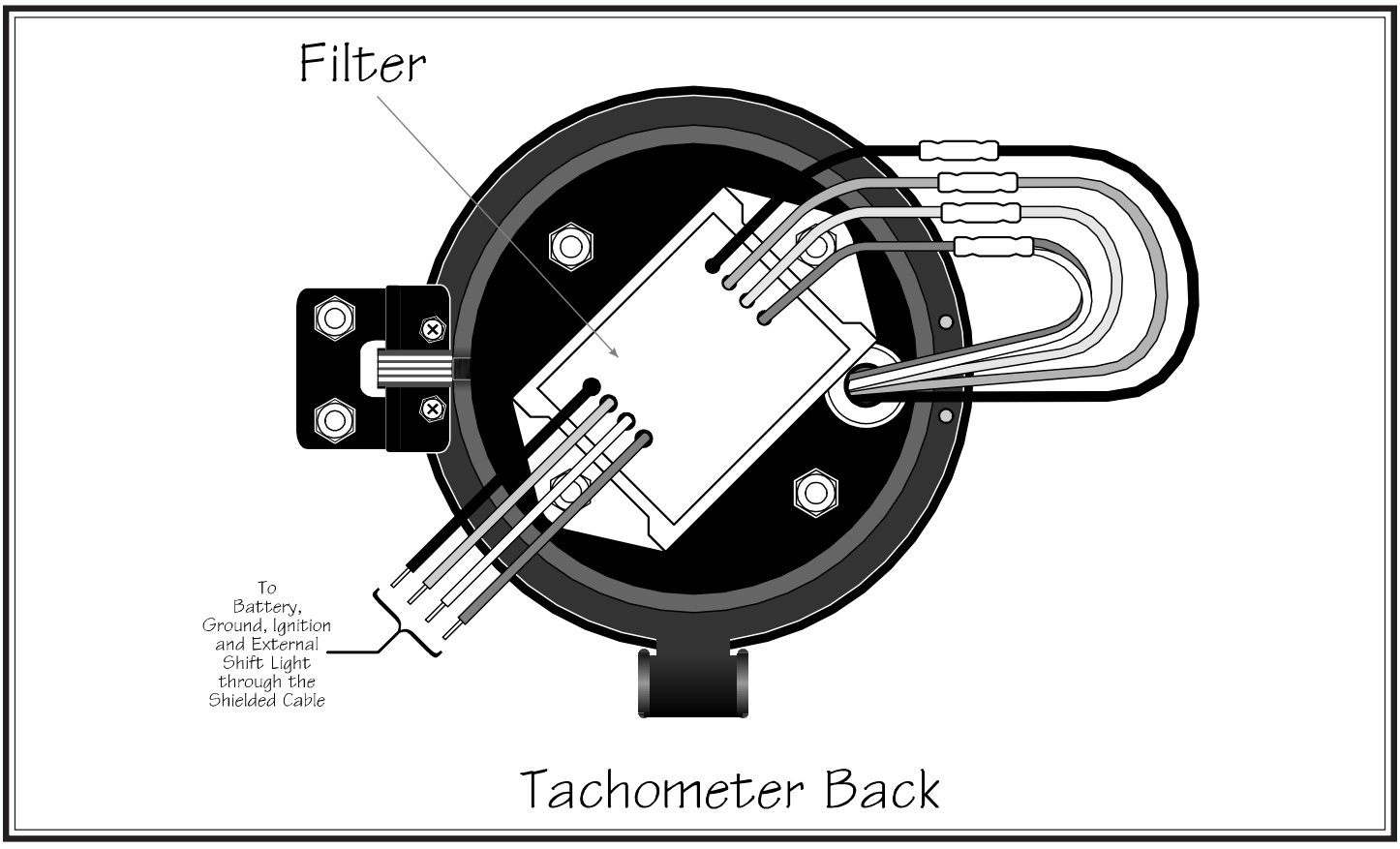


**Diagram C**

Proper mounting of the ***Eliminator RF/EMF Filter*** on the back of the Tachometer