

REV COUNTER KIT

Defender 1983-06 - Td5 models from VIN XA159807

Part Number: **LR1200**

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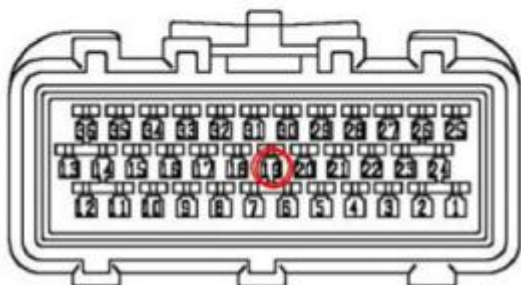
- X1 Tachometer with locking ring
- X1 Flying lead harness
- X1 3M white/black tacho signal wire

APPLICATION NOTES

For fitment to negative earth vehicles only

Operating voltage 11-17volts DC

Input signal: TD5 from ECU



Harness connections	
Wire Colour	Connect to
Green	Switched ignition positive 12volt supply (via 3A fuse)
Black	Chassis or battery negative
Red/white	Instrument illumination 12volt supply (side light feed)
White/black	For use on vehicles with ABS only. Connect to engine ECU tacho output.
--- OR ---	For use on non-ABS vehicles only.
Red/blue	Connect to Engine ECU tacho output.
Red	For use on non-ABS vehicles only. Connect to switched ignition positive 12volt supply (via 3A fuse). (Commonise with green switched ignition wire).

QUALITY PARTS AND ACCESSORIES



Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England

UK Tel: +44 (0)1522 568000 | USA Tel: 1 855 746 2767 | Fax: +44 (0)1522 567600 | E-mail: sales@rimmerbros.com

www.rimmerbros.com

INSTALLATION

Fit the tacho into the instrument cluster, normally the clock position is used. Connect the tacho green wire to a switched 12 volts supply, do not use the permanent battery supply to the clock. The vehicle switched 12 volts supply wire colour is white/green. Connect the tacho black wire to vehicle ground, colour black. Connect the tacho red/white wire to vehicle illumination colour red/orange.

TACHO SIGNAL

This is available on Ecu connector C0658 under the driver's seat. C0658 is a large black multi-plug, the tacho signal is located on pin 19 in the centre of the plug, see following drawing above.

CALIBRATION

The vehicle ECU is programmed to output two pulses per engine revolution. The tachometer is programmed via eight dip switches located beneath the grommet to the rear of the instrument. These switches are factory set to match the ECU output. So, no adjustment is required.

On pre-2002 vehicles, there is a yellow/pink wire connecting pin 19 to the ABS module. Cut into this wire and join the 3-meter white/black tacho signal wire to it. Cut off and discard the terminal on the white/black wire, it is not required.

On post 2002 vehicles, pin 19 is unconnected, a plug seal will be in place. Remove connector C0658 from the ecu. Remove the plug seal from cavity 19 and insert the terminal and seal on the 3-metre white/black tacho signal wire.

Run the white/black wire up to the rear of the instrument cluster. The best route is through a grommet into the tunnel, forward to the engine bay, and up to a grommet on the left-hand side of the engine bay bulkhead. Run the wire over to the instrument cluster and for ABS vehicles connect it to the white/black wire on the tacho flying lead. For non-ABS vehicles connect it to the red/blue.

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