



# CP7560 TACH SIGNAL / COIL ON PLUG PICK-UP

The Tach Signal Pick-up senses current pulses in the wire that supplies +12 volts to the coil primary windings or fuel injector and converts the pulses to a signal that can be applied to an RPM monitoring device such as a tachometer.

The design of the Tach Signal Pick-up allows it to be installed under the dashboard or hood. The pick-up is sealed for protection against vibration and moisture.

## INSTALLATION (EXCEPT DIESEL ENGINES)

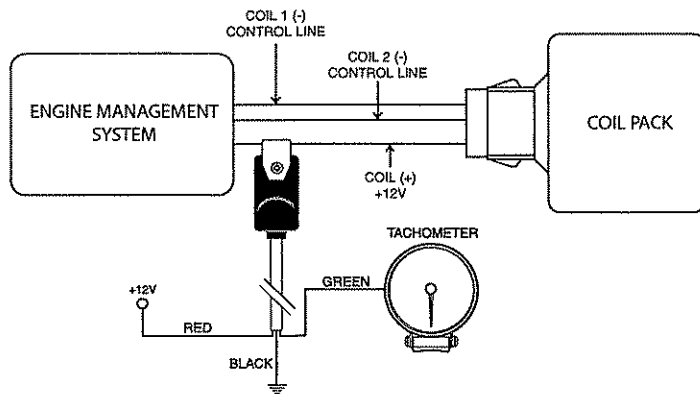
### NOTES:

1. It is recommended that a wiring diagram for the vehicle's ignition system be used during installation.
  2. If the clamp screw is lost, replace with a #4-40 x 1/2" brass screw. Do not use a steel screw.
- a. Identify the wire that supplies +12 volts to the ignition coil(s) for your application (+12V wire).
  - b. Find a location on the +12V wire where the Tach Signal Pick-up will be away from excessive heat sources.
  - c. Loosen the screw that clamps the jaws of the pick-up. Route the +12V wire through the opening formed by the jaws of the pick-up. Be sure the +12V wire is free inside the pick-up jaws and is not pinched. Tighten the clamp screw until the top and bottom pick-up jaws are touching each other. Tighten the screw lightly but firmly, but do not overtighten the screw to avoid stripping the threads.
  - d. Route the pick-up cable away from hot objects, moving components, and sharp edges. Support and strain-relieve the pick-up cable using tie-wrap cable ties or electrical tape.
  - e. Connect the pick-up's red wire to a circuit where +12 volts is present only when the ignition key is in the "ACCESSORY" and "ON" positions.
  - f. Connect the pick-up's black wire to a clean, unpainted metal ground point, or the negative (-) battery terminal.
  - g. Connect the pick-up's green wire to the RPM sensing device (tachometer, etc.).

See the accompanying illustrations for examples of how to connect the Tachometer Signal Pick-up.

## COIL PACK CONNECTION

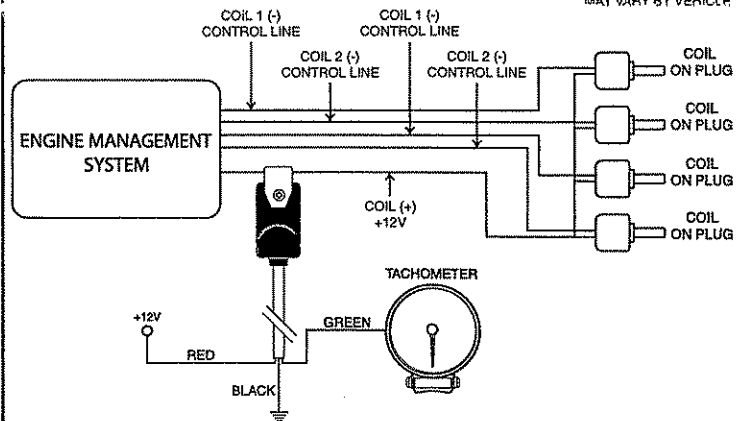
SET TACHOMETER TO THE 2 CYLINDER POSITION



## INDIVIDUAL COIL SYSTEM CONNECTION

SET TACHOMETER TO THE 4 CYLINDER POSITION

\* NUMBER OF CONTROL LINES MAY VARY BY VEHICLE



## DIESEL ENGINE INSTALLATION

If your vehicle is equipped with a diesel engine, connect the pick-up to the power feed wire for a single injector, or feed wire for an injector harness. See the table and figures to find the correct pick-up connection for the diesel or injector wiring configuration for your vehicle.

## PICK-UP CONNECTION FOR DIESEL INJECTION SYSTEM

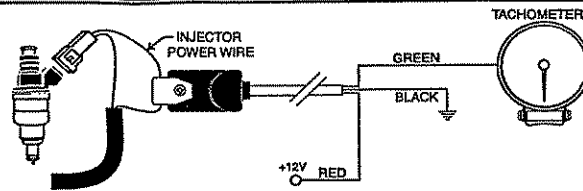
DIESEL INJECTION SYSTEM					
4 CYL SPLIT	4 CYL NON-SPLIT	6 CYL SPLIT	6 CYL NON-SPLIT	8 CYL SPLIT	8 CYL NON-SPLIT
FIG. 1, FIG. 2A	FIG. 1, FIG. 2B	FIG. 1, FIG. 3A	FIG. 1, FIG. 3B	FIG. 1, FIG. 4A	FIG. 1, FIG. 4B

ILLUSTRATIONS ARE ON BACK PAGE →

# SINGLE INJECTOR CONNECTION

FIGURE 1

SET TACHOMETER TO THE 1 CYLINDER POSITION



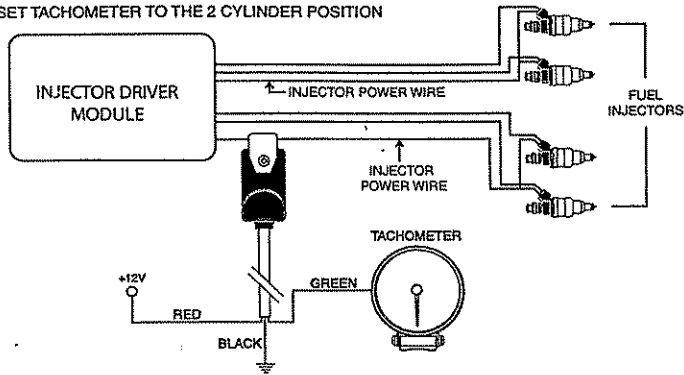
## 4 CYLINDER DIESEL ENGINE

FIGURE 2A

FIGURE 2B

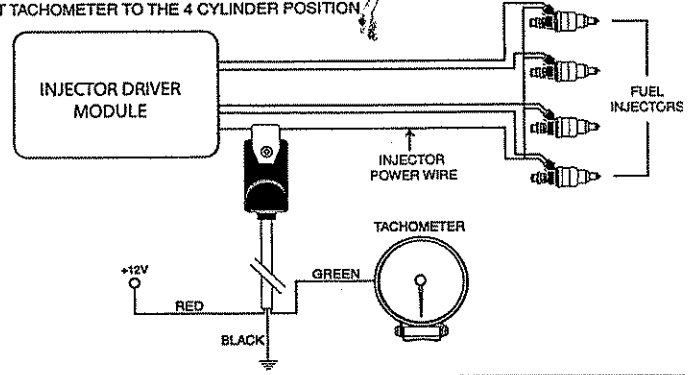
### SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 2 CYLINDER POSITION



### NON-SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 4 CYLINDER POSITION



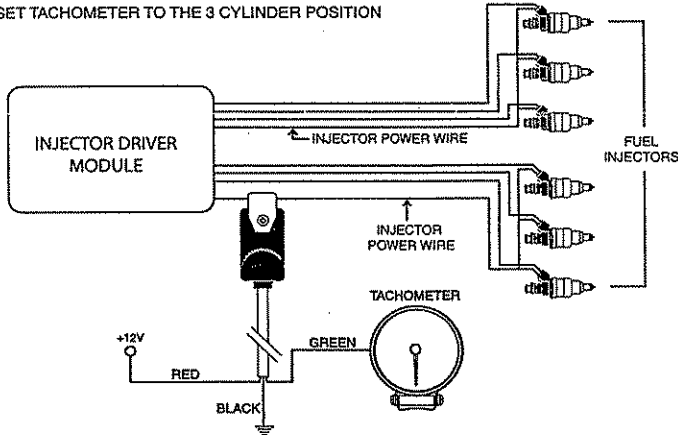
## 6 CYLINDER DIESEL ENGINE

FIGURE 3A

FIGURE 3B

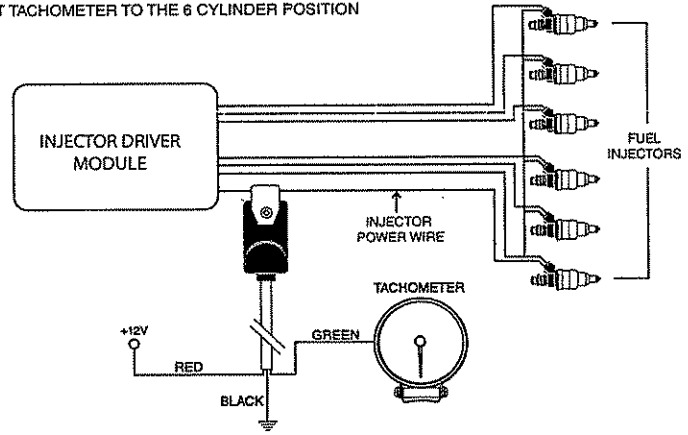
### SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 3 CYLINDER POSITION



### NON-SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 6 CYLINDER POSITION



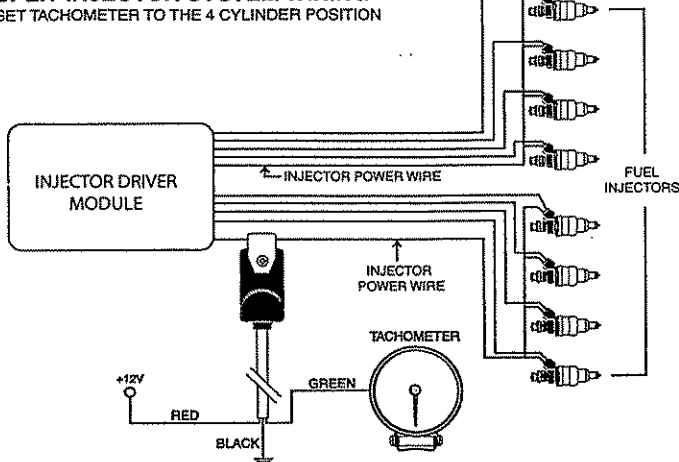
## 8 CYLINDER DIESEL ENGINE

FIGURE 4A

FIGURE 4B

### SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 4 CYLINDER POSITION



### NON-SPLIT INJECTOR SYSTEM WIRING

SET TACHOMETER TO THE 8 CYLINDER POSITION

