TROUBLE SHOOTING TIPS

The Rev Limiter does not work:

Test for operation between each step.

1. Check that all connections are correct. The black wire must be well grounded to a clean contact or surface.
2. Check to make sure the switches are in the correct position. Rotate the switches back and forth, then back to the proper setting.
3. Using a voltmeter set to 0-20 volts AC, place one lead of the meter to the white rev limiter wire, and the other lead to a good engine ground. Start the engine. The meter should read 2.5 volts with a tolerance of .2 volts.
4. Swap the yellow and orange wires. Remember to isolate the unused wire.

My tachometer is inaccurate or doesn't work after installing the rev limiter:

Due the the accuracy of our Digital Rev Limiter, non-calibrated tachometers may not exactly match the rev limit. If the tachometer is grossly inaccurate, or does not operate at all, follow the steps below.

1. Check that all connections are correct. The black wire must be well grounded to a clean contact or surface.
2. Locate the original tachometer trigger wire. Disconnect it from its current position and attach it to the rev limiter white wire.

For further trouble shooting tips, visit our Manufacturers website at www.pertronix.com.

OUR RETURNS POLICY

The returns policy of Pertronix Australia is as follows: In brief, all returns must be authorised prior to forwarding via prepaid freight, with your proof of purchase. The information you give us when requesting a Return Authorisation will aid us in our analysis of the returned Item, and in identifying any possible faults during the testing process. Digital Rev Limiters will not be credited or exchanged until testing is complete. The Limited Warranty allows for the repair or replacement of faulty components only (purchased from Pertronix Australia or an authorised re-seller), and does not offer "money back".

PERTRONIX AUSTRALIA PERFORMANCE PRODUCTS

www.pertronix.com.au

Produced Sept 2016

PERTRONIX AUSTRALIA PERFORMANCE PRODUCTS

DigitalREVLimiter

INSTALLERS INFORMATION SHEET

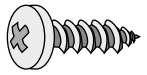
SOME IMPORTANT INFORMATION YOU SHOULD KNOW
BEFORE INSTALLING THE PERTRONIX DIGITAL REV LIMITER

GENERAL INFORMATION

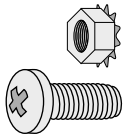
- Read all instructions before beginning installation.
- The Digital Rev Limiter is for use on 4, 6 and 8 cylinder engines.
- Compatible systems include 12-volt negative ground, inductive type, single coil applications. (Not for use with Capacitive Discharge Systems).
- Disconnect the battery before installation.

MOUNTING INSTRUCTIONS

1. Choose a place to mount the rev limiter that is reasonably flat. Keep the rev limiter away from direct heat, excessive vibration and areas susceptible to wet conditions.
2. Position the rev limiter in the desired mounting position. Use the rev limiter as a template and mark the four mounting positions.
3. Choose the mounting hardware type that best suits your application.
   Note: Sheet metal screws can be used when the back side of the mounting surface is not accessible. Machine screws should be used when both sides of the mounting surface are accessible.



#8 x 3/4 Sheet Metal Screw
Use a #31 drill bit (.120")
for screw hole.



8-32 x 5/8 Machine Screw
Use a #29 drill bit (.136")
for screw hole.

WIRING THE DIGITAL REV LIMITER

There are two types of systems which the Digital Rev Limiter can be configured for.

These are categorized as HEI and Non-HEI systems:

- HEI systems are defined as; Systems which have current limiting circuitry.
- Non-HEI systems include all other inductive type single coil ignitions.

Determine which system you have and follow the corresponding wiring instructions. Remember to reconnect the battery after the installation is completed.

NON-HEI TYPE SYSTEMS (FIGURE 1)

1. Attach the **BLACK** wire to a good engine ground. Make sure to remove any dirt or paint beforehand.
2. Attach the **RED** wire to a 12 volt power source controlled by the ignition switch.
3. Attach the **YELLOW** wire to the coil's negative terminal.
4. The **ORANGE** wire is not used for Non-HEI type systems. Use the provided end splice to isolate this wire.
5. The **WHITE** wire is a tachometer output, compatible with most modern tachometers.

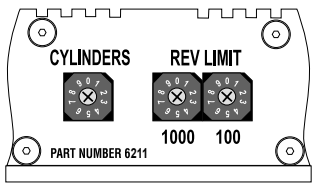
HEI TYPE SYSTEMS (FIGURE 2)

1. Attach the **BLACK** wire to a good engine ground. Make sure to remove any dirt or paint before hand.
2. Attach the **RED** wire to a 12 volt power source controlled by the ignition switch. On GM HEI applications remove the original ignition switch wire from the terminal marked "BAT"on the coil cover. Plug the provided adapter harness onto this terminal and then reconnect the original ignition switch wire. Attach the **RED** wire to the open position on the adapter harness
3. Attach the **ORANGE** wire to the coil's negative terminal. On GM HEI applications plug the **ORANGE** wire onto the terminal marked "TACH"on the coil cover. If the terminal is currently used, remove the wire, plug the provided adapter harness onto the terminal and then reconnect the wire. Attach the **ORANGE** wire to the open position on the adapter harness.
4. The **YELLOW** wire is not used for HEI type systems. Use the provided end splice to isolate this wire.
5. The **WHITE** wire is a tachometer output, compatible with most modern tachometers.

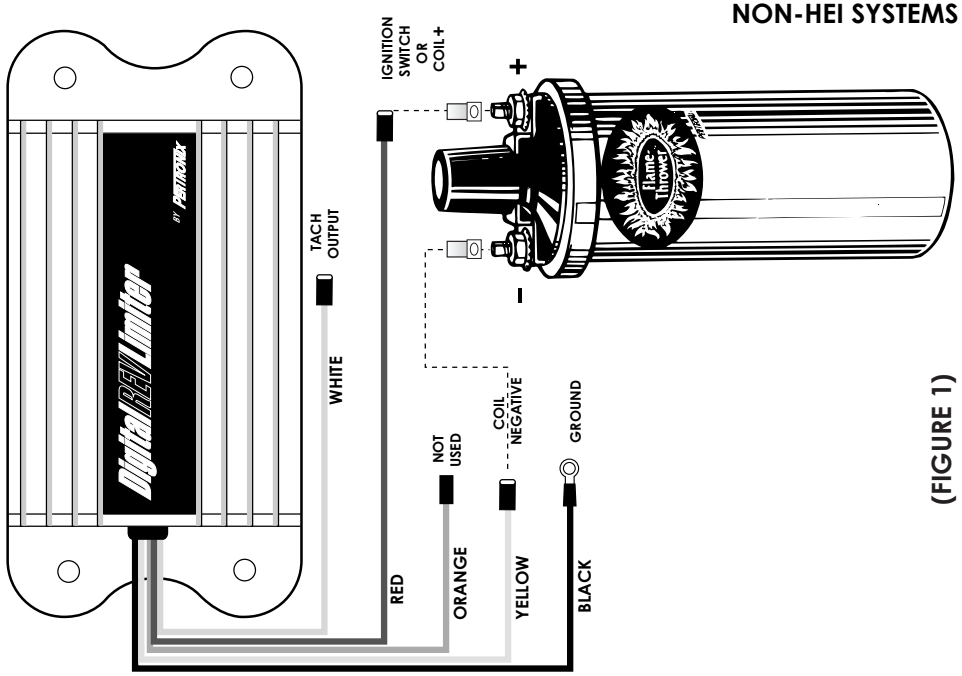
SETTING DIGITAL REV LIMITER

All settings can be done externally through the rotary switches on the front of the rev limiter. A white dot on the rotary portion of the switch indicates the switch position. Use a small flat blade screw driver to make adjustments.

1. Rotate the cylinder selection switch to the proper cylinder number for your application. The white dot on the face of the switch should point to the appropriate cylinder number. A slight indentation should be felt as the switch is turned. This signifies proper switch alignment.
   Note: The Digital Rev Limiter will only operate in 4, 6 and 8 cylinder modes.
2. The Digital Rev Limiter is not designed to be used as a governor. If the limit is set too low, and engine RPM is allowed to push up against the rev limit, failure of the Digital Rev Limiter or engine may result. Choose a desired rev limit. The Digital Rev Limiter has a 100 RPM resolution.
   This means that the rev limit can be set between 100 and 9900 in increments of 100 RPM.
   A typical limit would be 5500 RPM.
   In this case the 1000 switch is set to 5, and the 100 switch is set to 5. By turning both switches to 0, the rev limiter is rendered non-operational.

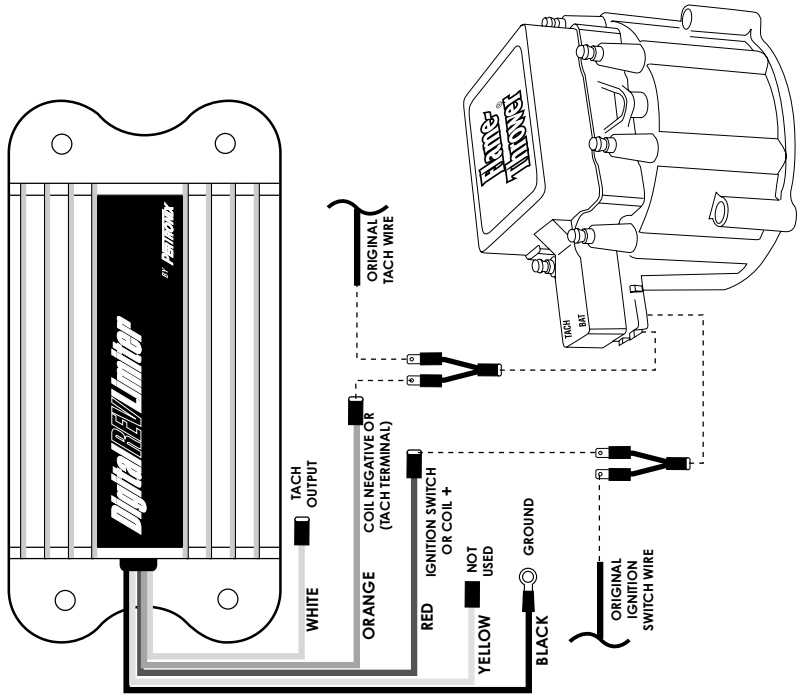


NON-HEI SYSTEMS



(FIGURE 1)

HEI SYSTEMS



(FIGURE 2)