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INSTALLATION GUIDE

Digital RPM Activated Window Switch

Part Number: N3210

Caution: Do NOT allow any of the switch wires other than the RED (power source) wire to touch any 12V source, as this will cause the hardware to malfunction, destroying the functionality of the switch.

*** Always disconnect the battery *before* attempting any electrical work on your vehicle.***

WIRING INSTRUCTIONS

Note: Automotive circuit connectors are the preferred method of connecting wires. However, you may solder if you prefer.

Note: If doing an LS engine swap, pick up the tach signal wire from the ECM/ECU and then set the tach switch to 4-cylinders.

INSTALLATION:

Power – Red Connect to a switched +12V source.

Ground – Black Connect to an engine block ground.

Tach Input – Grey Connect to the negative terminal of your coil, or, if using a high energy CD ignition, connect to the tach output of the ignition system instead.

Tach Output - Blue Connect 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 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 device has two settings for *Normally Open* (the *Grey* wire will provide ground AFTER the switch reaches the set RPM), and for *Normally Closed* (the *Blue* wire will provide ground UNTIL the switch reaches the set RPM).

OPERATION:

The unit comes with a factory setting for an 8-cylinder engine, with activation at 5000 RPM *Normally Open*. The display will stay in Settings Mode until it receives a signal from the ignition system. To program the unit after starting the engine, shut the engine off and turn on only the ignition.

When in Settings Mode, use push buttons on the device face to change the RPM switch setting in increments of 100 RPM at a time, up to 9900 RPM. The left button increases, while the right button decreases. Once you are at the desired setting, the LED display will stay on the RPM setting for a few seconds. 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 NO and NC settings. Finally, wait a few seconds and the device will move on to the final selection, number of cylinders. The device is programmed for use with 4, 6, and 8-cylinder engines. Use the left button to make your selection after the unit is done displaying the NO/NC status. 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.



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Technical Support

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This product carries a limited Lifetime Warranty.

This warranty is limited to replacement or repair of the unit at the discretion of Intellitronix.