# Monster GII Tachometer – 125 mm

Installation, calibration and shift-light setup · Indirect lighting model

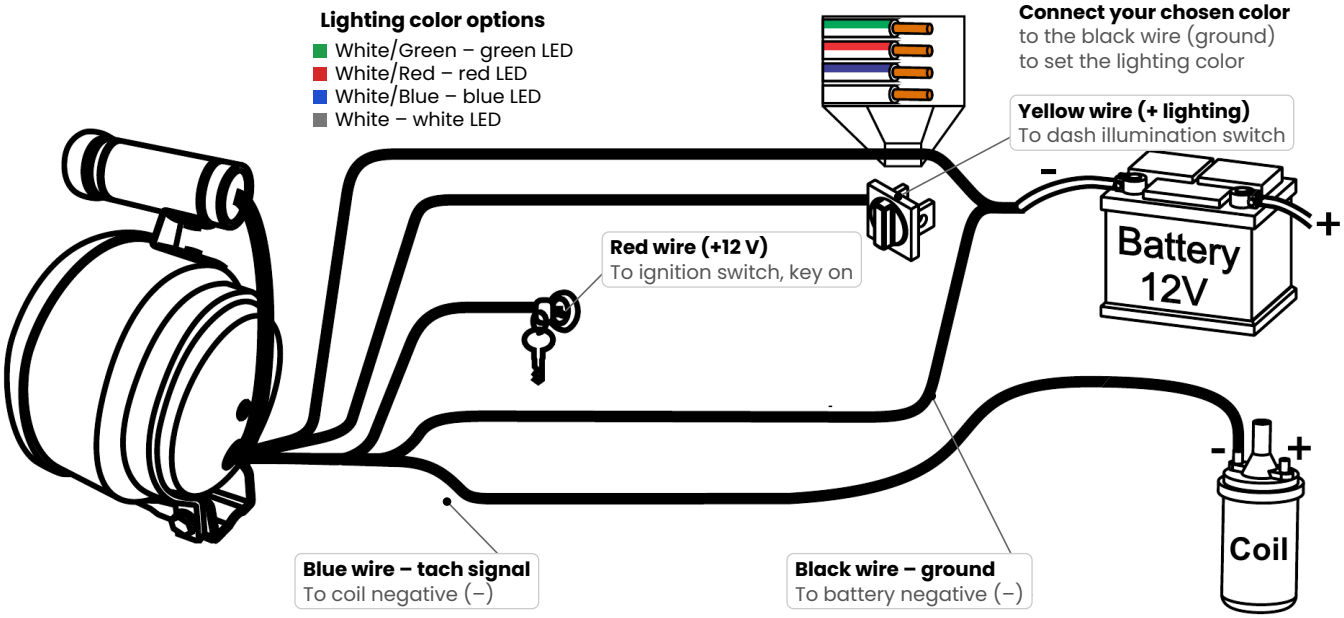
## Technical Features

- Indirect lighting with a choice of LED colors
- Scales: 0–8,000 and 0–11,000 RPM
- Two-stage shift light: blue, then red
- Peak memory: records the highest RPM the engine has reached

## Specifications

| | |
|---|---|
| Supply voltage | 10–16 V DC |
| Current draw (at 13.8 V) | 40–100 mA |
| Operating temperature | –10 to 80 °C |
| Movement | Stepper motor |
| Lighting | SMD LED: blue, white, green or red |

## Wiring




| Wire | Connect to |
|---|---|
| Red | +12 V switched power from the ignition switch (hot only with the key on). |
| Blue | Tach signal: negative (–) side of the ignition coil. See page 2 for other ignition and injection systems. |
| Black | Ground: battery negative (–) or a clean chassis ground. |
| Yellow | + lighting power from the dash illumination switch, so the tach lights with your other gauges. |
| White/Green, White/Red, White/Blue or White | Lighting color: join the color you want to the **black** wire (ground). Insulate the unused color wires with electrical tape. |

**Before you finish:** make sure all connectors and wires are secure and properly assembled. This tach also works with many add-on (piggyback) injection modules; check the module manufacturer's instructions for the correct tach output.

## Where to Connect the Blue Signal Wire

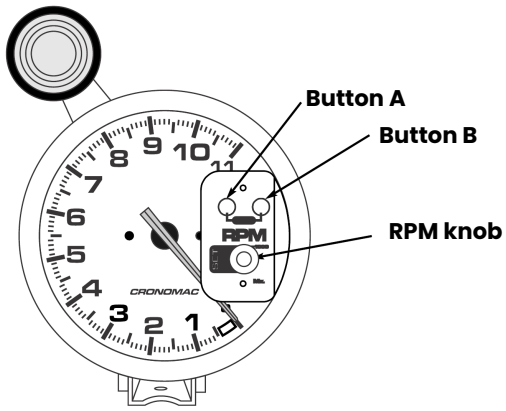
- **Carbureted, single coil:** connect to the negative (–) side of the coil.
- **Dual coil or one coil per cylinder:** take the signal from one of the coil signal wires, or from one coil only.
- **Electronic fuel injection:** take the signal from the ECU's tach output pin, as specified by the vehicle manufacturer.
- **Spark multipliers / CDI boxes:** use the tach output specified by the ignition box manufacturer.

**Recommendation:** Before installing, check the condition of the spark plug wires and use good-quality suppression (resistor) wires. Don't judge them by appearance alone; the shielding can be damaged even when the wires look fine. Spark leakage interferes with the tach and causes erratic readings.

## Calibration

The tach is set at the factory for a **4-cylinder, 4-stroke engine with a single coil**. Other setups, including a 4-cylinder with two or more coils, need to be recalibrated. Install the tach first, then set it to match your engine using the table below.

| Engine | Knob setting |
|---|---|
| 1 cylinder, 1 coil | 1,000 RPM |
| 4 cylinders, 2 coils | 2,000 RPM |
| 4 cylinders, 1 coil | 4,000 RPM (factory setting) |
| 6 cylinders, 1 coil | 6,000 RPM |
| 8 cylinders, 1 coil | 8,000 RPM |




### Set the cylinder count

1. With the key on, press buttons **A** and **B** at the same time. The shift light flashes blue: the tach is in configuration mode.
2. Turn the knob; the needle moves in 1,000 RPM steps. Select the setting for your engine and ignition from the table.
3. Press button **B** to save the setting.
4. Turn the key off, start the engine and check the reading. If the tach reads **half or double** the actual RPM, repeat the calibration.

**Note:** The tach uses a stepper motor, so the needle may not return exactly to zero when it is switched off. This is normal; with the engine running, the needle shows the correct RPM.

## Mounting

The tach base allows several mounting positions. Fix the base in place with double-sided tape or screws.



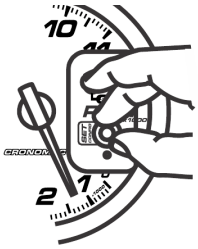
## Shift Light

> **Caution:** Check your engine builder's or manufacturer's maximum recommended RPM before setting the shift lights. Setting them too high can let the engine over-rev and cause serious damage.

**Blue shift light:** with the tach installed, press and hold button **A**, turn the knob to the RPM you want, then release.

**Red shift light:** press and hold button **B**, turn the knob to the RPM you want, then release.

**To check the settings:** press button A or B at any time and the needle points to the stored RPM.




### Peak Memory

To see the highest RPM reached, turn the knob all the way up. To clear the memory, press button **B** while the peak RPM is showing.

Turn the knob back to its lowest position for normal use. If the knob is left turned up, the tach will not work correctly.

