Type 3 Accessory Gauge Set

Type 3 Tachometer + Vintage Series 52mm Gauges · Installation

This kit includes the ISP West Type 3 Tachometer and our ISP West Vintage Series 52mm gauge set. The tachometer fits all Type 3 Squarebacks, Notchbacks and Fastbacks running a 12-volt electrical system.

Kit Includes

- 1 – Type 3 Tachometer
- 1 – Oil Pressure, 52mm Gauge
- 1 – Voltmeter, 52mm Gauge
- 1 – Oil Temperature, 52mm Gauge

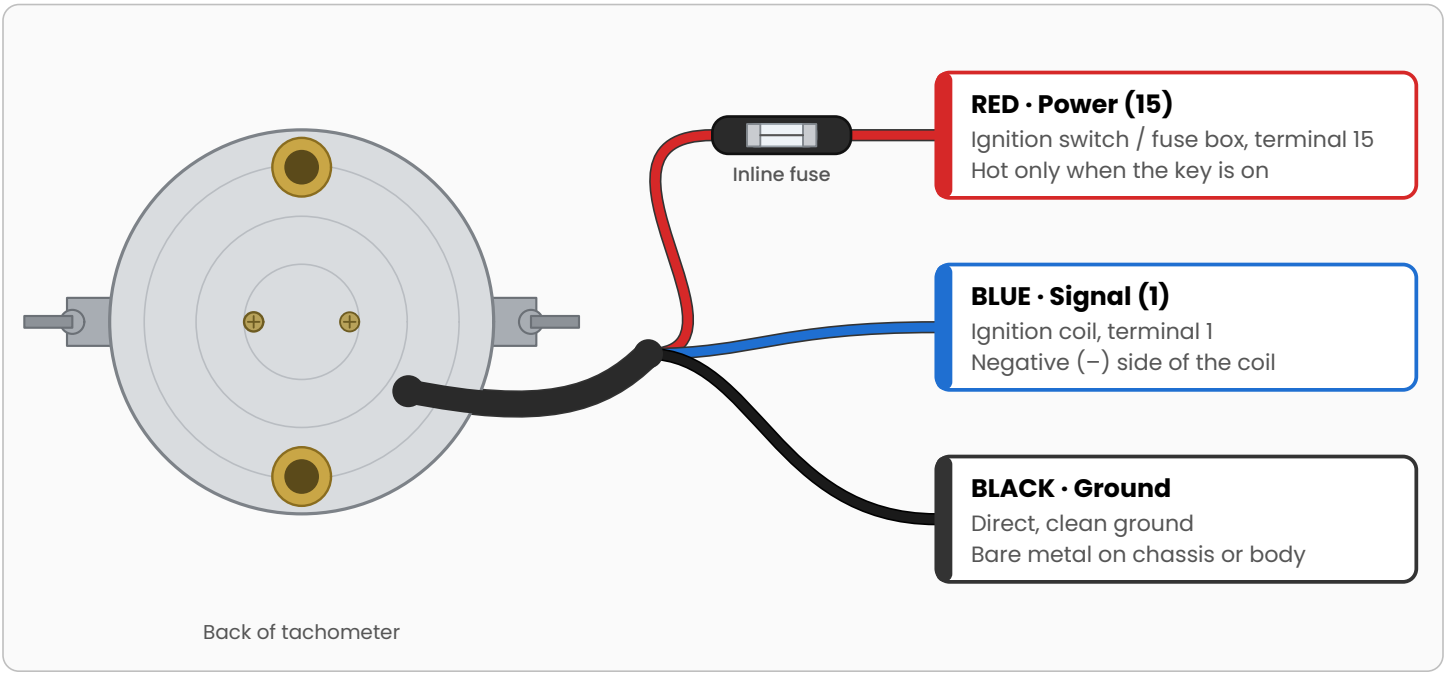
In This Guide Pages 1–2 Tachometer Pages 3–4 52mm Gauges: Oil Temperature, Oil Pressure & Voltmeter

Tachometer

Type 3 Tachometer · 12V

These instructions apply to all ISP West tachometers. Every tach has a main harness with three wires (red, blue and black). Models with built-in LED lighting also have a second, smaller harness for the lights.

How to Connect

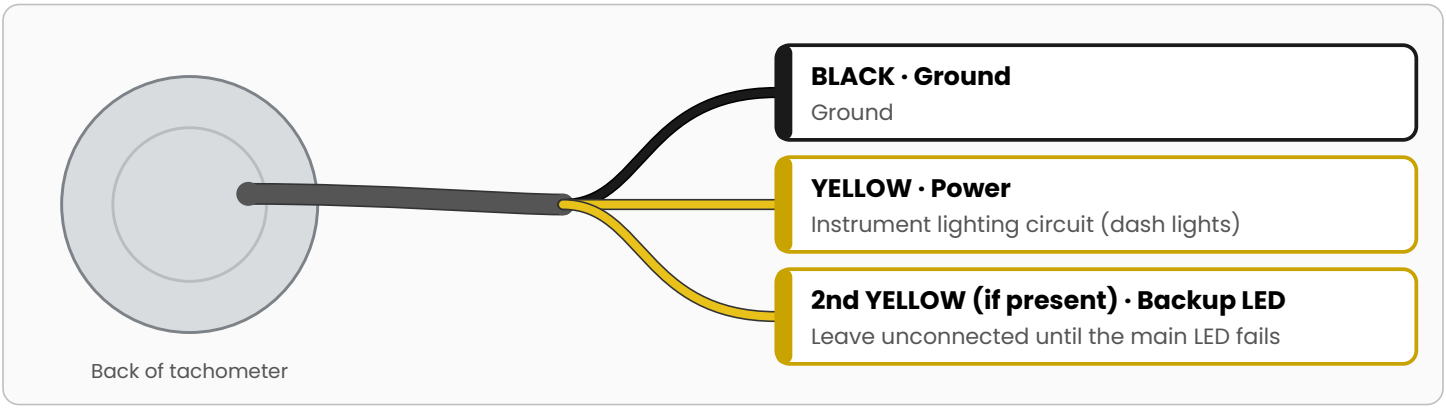


Wire	Function	Connect to
Red	Power (15)	Switched power: hot **only** when the key is on (terminal 15). Install an inline fuse to protect the tach.
Blue	Signal (1)	Negative (–) side of the ignition coil (terminal 1).
Black	Ground	Direct ground to clean, bare metal.

Tip: Use a switched source for the red wire. If it is connected to constant power (terminal 30), the tach will stay powered with the key off and can drain the battery.

How to Connect Lighting

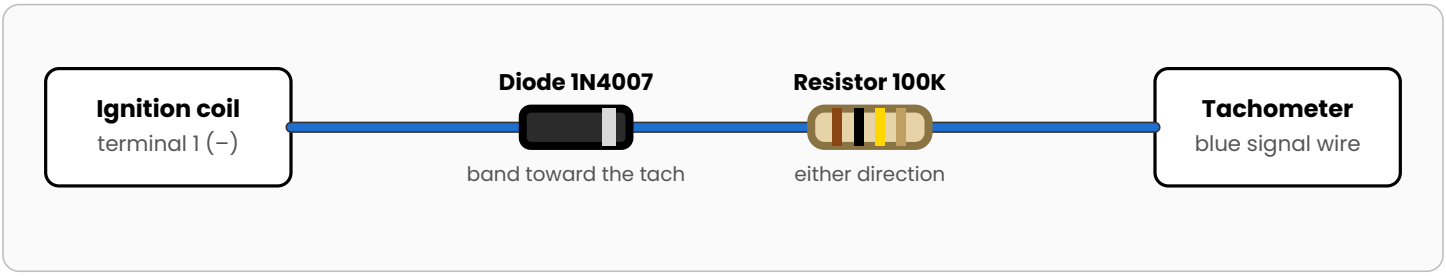
If your tach has built-in LED lighting, a **second harness** comes out the back with 2 or 3 wires: one black and one or two yellow.



- **Black** is ground.
- **Yellow** is power. Connect it to the instrument lighting circuit so the tach lights with your other gauges.
- **A second yellow wire**, if your unit has one, powers a backup LED in case the main LED burns out. Connect one yellow wire and tape off the other; if the light ever goes out, move the power connection to the spare yellow wire.

Troubleshooting: Jumping Needle

Electrical noise in the ignition system can make the needle jump or read erratically, as noted in the instructions included with every tach. First check all basic ignition components (coil, points or electronic module, distributor cap, rotor, plug wires and grounds) for quality, condition and function. **If the needle still jumps**, install a resistor and a diode in the blue signal wire:



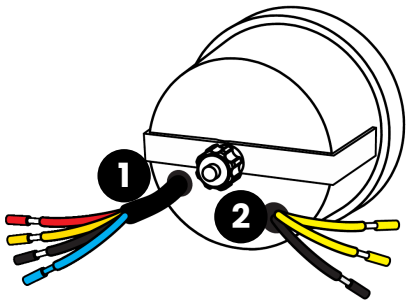
Part	Value	What it does
Resistor	100K (100,000 ohm)	Filters out the electrical noise.
Diode	1N4007	Lets the signal travel one way only, so it cannot return.

Pertronix users: customers running a Pertronix electronic ignition module with a stock coil will need to install this resistor and diode for a steady tach reading.

52mm Gauges

Oil temperature, oil pressure and voltmeter

All three gauges use the same style of wiring harness. Each has two whips: **Whip 1** for power (and the sender signal on the oil gauges), and **Whip 2** for lighting.



Back of gauge (oil gauges shown). The voltmeter's Whip 1 has no blue wire.

1 Whip 1 – Power and signal

Wire	Connect to
Red	Battery +12V (constant power) – all three gauges
Yellow	+12V from ignition (switched; hot only with the key on) – all three gauges
Black	Ground – all three gauges
Blue (oil gauges only)	Oil temp gauge: oil temperature sender · Oil pressure gauge: oil pressure sender

2 Whip 2 – Lighting (all three gauges)

Wire	Connect to
Black	Ground
Yellow or white	Terminal 58 from the headlight switch (instrument lighting)
Yellow or white	Backup LED: leave unconnected until the main LED fails

Wiring All Three 52mm Gauges

- Join the three **red** wires and connect them to constant +12V battery power.
- Join the three **yellow** Whip 1 wires and connect them to switched +12V power from the ignition.
- Connect all **black** wires (both whips, all gauges) to a clean ground.
- Join the main Whip 2 lighting wire (yellow or white) from each gauge and connect them to terminal 58 from the headlight switch, so the gauges light up with your headlights. Leave each gauge's backup LED wire unconnected and taped off.
- Connect each oil gauge's **blue** wire to its own sender: the temperature gauge to the oil temperature sender and the pressure gauge to the oil pressure sender. Don't swap them.

Important: on every gauge, the **red** wire must be connected to constant 12V battery power and the **yellow** wire to switched (keyed) 12V power for the gauges to work properly.

Sending units: ISP West sells its oil temperature and oil pressure gauges together with the matching sending units to ensure correct readings. Using a non-compatible sending unit will void the warranty and may cause the gauge to fail.

Reading the voltmeter: with the engine off, a healthy battery reads about 12 to 12.6 volts. With the engine running and the charging system working, expect roughly 13.5 to 14.5 volts. Readings well below or above that range point to a charging system problem.