



Caution

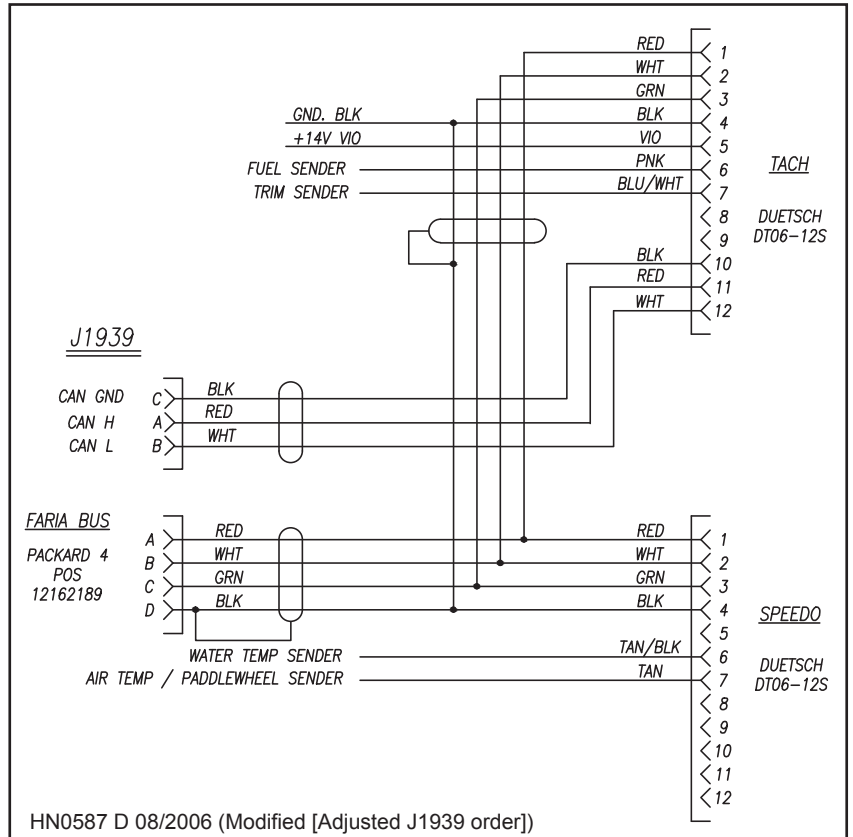
Disconnect the battery during installation. Tighten nuts on the backclamp only slightly more than you can tighten with your fingers. Six inch-pounds of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty.

There are 3 basic wiring modifications that must be performed to use a J1939 MG3000 (MG3K) tachometer in place of an J1939 MG2000 (MG2K) tachometer. This applies to both 4" and 5" digital MG tachometers and is applicable for J1939 applications only.

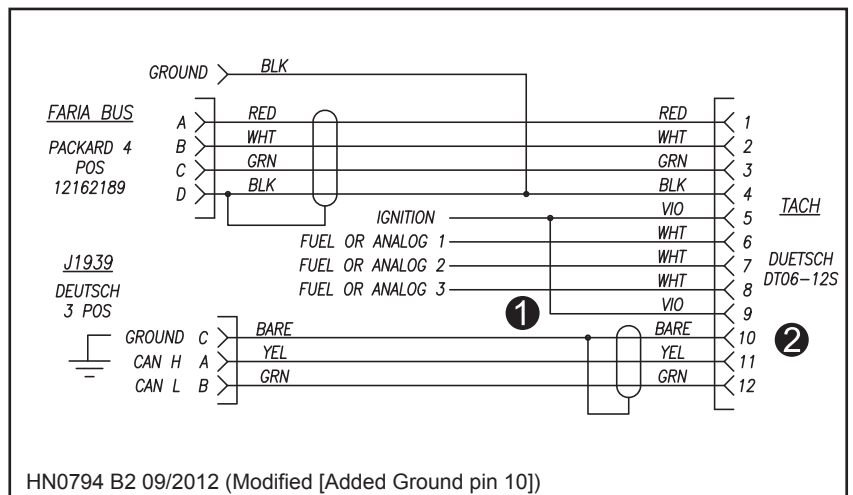
Modifications

1. Insure that there is a jumper wire installed between pins 5 and 9 on the 12-pin tachometer connector. The MG3K tachometer is universal for NMEA2K and J1939 applications so the unit has to sense power on pin 9 to read J1939 data.
2. Pin 10 in the 12-pin tachometer connector harness must be grounded to the common ground used by the ECU or engine. An additional ground wire may have to be installed from pin 10 to the engine or engine ground if you find that there is "No Data" displayed in all fields of the tachometer LCD. This is the most common cause of no data being displayed in the MG3K tachometer on J1939 installations.

MG2000 J1939 Harness - HN0587



MG3000 J1939 Harness - HN0794



For technical assistance, contact Faria Beede Instruments - Technical Service between 8:30 AM and 5:30 PM Eastern time weekdays at (860) 848-9271 or (800) 473-2742.

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