

## AutoMeter Phantom Monster Tach w/Shift Lite, p/n 5899

The instructions provided with the tach clearly describe its operation, use, and adjustment. However, with regard to installation, the instructions leave quite a bit to be desired. Even though the installation of the mounting hardware is relatively straight forward, some detail regarding the mounting of the base, drill bit size, etc should have been included. The wiring, however, is a different story. While the instructions clearly show what each of the wires is for, the only way to connect the tach to any specific vehicle requires wiring diagrams of the respective vehicle. What follows below is the detail information necessary to instal the tach in a 94-98 3.8L Mustang.



What do you need before starting? You'll need a small common screwdriver to spring the head lite control knob off the switch stem. A drill to drill the mounting holes for the base and to open a hole in the dash to pass the tach wires through for a neat installation, a larger common head screwdriver to mount the base, wire strippers, a T20 torx bit, an adjustable wrench, pliers, or socket set, and of course, wire connectors.

First, determine where you prefer to mount the tach and trial fit it in that location to determine clearance, etc. We elected to mount the tach on the driver's-side A-pillar. Mark the location of the base and drill two small holes to match the screw locations in the base, then install the base.



Once the base is installed, slide the tach into the mounting ring and mark the spot under the rear of tach where the hole will be drilled to pass the wires through the dash. Do not drill yet.

Next, use the small common screwdriver to pop the clip in the head lite knob. Just stick the head into the small slot and push the clip forward while pulling on the knob, it'll pop right off. Now, use the torx bit to remove the two screws that secure the dash bezel then just pop the dash bezel off. Use the torx bit to remove four more screws that secure the instrument pod. Then remove the connectors from the back of the instrument pod and set it aside. Make sure that you do not switch the connectors. Now, remove the bolts that secure the headlight switch. We're removing the switch to make it easier to splice into the dash pod illumination circuit for the tach lighting.

Before we splice wires, we have to drill a hole in the dash to get the wires through. since you've already marked the location of the hole, just drill away, but wait, how do you fit the drill between the dash and the windshield. Its easier than removing the windshield, so proceed by drilling up through from inside the dash pod compartment. Just use a good ole SWAG to determine where you drill from below. Hint, you will be drilling at an angle but the dash pod is plastic so its not very difficult. Use a bit approximately 25/64. This leaves a hole large enough to get the wires through. We wrapped the wires tightly so as to provide a nicer finished look when viewed trough the windshield. Once your hole is in place, feed the wires through, and bolt the tach down in the ring while adjusting the placement of the shiftlite. The brown wire protruding from the back of the cut should be snipped for 6-cylinder applications. Wrap the ends in electrical tape. Connect the tach and shift-lite connectors.

Now lets identify the wires that we'll use for the tach's connections. Remember to disconnect the battery before doing any wiring. The tach requires 12 volts switched power, a good ground, 12 volt lighting, and the tach rpm signal from the PCM. Splice the tach's white illumination circuit wire into the blue wire of the headlight switch. We use the blue snap-on connectors shown here and follow that up with a twist or two of electrical tape. Splice the tach's switched 12 volt power circuit red wire into into the red/yellow wire in the right hand dash pod harness connector. The tach's ground circuit black wire is spliced into the black wire of the dash pods right hand harness connector. Finally, splice the tach signal green wire into the tan/white wire also in the right hand harness connector. Secure all connectors with electrical tape.



Now, the tach is wired and bolted down. Reconnect the battery and follow the rest of the instructions for setup. This is what the final product looks like.

