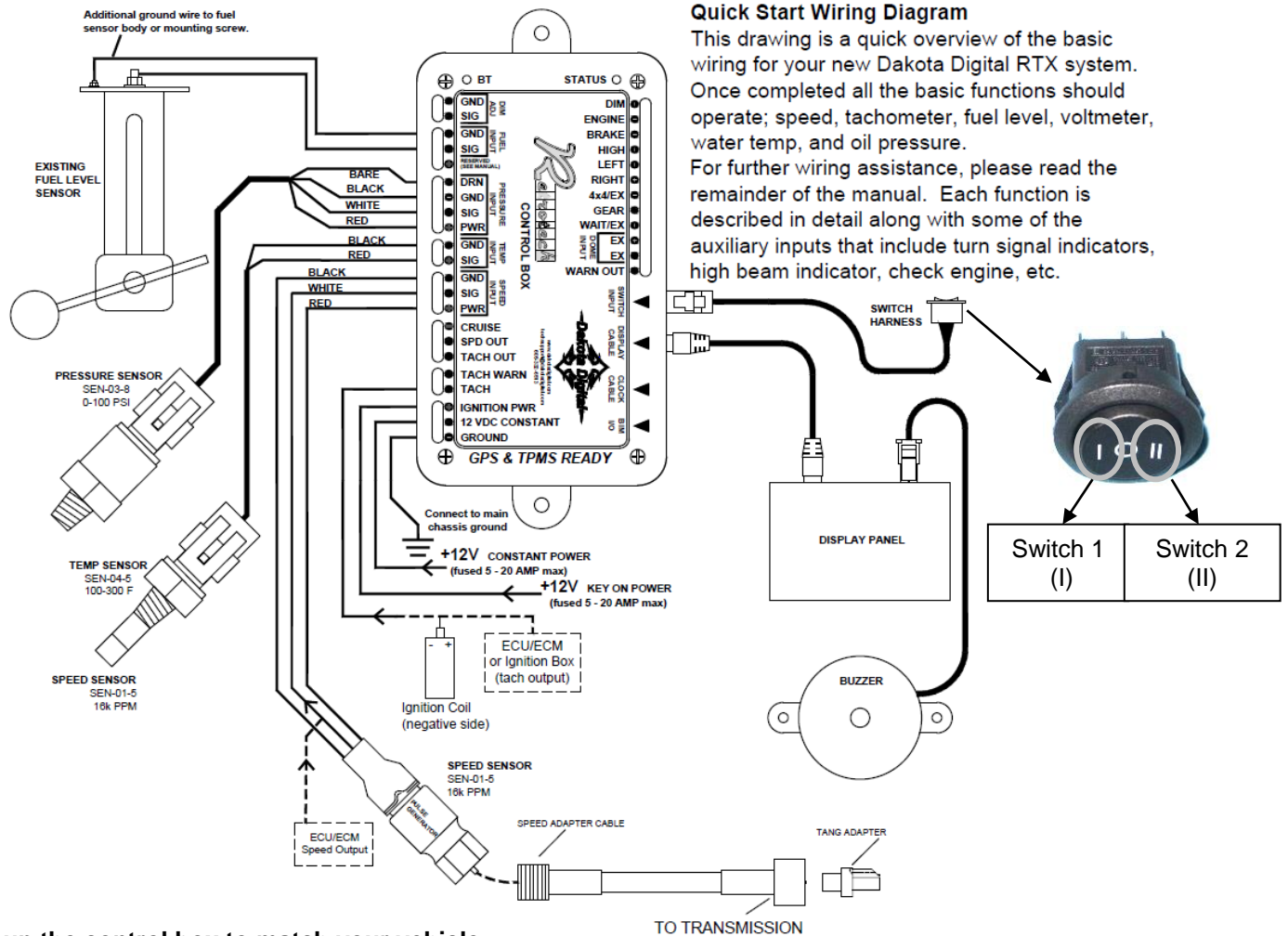


RTX-62T-FJ QUICK-START GUIDE

This guide is designed to get you up and running quickly with the minimal amount of options installed. It shows a typical and abbreviated wiring diagram as well as how to set up your speedometer, tachometer, and fuel sensor. A detailed description of all the wiring and connections can be found in the full instruction manual.

******* IMPORTANT NOTE! *******
This control box has an odometer preset option that is only available one time within the first 100 miles of operation. See "ODOMETER PRESET MENU" in main instruction manual for details.

- Mount the display panel into your dash. (see mounting instructions or manual)
- Install the supplied senders. (see sensor pack manual, not specific for all applications)
- Mount and wire the control box. (see diagram below or main manual for more detailed descriptions)



- **Set up the control box to match your vehicle.**
 - Calibrate speedometer for your gearing and tire size.
 - Adjust the tachometer to match the engine's number of cylinders. Default is 8 cyl high voltage (HEI, points). Set LS ECM tach signals to 4 cyl low voltage.
 - The fuel gauge must be set to match the resistance curve of your fuel sender. The control box is preprogrammed for 10 common senders; if yours is not listed, the system can be programmed to a custom sender.
This is required for stock FJ fuel senders (see full manual for details).

- **Speedometer Calibration**

- The setup procedure described below is AUTO CAL; see full manual for other options.
- 1. Hold Switch 2 (II) and start the engine. Once the engine is running, release the switch.
- 2. Tap (II) until SPEED is highlighted in the center. Press and hold the switch until “RELEASE” is shown.
 - “AUTO CAL” should be highlighted; hold the switch until “RELEASE” is shown.
 - The message display should read “AUTO CAL” and “DRIVE 1 MI” with a “0” below it.
 - Begin driving one measured mile. The number below “DRIVE 1 MI” should start incrementing as you travel, indicating the pulses received from the speed sensor or VSS.
 - Once you reach the end of the marked mile, tap either switch to finish and save the new calibration. Auto Cal is now complete and your speedometer should be reading correctly.

- **Tachometer setup**

1. Hold Switch 2 (II) and turn the ignition key on.
2. The message display will show “SETUP” hold (II) until the scrolling bar fills and the display shows “RELEASE” then release.
3. Tap (II) until TACH is highlighted in the center. Press and hold (II) until “RELEASE” is shown.
 - “INPUT” should be highlighted; hold the switch until “RELEASE” is shown.
 - “CYLINDER” should be highlighted; hold the switch until “RELEASE” is shown.
 - The current engine cylinder setting will be displayed, 01-16 or BUS.
 - Tap the switch until the desired setting is displayed then hold the switch until “RELEASE” is shown. If the engine is running the tachometer needle will update as the settings are changed.
 - Tap the switch until “BACK” is highlighted then hold the switch until “RELEASE is shown.
 - Repeat selecting BACK once more to get back up to the main menu.

- **Fuel Sensor setup**

1. Still in the Setup Menu, tap (II) until FUEL is highlighted, then hold the switch until “RELEASE” is shown.
2. “INPUT” should be highlighted; hold the switch until “RELEASE” is shown.
3. The current fuel sender selection will be shown.
4. Tap the switch until the desired sensor is highlighted. The fuel needle will update as you change settings and the message display will indicate if the sensor input is in range for the current selection.
5. When the desired setting is displayed, press and hold either switch until “RELEASE” is shown.
6. To quit and exit, turn the key off. The tach and fuel should now be set.

See full installation manual for custom sender calibration in the MANUAL ADJ mode

Fuel Sender type	Menu	Empty R	Full R
GM 0-30 ohm (mid 60's-earlier)	GM 0-30	0 ohms	30 ohms
GM 0-90 ohm (mid 60's-late 90's)	GM 0-90	0 ohms	90 ohms
GM 40-250 ohm (late 90's-later)	GM 40-250	40 ohms	249 ohms
GM 250-40 ohm	GM 250-40	249 ohms	40 ohms
GM 90-0 ohm (63-67 Corvette)	63 VETTE	90 ohms	0 ohms
FORD 73-10 ohm (earlier -late 80's)	FORD 73-10	73 ohms	10 ohms
FORD 20-150 ohm (late 80's-later)	FORD 20-150	20 ohms	150 ohms
VDO 10-180 ohm	VDO 10-180	10 ohms	180 ohms
SW/SUN 33-240	SW 240-33	240 ohms	33 ohms
ASIA 112-4 ohm (various imports)	ASIA 112-4	112 ohms	4 ohms
User programmed (required for stock FJ sender)	MANUAL ADJ	User settable	User settable

⚠WARNING: This product can expose you to chemicals including lead, which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov



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