

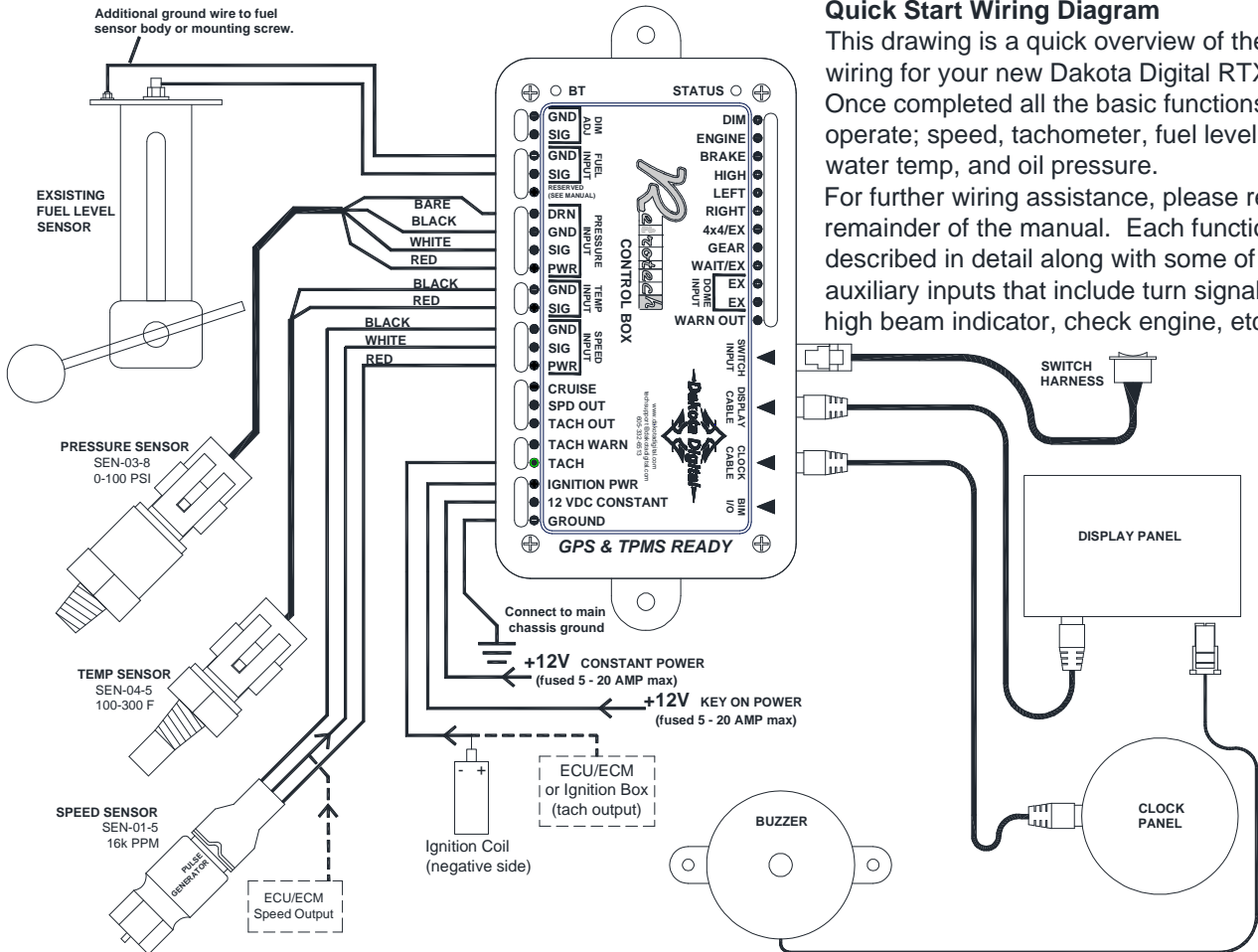
QUICK START GUIDE

DAKOTA DIGITAL RTX INSTRUMENT SYSTEM

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 within the first 100 miles of driving.
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)
- Mount and wire the control box. (see diagram on this sheet or see manual for more detailed descriptions)
- Setup the control box by selecting fuel sensor and programming speedometer.



Quick Start Wiring Diagram

This drawing is a quick overview of the basic wiring for your new Dakota Digital RTX system. Once completed all the basic functions should operate; speed, tachometer, fuel level, voltmeter, water temp, and oil pressure. For further wiring assistance, please read the remainder of the manual. Each function is described in detail along with some of the auxiliary inputs that include turn signal indicators, high beam indicator, check engine, etc.

- **Set up the control box to match your vehicle.** The tachometer must be set to match the number of engine cylinders and the fuel gauge must be set to match your fuel sender resistance curve or the instrument system will not display correctly. The control box can read 10 common fuel level sender resistance values. If your sender is not listed, the system can be programmed to a user settable sender (see full manual for details).

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	MANUAL ADJ	User settable	User settable

- **Setup continued**
 1. Begin with the ignition key off. Holding either switch while turning the ignition key on.
 2. The message display will show “ENTER SETUP” with a scrolling bar. Once “SETUP” “RELEASE” is shown, release both switches.
 3. Tap the right switch until TACH is highlighted in the center. Press and hold the switch until “RELEASE” is shown.
 4. Now you can tap either switch to scroll through the tach sub-menus, “INPUT”, “UPDATE RATE”, “SHIFT LIGHT”, or “BACK”.
 - Tap either switch until “INPUT” is highlighted then hold the switch until “RELEASE” is shown.
 - Tap either switch until “CYLINDER” is highlighted and 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.
 5. Tap the right switch until FUEL is highlighted in the center then hold the switch until “RELEASE” is shown.
 6. Now you can tap either switch to scroll through the fuel sub-menus, “INPUT”, “RANGE”, or “BACK”
 - Tap either switch until “INPUT” is highlighted then hold the switch until “RELEASE” is shown.
 - The current fuel sender selection will be shown.
 - 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.
 - When the desired setting is displayed, press and hold either switch until “RELEASE” is shown.
 7. To quit and exit, turn the key off. The tach and fuel should now be set.
- **Calibrate the speedometer.** You must also calibrate the speedometer, failing to do so could cause accelerated accumulation of odometer miles. The setup procedure described below is for use with the supplied sensor, see full manual for other options. (auto-cal method listed, see full manual for more)
 1. Begin with the key off. Hold either switch while turning the key on and starting the engine. Once the engine is running, release the switch.
 2. Tap the right switch until SPEED is highlighted in the center. Press and hold the switch until “RELEASE” is shown.
 3. Now you can tap either switch to scroll through the speed sub-menus, “AUTO CAL”, “ADJUST”, “SERVICE”, “UNIT”, “INPUT”, “OUTPUT”, or “BACK”.
 - Tap either switch until “AUTO CAL” is displayed then 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, or are passing the marker, tap either switch to finish and save the new calibration. Auto Cal is now complete and your speedometer should be reading correctly.

⚠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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