



VTAC Operation - Please save these instructions

1. Automatic Startup:

Your VTAC starts when you start your engine; you don't have to turn it on or off.

2. RPM Readings:

Your VTAC is built for Oval Track Racing, and will record your Max RPM and Best Lap, PLUS 2 high and 2 low RPM levels for every lap - up to 100 laps!

- While you are on the track, your VTAC **DISPLAYS RPM**.
- Once you reach 4000 RPM (or >6500 for Minisprints) with a 500+ RPM difference between the high and low, your **VTAC begins recording**.
Your VTAC records your 2 high and 2 low RPMs per lap.
- Yellow flag laps are ignored (we store only the lowest RPM of the yellow flag).
- When you finish a race your VTAC will display **0000**. This means you have recorded laps in memory that you can look at any time until you restart your motor.

3. To See Your Max RPM & Best Lap

- **Hold the RECALL button in for 3 seconds to show your MAX rpm & BEST lap.**
- The second line will show the BEST LAP (the lap with the highest highs & highest lows.)



4. To See All Your Recorded Laps:

- Once you have brought up your BEST LAP, **just press and release the RECALL button to scroll through each lap** of your race (from 1 to 100 laps).
- The top line stays the same, and the second line will show each lap in turn.

5. Memory:

- To save your battery **your VTAC will go into SLEEP mode after one minute of inactivity**. Simply push RECALL once to return to the results.
- Your race results are kept in memory until you re-start your motor. *You may also clear them out during a run by pushing the "hidden key" behind the VTAC logo.*

6. Light:

- The backlight will come on for **30 seconds** when you push the LIGHT button.



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7. Helpful Hints:

- When reviewing your lap results (for instance for 2 qualifying laps) please keep in mind where the time trials started versus where your car was pushed off, to tie the VTAC results back to the correct qualifying lap.
- The VTAC is water resistant, but to protect it from high-pressure water spray we recommend that you remove your VTAC when washing the car. We have made it easy and simple to do - just unplug the cable from the back, pull and turn the knob on the front of the bracket and slide your VTAC out the back of the dash.
- A 9-volt battery powers your VTAC. Our engineers designed your VTAC to use as little energy as possible, and for extra service life between battery changes we **recommend 9-volt Lithium batteries.** (A spare one is included) You may, however, use ANY standard size 9- volt battery - they will just have to be changed more often. To replace the battery remove the 4 Allen head screws on the back cover.

8. SETUP: Your VTAC is pre-set for 8 cylinder engines & magneto ignitions.

To See the Current Setting:

- Press the RECALL button for **15 seconds.**

To change the setting (for example if you are running a Midget, Minisprint, or use a Distributor instead of a Magneto for your ignition)

- Press the RECALL button for **15 seconds**, until the current setting displays.
 - Then release the RECALL button.
- In 3 seconds, you will see “**SETUP**” appear at the top right.
- Immediately **press and hold the RECALL button to scroll through the settings until your choice appears.**
 - Release the RECALL button to lock in the new setting.

Any questions?

Please phone us at 1-250-740-3280, direct number for all VTAC inquiries.

As the ONLY manufacturer of genuine VMAC RACING TACHOMETERS we have a great team of technical experts (including the original engineers, designers and racers who developed the VTAC) all happy to assist you with ANY question.



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9. Troubleshooting:

I) "RPM is reading too low"

Check SETUP is correct for your car (see previous section).

Since your VTAC works for 8,6,4 cylinder race cars, running EITHER magnetos or distributors, it is possible your VTAC is set for either the wrong number of cylinders or the wrong type of ignition.

II) "The Screen is Blank"

More than likely, this is just a dead battery, so change the 9-Volt battery first.

Use an ALLEN wrench to remove the 4 screws from the VTAC back. Carefully ease the back off. (You may need to slide a thin blade between the front and back to get it started). *Please do not let the back hang from the wires attached to the VTAC electronics inside.* Check for damage - such as corrosion due to water. If you do not spot any damage, just replace the battery. Watch when you push the back on that no wires get pinched.

III) "Scrambled Characters Sometimes Display"

This generally indicates ELECTRICAL INTERFERENCE, rather than anything wrong with your VTAC

1) Check Your VTAC Wire Connections.

- Your **Black wire (Ground)** must attach to a cylinder head on your Engine Block. **PLEASE DO NOT** use the frame or kill switch, etc. as ground.
- Review your *VTAC installation guide* for your ignition - be sure you have the correct connector on the **White wire**. (Especially Sprintmag and Vertex ignitions - if you do not use the connector we supply you will have electrical interference.)
- Check the wires and connectors are firmly attached.

2) Check Your System for Sources of Interference:

- Cracked Mag cap
- Loose plug wire
- Cracked plug wire
- Arcing plug wires
- Bad points in Magneto
- VTAC wiring too close to high voltage wires

If all checks out, please call us at (250) 740-3280 for further technical help.