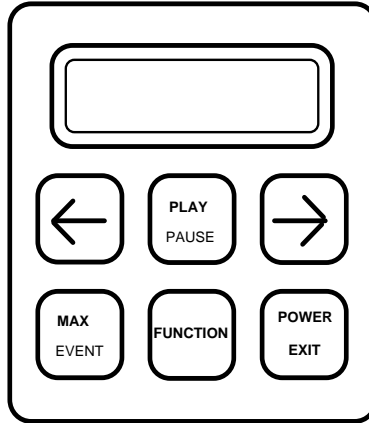


# Digatron's DT-46SN Instruction Manual



Congratulations on the purchase of your new DT-46SN. The DT-46SN is Digatron's small, easy to use, multi-function, digital engine monitoring system. This instrument was designed for the customer who wants to know how their engine is functioning without spending a lot of time and money. This instrument monitors tachometer (Tach) and two exhaust gas temperatures (EGT1 and EGT2). It datalogs all of these inputs, along with lap times. Lap times can be stored manually or with a beacon (if you bought either of the optional lap time devices). All of this information can then be played back on the DT-46SN.

Included with your instrument is a simple instruction sheet that allows you to quickly install and use your Digatron DT-46SN. The instructions in this booklet are more detailed to help you learn all of the capabilities of your new instrument.

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## Power On

The instrument starts automatically when the engine is turned on or it is turned on with the **Power** button. When the instrument is first turned on it performs an initialization routine to check the displays. Press the **Exit** button to abort the initialization routine.

## Power On

There are two ways for your instrument to be powered on:

- The unit will turn on and begin recording automatically when the engine is started.
- The unit can be turned on with the **Exit/Power** button before the engine is started. It will then begin recording when the Lap switch is pressed or it passes a beacon (if you purchased either of these optional features). Also, when the engine is running, the **Exit/Power** button can start and stop recording.

## Power from the Lighting Coil & Super Caps

The DT-46SN instruments get power from the lighting coil on the sled.

When your engine is off, the instrument is powered by super caps, which are similar to rechargeable batteries. They will recharge in two minutes when your engine is running. When charged, the super caps will run your instrument, without backlight and warning lights, for about 30 minutes. The super caps will remain charged for about two weeks when the instrument is off.

## Display Resolution

When the instrument is powered on, the display is in high resolution.

- To change the display to low resolution, press the ← and the → buttons at the same time.

### High Resolution:

- Highest number displayed is 1:59.9.
- After that time, the instrument continues to record, and the 1 on the left of the display toggles every other minute.

### Low Resolution:

- Highest number displayed is 19:59.
- The instrument continues to record, and the 1 on the left of the display toggles every 20 minutes.

## Setting Limits and the Calibration Number

Before using your DT-46SN, be sure to set the operating limits and calibration number. Limits allow the instrument to give you a visual warning (the display flashes) if any of the inputs exceed their limit.

**For detailed information on setting limits see Appendix B.**

## Sensor Installation (General)

For your instrument to function properly, your sensors must be hooked up as follows:

**Tach Sensor:** This sensor must be hooked up for the instrument to work correctly.

**Temperature Sensors:** If any of your temperature sensors are not being used, use a shorting plug on the pigtail.

**Timing Input (white boot):** Use a beacon receiver and transmitter or a manual lap switch. It is okay to leave this input open.

**Tach and temperature inputs that are left open can cause erratic readings and possible instrument damage.**

For the instrument to operate correctly it must receive a Tach signal. Without a strong signal, the instrument will give low erratic Tach readings. Without a Tach signal, the instrument will not record for more than a few seconds and will turn itself off.

Sensor cables that run from the engine compartment to the instrument should always be routed as far away from the ignition system components as possible (plug wires, spark plugs, ignition coils, distributor or magneto). Sensor cables too close to these components may pick up radiated electrical interference and cause erratic instrument readings and operation. A distance of at least 6" from these components is desirable in all installations.

When routing sensor cables through panels, be sure to use a rubber grommet to keep the cables from being cut by a sharp edge. It is also good practice to protect all of the sensors with fuel line, especially at any point where the cable may rub against a hard surface.

If any of your cables are too long to route back to your instrument fully extended, we recommend sending your sensors back to Digatron to be cut to the appropriate length for your needs. They can also be coiled separately. If you do coil your sensors, keep the coils away from the engine.

**For detailed information about installing each sensor, see Appendix A.**

## Monitor and Recording

When your instrument is powered on, it is in Monitor/Record mode.

The instrument will visually warn you, by flashing the display, if your engine exceeds any of its set limits. These limits allow you to avoid engine damage. You can make quick tuning adjustments to your engine that allow you to run safe and fast.

Recording information is very simple and once you have started recording, you can change what function is being displayed. Laps are recorded manually with the Lap switch or automatically when a beacon is passed, if you have a beacon receiver and transmitter.

*Note:* The memory of this instrument holds 35 minutes of information. After that amount of time, the instrument will keep recording and begin writing over the oldest previously recorded data.

- **Start Recording:** Press the *Exit/Power* button, Lap switch or pass a beacon to begin recording. (The beacon method only works if you have a beacon receiver.)
- **Change Function Displayed:** Press the *Function* button to change what is being displayed. It cycles through the functions in this order: EGT, EGT, Tach, Lap # and Lap Time.
- **Stop Recording:** Press the *Exit/Power* button, or turn your engine off, to stop recording and end the current Event.
- **Backlight:** The backlight is used to illuminate your display for use at night. Press the ← button to toggle the backlight on or off. The backlight can only be turned on or off while in Monitor /Record mode. The engine must be running for the backlight to be on.
- **Maximums:** The *Max/Event* button is used to display the maximum reading for each engine function and the Event number in progress.

## Begin Recording

There are three ways to begin recording data:

1. Starting the engine while the instrument is turned off, automatically starts the instrument and begins recording a new Event.
2. Manually turn the instrument on with the *Exit/Power* button before the engine is started. Press the Lap switch or the *Exit/Power* button to begin recording. (The instrument must be receiving a Tach signal to begin recording with the *Exit/Power* button. If it does not have a Tach signal, pressing this button will turn the instrument off.)
3. Manually turn the instrument on with the *Exit/Power* button before the engine is started. When the sled passes a beacon, the instrument will begin recording, if you have a beacon receiver.

## Information about Recording

When the instrument is recording, it can ignore multiple beacons on the track. After receiving a signal, the instrument will ignore any other beacon signal for the number of seconds entered in Set Limits (see Appendix B). After the number of seconds has passed the instrument will register the next beacon signal it receives and then begin ignoring again.

When you finish a lap, the instrument will display the total time for the last lap for three seconds, before returning to the previously displayed data. If you are displaying Lap Time while recording, you can toggle the display between the total time for the last finished lap and the current running time, by pressing the *Max* button. When the clock is running, a colon will flash in the display.

Turning off the engine or pressing the *Exit/Power* button terminates the current lap and the current Event. A new Event is started when the instrument starts recording again. When the unit is turned off, it does not lose its data. When it begins recording again, it will start a new Event, on lap one, at the end of the last recorded Event. After 35 minutes of total record time, the instrument will begin recording over the oldest previously recorded data.

*Note:* The instrument will not record while the PRS (**PRE**viousl**Y** recorded data) annunciator is visible on the display. This shows that the instrument is in Playback mode. Press the *Exit/Power* button until PRS is not displayed.

## Acknowledging an Overlimit Condition

When one of the functions of your instrument exceeds its set limit, the instrument will display that function and flash the display. Press any button to return the instrument to the function that was displayed before the overlimit condition. Your engine may still be running over the set limit, but the instrument will not display that condition after you press a button. If the function then goes below the set limit and then again exceeds the limit, the instrument will again display the over limit function.

## Reset Lap and Event Number and Clear Memory

To reset the lap and event number to zero and clear all recorded data, press the ← and the *Max/Event* buttons. When the display flashes PrS PLA, press the *Play/Pause* button. The memory is now clear. If the *Play/Pause* button is not pressed within 5 seconds, the reset function is aborted.

*Note:* The memory is **not** automatically reset when you turn the instrument off. All data is retained when the instrument is turned off and even when the batteries are removed.

## Analyze Data

There are two ways to look at your recorded information:

1. View maximum readings and lap times for each lap.
2. Replay the selected lap.

PRS (PREVIOUSly recorded data) is visible on the left side of the display during both of the above. Recorded information can only be reviewed if there is no Tach signal present.

## Lap Times and Maximums

To review lap times and maximum readings for each lap:

- **Enter Laps:** With the instrument in the basic monitoring mode and not recording or receiving a Tach signal, press the *Play* button to view lap times and maximums for each lap. Lap numbers are represented by an L on the display.
- **Change Laps:** Press the ← or → button to change the lap number being displayed. If you are viewing the last lap of an Event, the → button displays the first lap of the next Event. At the first lap of an Event, the ← button displays the last lap of the previous Event.

If you are a recreational rider and not recording laps, your recorded data will be shown as one lap per Event.

- **Maximum Readings:** Press the *Function* button to cycle through all of the functions of the instrument. It will display the maximum readings for that lap.
- **Event Number:** When the display is showing Lap number, press the *Max/Event* button to see which Event you are viewing (shows E and two numbers).
- **Return to Monitoring:** To return to the basic engine monitoring, press the *Exit* button.

## Detailed Review of a Lap

You can review all of the detailed information recorded for the lap that was selected in Laps. The information can be played back, for each function recorded, in real time or stepped through in 0.1 second increments.

- **Enter Playback:** After selecting a lap, press the *Play* button to begin reviewing the data for that lap. The instrument will be playing time.
- **Pause:** Press the *Play* button to pause the playback of data and again to resume playback. The information for this lap will continue to play until this button is pressed.
- **Change Direction:** Press the ← or → button to change the direction of playback. If playback is paused, use the arrow buttons to step through the data in 0.1 second increments. Hold either button down to cause playback to go faster.
- **Change Function:** Press the *Function* button to view the different functions' readings for this lap.
- **Max Readings:** Press the *Max/Event* button to review the maximum readings for each function, the current Event number or the total lap time for the current lap, depending on which function is being displayed.
- **Change Lap:** To review a different lap's data, press the *Exit* button. Use the arrow buttons to select a different lap. Then press the *Play* button to begin reviewing data for the newly selected lap.
- **Return to Monitoring:** Press the *Exit* button to return to Laps and press it again to return to the basic monitoring mode.

## Turning Your Instrument Off

The unit can be turned off by pressing the *Exit/Power* button while it is in Record/Monitor mode (if there is no Tach signal and it is not recording). The instrument will turn itself off automatically after two minutes if no keys have been pressed and there has been no tach signal.

*Note:* All data is saved when the instrument is turned off.

## Electrical Interference

If the instrument encounters excessive electrical interference it will display ERR on the left side of the top display. This indicates that the stored data might be invalid, and may need to be erased.

- Press the **Function** button, then turn the instrument off for 30 seconds.
- After turning the instrument back on, check that it working properly.
- If it is still not working properly, the instrument's memory needs to be erased. Turn the instrument off and back on again. Immediately press the ← and the **Max/Event** buttons.
- When Prs PLA flashes on the display, press the **Play** button. The error and memory should now be cleared.

The ERR enunciator can also indicate an incorrect instrument or sensor installation. Severe electrical interference can cause the limits and calibration number to reprogram themselves. If your instrument is doing strange things, put it in Set Limits and check to see that the limits and calibration are still where you set them (see Appendix B).

**Electrical interference problems can normally be solved by installing a *resistance plug boot*. We recommend using an NGK boot, # LB05EMH.**

### To avoid erratic readings:

- Keep your temperature and Tach leads separated by at least 3". Do not wrap leads together, this can induce interference into the system.
- Route the leads as far away from the coil as possible.
- Make sure your connectors have tight connections. Placing a piece of tape on the connectors can help to ensure a strong connection.
- Install the Tach lead on the plug wire at least 2" back from the plug boot. If you still have a problem, try a different location on the plug wire.
- Broken or nicked sensors and sensor wires can cause erratic readings. Replacing one or all of your sensors often solves this problem.

Running your leads through separate sections of fuel line will protect them from cuts and abrasions, but will not shield them from ignition generated interference.

Be sure that all sensors are connected to the instrument, and that all connectors fit together snugly. If a sensor is not being used, the input at the back of the instrument must have a shorting plug, which is available from Digatron. For the instrument to operate correctly it must receive a Tach signal, therefore, Tach shorting plugs are not available.

Please contact Digatron if your problem continues.

## Appendix A: Sensor Installation (detailed)

### Tach Sensor (Power Harness) to the Lighting Coil

Your instrument receives its power from your sled's lighting coil. Most sleds also get their Tach signal from the lighting coil.

To install Digatron's standard power harness, splice the red lead of the harness directly into the lighting coil wire, before the regulator, using the connector provided. Connect the other lead of the harness directly to the engine block. Route the connector end of the power harness to the instrument and plug it into the pigtail with the **black** boot.

For a sled with a high output ignition and a pulsating DC voltage, rather than an AC voltage off of an alternator, you need a different Tach sensor. With this sensor, bolt the black wire to the engine block. Locate the main bundle of wires coming from the engine to the handlebars. Splice the orange wire on the Tach sensor to the yellow/black wire in the bundle. Splice the red wire on the Tach sensor to the red wire in the bundle. After splicing the wires we recommend soldering the wires and wrapping the connection with electrical tape. Route the sensor back to the instrument and plug it into the pigtail with the **black** boot.

### EGT Sensor Installation

Our standard EGT sensor is a type K thermocouple temperature sensor. Install the sensor clamp assembly, or weld on, to the exhaust header. Position the clamp so that the sensor will be in the center of the header. Using the fitting on the clamp assembly as a drill bushing, drill a 3/16" hole through the header. Remove the clamp assembly from the header and redrill the hole to 13/64". Reinstall the clamp assembly and align it with the hole just drilled.

Insert the sensor into the fitting so that the tip of the sensor extends 1/4" past the center of the header. Tighten the compression nut to lock it in place.

Route the sensor cable from the motor to the pigtail with the **gray** boot on the instrument. Secure the cable with cable ties to prevent excessive movement. **The thermocouple cable will break at the flex points if not properly tied down. It is also good practice to protect the sensor with fuel line, especially at any point where the cable may rub against a hard surface.**

### Water Temperature Sensor Installation

Water temperature should be taken from a point well below the water level in the block, or from a fitting provided for this purpose in the head (do not use the radiator).

The sensor can also be placed inline in the hose where coolant exits the engine. This is not recommended, but if this is the only location available, be sure the inline pipe is grounded to the engine block.

**If your sled already has a water temperature sensor, do not disconnect it. Use our sensor and leave the old sensor attached and to the side.**

The compression fitting provided with the sensor is an 1/8" NPT. You may need to use a reducing bushing in some applications to adapt the compression fitting to an available water temperature port. When installing the sensor, be sure that at least 1" of the probe is in the water.

Route the probe back to the pigtail with the **red** boot on the back of the instrument.

### Beacon Receiver Placement (Optional, for Racing)

The Digatron beacon transmitter is used in conjunction with the Digatron receiver to automatically record lap times. Mount the beacon receiver on your sled with an unobstructed view of the transmitter. Mount it with the red lens facing where the transmitter is located, with the longest part of the case protecting the red lens from the sun.

Other racers will rarely interfere with the beacon signal, but mounting the receiver as high as practical will help to avoid that situation.

Attach the receiver to your sled with cable ties or hook and loop material (such as Velcro). The receiver attaches to the pigtail with the **white** boot, on the back of the instrument.

### Manual Lap Switch Placement (Optional)

The Lap switch should be mounted to the steering wheel within thumbs reach of the driver. This switch requires a 15/32" mounting hole for installation. Mount the switch in a position that will provide easy access while driving.

Tie the coil cord to the steering column where needed to prevent it from interfering with the driver. The Lap switch attaches to the pigtail with the **white** boot, on the back of the instrument.

If the Lap switch or beacon receiver is not used, leave its input connector open; do not use a shorting plug.

## Using a Beacon Transmitter (Optional, for Racing)

When using Digatron SMART beacons, multiple beacons can be on the track at once. Each SMART beacon can transmit one of 16 different signals. Your instrument treats all of these signals as lap signals. When the instrument encounters a beacon signal, it starts recording the race or it stops recording the current lap and begins a new one. The instrument does allow you to ignore beacon signals for a set amount of time after receiving a signal.

**For information about ignoring multiple beacons, see Appendix B.**

Here is a list of items to be aware of when using a beacon transmitter:

- Make sure the beacon receiver is mounted on the vehicle so that the signal has a clear path to the receiver.
- Direct sunlight into the receiver can cause a lap to not register. Install the receiver with the overhang on top. If the rising or setting sun is pointed directly into the receiver, set the transmitter on high power.
- Have the beacon transmitter on standard power if it is within 10' to 25' of the receiving instrument. Set the beacon on high power if it is over 25' from the receiving instrument.
- Beacons transmit their signal in a cone shape. If you are too close to the beacon you may miss the signal or intermittently pick it up. The faster the sled, the farther from the beacon transmitter signal it should be.

## APPENDIX B: Setting Limits

Limits should be set at levels that allow you to react to the visual warning before engine damage occurs.

- **Enter Set Limits:** To enter Set Limits, press the → button. The display should now be flashing.
- **Change Number:** To change the number being displayed press the ← or the → button. Hold either of these buttons down and the number will change faster.
- **Next Limit:** When you are finished setting the first limit, press the *Function* button to set the next limit. Repeat the above procedure to set the remaining limits, the Tach calibration number and minimum lap time.
- **Save Limits:** To save the current limits and return to Monitor/Record mode, press the *Exit/Power* button.

*Note:* Set limits at levels high enough for normal operation, but not so high that engine damage can occur before you can respond to a problem.

The limits are set in the following order: EGT, EGT, Tach, Tach calibration number and minimum lap time.

## Exhaust Gas Temperature

Exhaust gas temperature (EGT) is used primarily for adjusting the air/fuel ratio. Because of its quick response, the effects of carburetor adjustments are seen immediately. Fuel system and carburetor problems can often be spotted quickly enough to prevent engine damage.

Exhaust gas temperatures typically run between 1100°F and 1350°F. The EGT on a properly tuned engine will increase rapidly as the throttle is opened and as the load on the engine is increased. At full throttle and full load the EGT will stabilize at a temperature dependent on the air/fuel ratio. Both a “too lean” or a “too rich” condition will be indicated by a lower than peak temperature. The “too lean” condition can damage your engine. An increase in coolant temperature or cylinder head temperature is usually an indication of this. The best way to determine what temperature is normal for your motor is to tune for good plug or piston color and then observe the temperature at various throttle settings.

## Tach Calibration Number

The Tach limit requires two separate parameters. The first is the maximum revolutions per minute (RPM) for safe engine operation. The second number is for Tach calibration. In order to display the correct RPM for different engine types, the instrument divides the Tach input signal by the Tach calibration number. This number can be between 1 and 16.

The most frequently used numbers are:

- 2 cylinders - set at 2 or 4
- 3 cylinders - set at 3 or 6
- 4 cylinders - set at 4 or 8

If you are unsure of the exact Tach calibration number for your engine, experiment. If your calibration number is currently set at 2 and the RPM displayed is double what it should be, set the calibration number to 4.

Alternately, if the RPM displayed is half of the correct value, decrease the calibration number to half the current number.

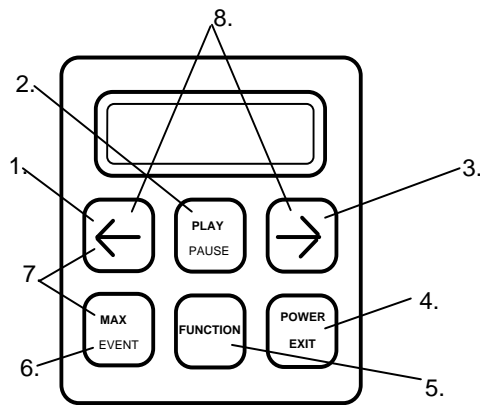
## How the Tachometer Reading is Displayed

The Tach function is displayed one of two ways, depending on which display it is located in. In the 4½ digit display (the timing display) the Tach displays RPM exactly as read. In the 3½ digit display, the Tach displays RPM in thousands of RPM. For example, if your display shows 12.84, your RPM is 12,840.

## Water Temperature

Set the limit for water temperature so that the coolant in your engine does not exceed its boiling point.

## APPENDIX C: Button Functions Defined



### Set Limits

1. ← Decreases the value of the limit being set. Hold this button down for the number to change faster.
2. **Play/Pause** Button not used.
3. → Increases the value of the limit being set. Hold this button down for the number to change faster.
4. **Exit/Power** Exit Set Limits mode and return to Monitor/Record mode.
5. **Function** Changes the function limit being set in this order: EGT1, EGT2, Tach, Tach calibration number, minimum lap time.
6. **Max/Event** Button not used.]

### Monitor/Record

1. ← Toggles the backlight on and off.
  2. **Play/Pause** Enters Lap/Max and displays Lap #.
  3. → Instrument enters Set Limits mode.
  4. **Exit/Power** Powers the instrument on/off if it is not recording and not receiving a Tach signal. Otherwise starts/stops recording.
  5. **Function** Changes function being displayed in this order: EGT1, EGT2, Tach, Lap # and Lap Time.
  6. **Max/Event** Displays the maximum value for each engine function, since the instrument was turned on. If the instrument is displaying Lap #, it will display the Event number. When recording, this button toggles between current lap time and last lap time.
  7. ← & **Max/Event** Press this button combination to clear memory, Lap # and Event #. Press them until the display shows PrS PLA, then press the **Play/Pause** button.
  8. ← & → Toggles between high and low resolution of time display.  
 High = 1:59.9 max. time displayed from this resolution.  
 (minutes : seconds . tenths of seconds)  
 Low = 19:59 max. time displayed from this resolution.  
 (minutes : seconds)
- **Lap Switch** Monitor/Record: Starts and stops the recording of a lap.

### Lap Times/Maximums

1. ← Finds previous lap's data.
2. **Play/Pause** Instrument enters Function Playback and begins reviewing data for the selected lap.
3. → Finds next lap's data.
4. **Exit/Power** Instrument exits Lap/Max and returns to Monitor/Record mode.
5. **Function** Displays the maximum value of each function, lap number or total lap time for the currently selected lap. Displayed in this order: EGT1, EGT2, Tach, Lap # and Lap Time.
6. **Max/Event** Displays Event number if Lap # is being displayed. (The display will show E and two numbers.)

### Playback

1. ← Causes the data to be played in reverse direction, while data is being played back. If playback is paused, this button will step through data in 0.1 second intervals, in reverse direction.
2. **Play/Pause** Pauses and resumes playback.
3. → Causes the data to be played in forward direction, while data is being played back. If playback is paused, this button will step through data in 0.1 second intervals, in forward direction.
4. **Exit/Power** Exits Function Playback and returns the instrument to Lap/Max.
5. **Function** Changes the function being displayed in this order: EGT1, EGT2, Tach, Lap #, and Lap Time.



6. **Max/Event** Displays the maximum reading for each function for the current lap, the current Event number if displaying Lap # or the total lap time for the current lap if displaying Lap Time.

## APPENDIX D: Troubleshooting

The following are explanations to some commonly asked questions.

### What are those letters on the side of my display?

There are five enunciators that may be displayed on the left side of your top display. The most common ones represent the engine function being displayed at that time:

**CHT** represents Water Temperature

**EGT** stands for Exhaust Gas Temperature

**RPM** stands for Revolutions per Minute, also called Tach

Additional enunciators are:

**PRS** stands for **PR**eviou**S**ly recorded data and signifies that the instrument is in Playback mode.

**ERR** stands for Error and could mean that your instrument has encountered extreme electrical interference. This can ruin the recorded information and possibly cause the instrument to reprogram it's limits and calibration values.

### Why does my instrument only record for 2 minutes?

Your instrument will record for longer than 2 minutes, but your display has a limit to what it can show. The instrument has two resolution levels, high and low.

- To change the resolution of your display, press the ← and the → button at the same time, while in Monitor/Record mode.
- High resolution can display up to 1:59.9. The 1 on the left of the display toggles every other minute.
- Low resolution displays up to 19:59. The 1 on the left of the display toggles every 10 minutes in low resolution.

### Why is the colon ( : ) flashing?

This signifies that the clock is running, either during record or playback.

### Why does my display keep saying Loop?

This means that your instrument is searching for data, usually the beginning of a lap during Playback mode.

### Why does my lap number have a 1 in front of the L?

If your display shows 1L and two other numbers, it means that you have recorded over 100 laps during the current Event.

### Why is the display flashing?

This signifies that you are either in Set Limits mode or that your engine exceeded a set limit.

### **Why won't my instrument record?**

The instrument will not record if it is in Playback mode. If PRS is displayed on the left side of the display, your instrument is in Playback mode. Press the *Exit/Power* button until PRS is no longer displayed and then you can begin recording.

### **Why won't my instrument respond when I press a button?**

The computer in your instrument needs to be reset. It should still respond to the *Function* button. Press this button, then turn the instrument off for 30 seconds. Turn the instrument back on and check to see if it is working properly. If it is not, turn it off and on again. Immediately after turning it back on, press the ← and the *Max/Event* buttons to reset the instrument. When the display flashes PrS PLA, press the *Play/Pause* button. If you had to reset the instrument, all of your previously recorded data was erased, but it should now be working properly.

### **Why can't I playback my detailed lap information?**

The instrument will not playback data while there is a tach signal present. You must turn your engine off before playing the data back.

### **What is an Event?**

An Event is the total time of one recording session. For example, turning your sled on and off creates an Event. Turning your instrument on and off also creates an Event. An Event is made up of one or more Laps.

### **What is a Lap?**

A lap is the time between two presses of the manual switch or the time between receiving two beacon signals. If you are not using a manual switch or beacons, there would be only one lap in each Event.

### **Why do I need a beacon?**

A beacon is necessary if you want to automatically record laps within an Event. When a beacon signal is received, the instrument stops recording the current lap and begins a new one. This is especially useful for racers.

### **How do I know if I am recording?**

The colon flashes and there is no PRS annunciator in the display when you are recording.

### **Why are my displays fading and then turning off?**

This happens when the charge in your super caps is running out. With your instrument on your sled, turn the sled on for about 5 minutes to recharge the super caps.

## **Repairs**

If you have any questions about the operation of your instrument, please call. One of our technicians will be happy to help you. Please have your instrument nearby to help while troubleshooting with the technician.

Your instrument is warranted to be free from factory defects and electronic failure for one year from the date of purchase. Physical damage during normal usage is not covered under the warranty. Be sure to fill out and return your warranty card for our records. If we do not have a card on file for your instrument, you will be charged for repairs unless you can provide us with proof of purchase date.

When returning an instrument for repair, please use the repair form found on our website or enclose a note indicating your return address, phone number and a detailed description of the problem. Send your instrument and sensors so that we can check the complete system.

Send repairs to:

**Digatron LLC**

**120 N. Wall St. Ste 300**

**Spokane, WA 99201**

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