CANsync OBD II INTERFACE
INSTALLATION GUIDE

REV032123

Introduction

New Vintage USA is proud to present our ***CANsync Speed/Tach Interface***, capable of driving almost any programmable speedometer or tach on the market via OBD II port or tapping into the CAN HI/LO wires directly.

CANsync's compact design allows for the device to be easily hidden away behind your vehicles dash.

SPEEDOMETER & TACHOMETER OUTPUT:

SPEED SIGNAL: 3600 PPM (PULSE PER MILE)

Before driving the vehicle make sure you have calibrated the Gauge PPM to match the 3600 PPM output from the ***CANsync*** interface.

Begin gauge calibration sequence by holding the programming button before you turn the key, this will allow you to enter the gauge into SETUP menu.

After clicking a couple of times you will see **CYL SELECTION**, Long press to Enter and **short press to select CYL** the next option.

Long press of button will save the setting and bring you back into the SETUP.

TACH SIGNAL: 4 CYL

Calibrate your gauge to 4 CYL mode by holding the programming button before you turn the key, this will allow you to enter the SETUP menu.

After clicking a couple times you will see CYL SELECTION, Long press to Enter and short press to select the 4 Cyl.

Long press of button will save the setting and bring you back into the SETUP.

IMPORTANT NOTICE: All connections are for guidance only and to the best of our knowledge. We cannot be held responsible for changes made by the vehicle manufacturer, they only act as a guide for fitting. Unfortunately, they do not conform to any one standard or wiring concept. Colors can vary as well as location and layout of ECU's. In addition, a vehicle can have more than one CAN Bus system, with potentially only one set carrying the speed pulse data.

It is also advisable to disconnect the CANsync interface before any diagnostic work is carried out on the vehicle. This will prevent any possible damage to the interface and allow any diagnostic work to be carried out successfully.

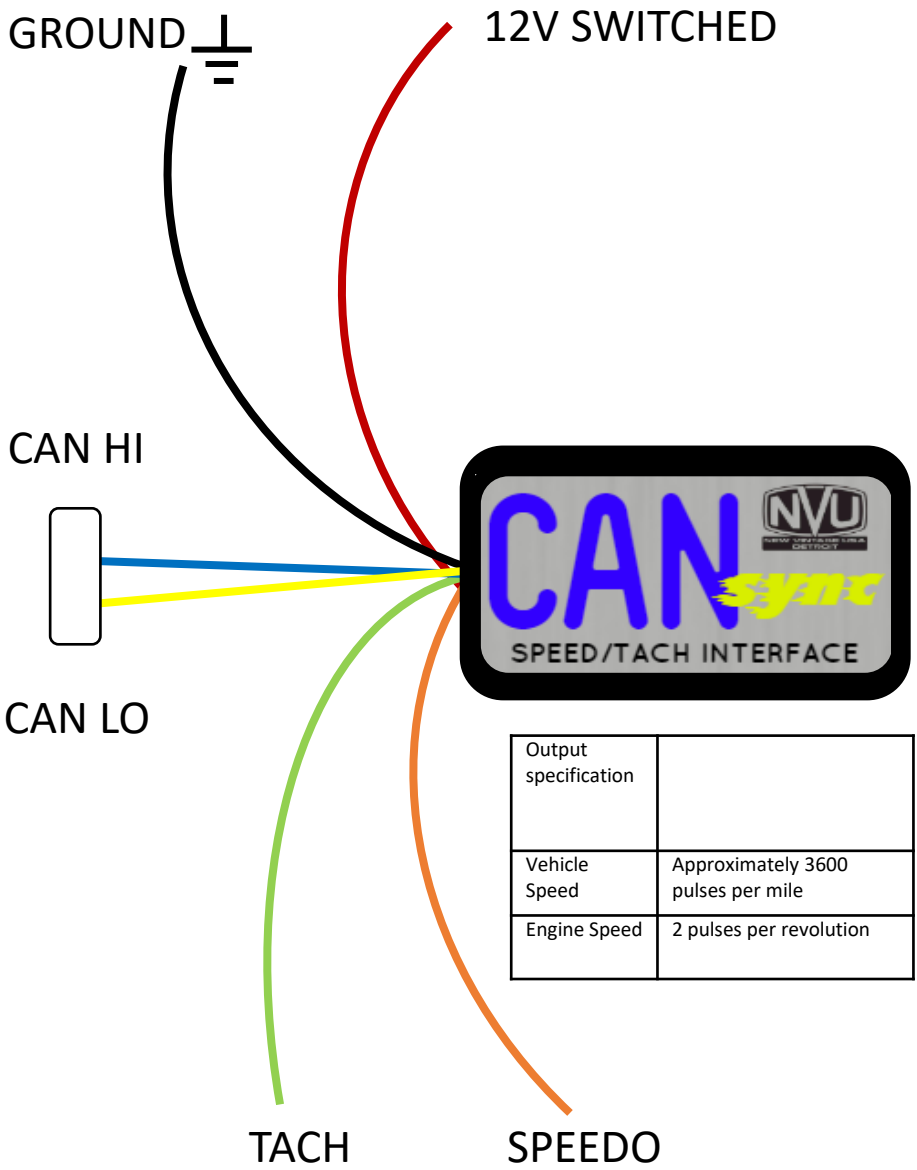
1. Because manufacturers continually change the pin configuration of the plugs, it is advisable to pick up + and - for powering the interface from an alternative supply, preferably a good ignition controlled regulated supply. A good ground is essential!.

2. The CAN Bus interface is at times blamed for faults which are not of its making. It only reads data, it *does not write* data to the vehicle system. In addition, it has such high internal impedance that it cannot affect the vehicle operation. However, there is an unwritten law with garages that states the last thing fitted to the vehicle *must* be the cause of any problem! So the simplest answer to this type of response is to just disconnect the interface. If the problem still exists then, of course, it is not being caused by the interface unit.

3. It would be good practice to connect the CAN High and CAN Low wires before powering up the **CANsync** interface, so removing any possibility of shorting.

   While the power wires can be extended, it is *not* advisable to extend the CAN High and Low leads. If there is a need to extend the signal lead (Orange), please ensure that it is run to its destination *avoiding* being close to equipment that might give off pulses which could be picked up by this wire, such as ignition or heater fans, etc.

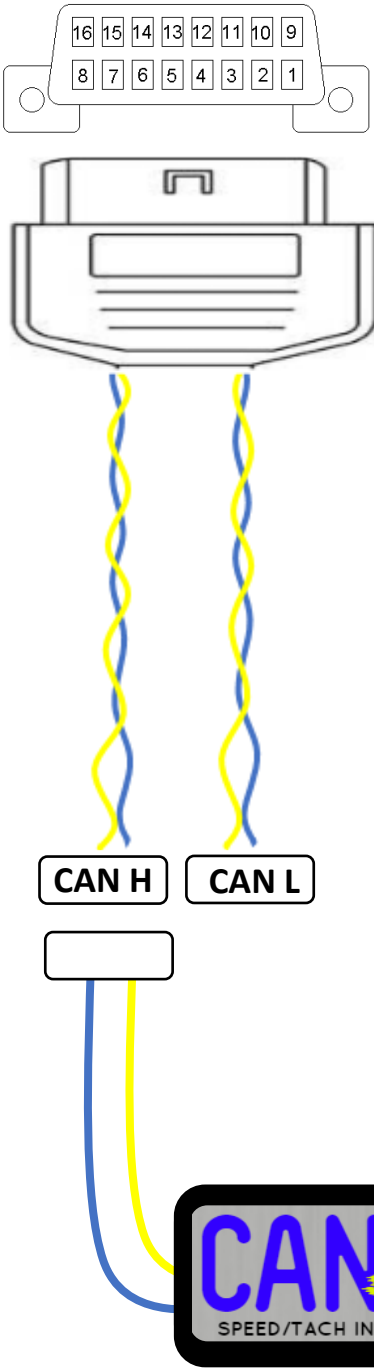
WIRING YOUR CANsync



Output specification	
Vehicle Speed	Approximately 3600 pulses per mile
Engine Speed	2 pulses per revolution

CANsync Wire Colors	
	Function
Black	Ground
Red	Power +12V via a 1 Amp fuse
Yellow	CAN High
Blue	CAN Low
Orange	Speed Pulse Output 12V
Green	RPM

CONNECTING TO YOUR OBD II PORT



1. **Connect OBD II connecter to your vehicle**

2. **Connect the applicable jumper plug from your CANsync to the necessary CAN H or CAN L jumper based on your vehicle.**

High Speed CAN
GM/MOPAR/FORD
(OBD Connector
Pins 6 & 14)

Low Speed CAN
SOME FORDS
(OBD Connector
Pins 3 & 11)

CANsync Compatibility

GM/Cadillac vehicles 2006+

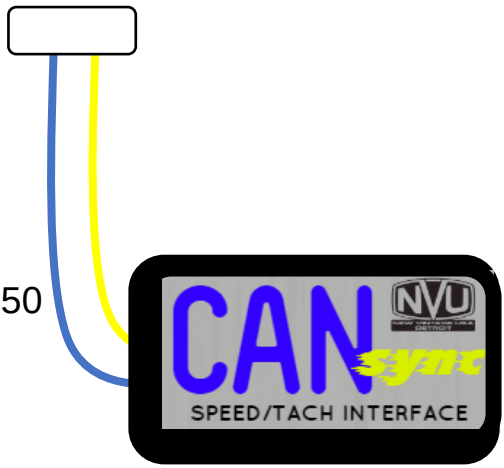
- High Speed (OBD Connector Pins 6 & 14)

Ford 2006+

- Edge - Low Speed CAN (OBD Connector Pins 3 & 11)
- Expedition - Low Speed CAN(OBD Connector Pins 3 & 11)

For the vehicles below please use either Pins 3 & 11 or Pins 6 & 14 at the OBD Connector

- Crown Victoria
- Five Hundred
- Focus
- Freestyle
- Escape
- Explorer
- Econoline vans
- F150, F250, F350, F450
- Ranger trucks
- Mustang
- Taurus



Mopar

- High Speed (OBD Connector Pins 6 & 14)
  (Note: Some may be located at rear or radio like the 300C)

FOR MORE INFO FLIP TO NEXT PAGE

CANsync Troubleshooting

CANsync will work with almost any vehicle equipped with an OBDII port. We have listed the most common HIGH SPEED & LOW SPEED CAN configurations for FORD, GM & MOPAR applications as those are the most common.

If you find an application or aftermarket ECU please reach out to us here at NVU, as we may be able to read your vehicles data and add that data to **CANsync.**

The **CANsync** features built-in diagnostic LEDs to indicate CAN Bus status and pulse output to aid the installation process. After power-up:

Stage 1: Both LEDs light for approx. 1 second

Stage 2: Green LED on while the **CANsync** listens for CAN Bus data

Stage 3: Red LED indicates CAN has been detected. **CANsync** now detecting vehicle type

Stage 4: Once vehicle type is determined the Green LED should pulse when vehicle is driven. Red LED should stay on.

Please note: If LEDs do not follow the above sequence it is still advisable to drive the vehicle to see if a speed pulse signal is still actually being produced by the **CANsync** **NOTE:** All four wheels must be turning when testing the vehicle.

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