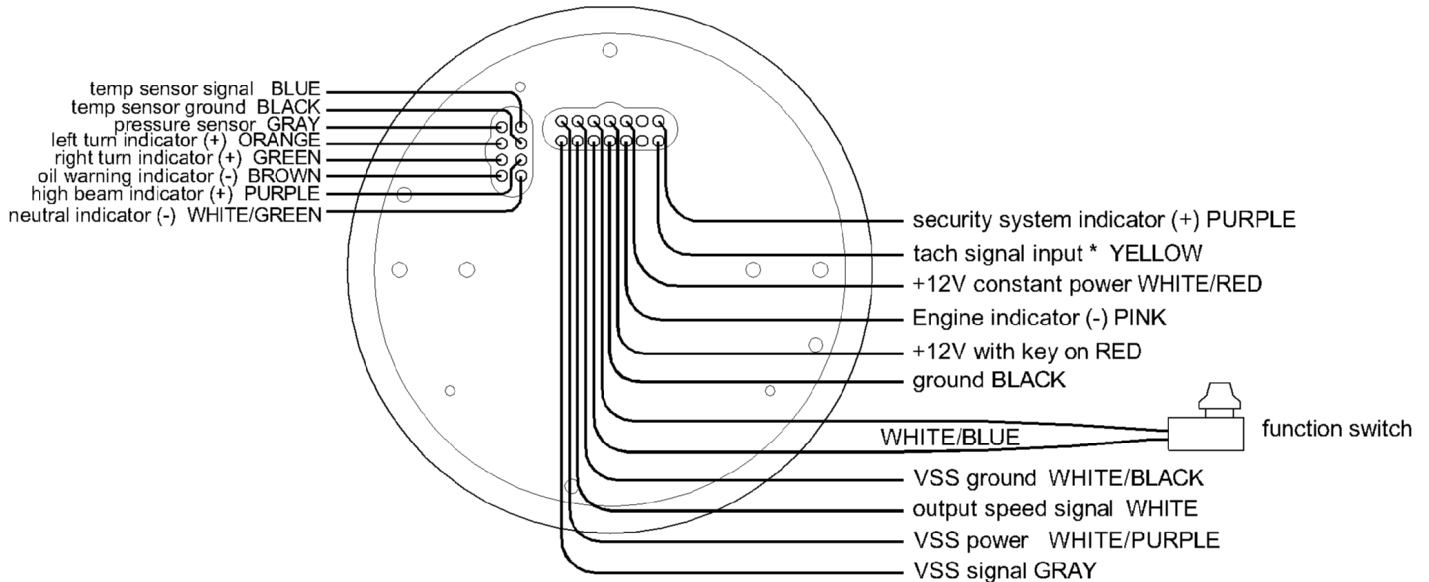


Dakota Digital

MODEL MCL-2002 TANK MOUNT SPEEDOMETER/TACHOMETER



***To avoid damage to motorcycle**, please see Speedometer, Tachometer, and Status and Warning Indicators sections for details on locating VSS, Tachometer, and indicator wires for **most motorcycle applications**

For **2004+ HD utilizing the "Fat Bob" tank mount, please see our **MCL-2004**, it is designed as a direct plug-in gauge for these models. The Check Engine indicator will not function using this gauge on **2004+ HD** models due to the signal being fed through the 'data bus'.

GAUGE SETUP AND CALIBRATION

IMPORTANT NOTE! This gauge has an odometer preset option that is only available for the first 100 miles (160km) of operation. See "preset odometer" for instructions.

The setup menus are entered by holding the switch in while turning the key on. The menus are as follows:

| Menu | Description |
|---------------------------|--|
| <i>AUteD</i> | auto calibrate speed |
| <i>AdJUSt</i> | adjust calibrate speed |
| <i>S SEt</i> | miles to service setting |
| <i>PERF</i> | turn on/off performance displays |
| <i>n IGHt</i> | turn on/off automatic night dimming |
| <i>t CAL</i> | set engine cylinder setting |
| <i>UPdAtE</i> | set digital rpm update rate |
| <i>WArn^{RPM}</i> | set rpm shift warning point |
| <i>COLOr</i> | select rpm bar graph color, red or green |
| <i>WArn^V</i> | set low volt warning point |
| <i>SEndEr^P</i> | select pressure sender type |
| <i>WArn^P</i> | set pressure warning points |
| <i>SEt FC</i> | select temperature sensor and unit |
| <i>HI FC</i> | set temperature warning point |
| <i>GEAR</i> | transmission gear display selection |
| <i>S I9nAL</i> | select normal or low voltage tach signal |
| <i>InfD</i> | display gauge revision code on speedometer |
| <i>-odaPn</i> | one-time odometer preset |

POWER

Connect the red wire from the main harness to accessory power from the ignition switch.

Connect the white/red wire to constant battery power for the clock.

Never connect this to a battery charger alone. It needs to have a 12 volt battery connected to it. Battery chargers have an unregulated voltage output that will cause the system to not operate properly.

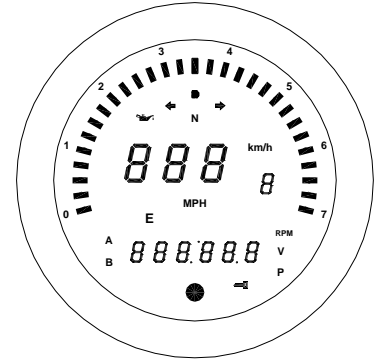
GROUND

The black wire is the main ground for display system. A poor ground connection can cause improper or erratic operation.

STATUS AND WARNING INDICATORS

The right turn, left turn, and high beam indicators are activated by 12 volts at their respective hook-up wires. The right turn signal wire is green, the left turn signal wire is orange, and the high beam wire is purple. These can be connected to the same wires that the indicator lights would be connected to. The display system wire colors may not match the wire colors in your electrical wire harness, consult a service manual to determine the color code and location of any wires you cannot locate.

The neutral, low oil, and check engine indicators are activated by ground at their respective hook-up wires. The check engine wire is pink, the low oil wire is brown, and the neutral wire is white/green.



LOW VOLTAGE WARNING

When the voltage drops below the warning limit with the engine running, LO and your current voltage will be displayed. (default warning limit is 11.0V)

SECURITY SYSTEM INDICATOR

The security system indicator is a red light that is activated by 12 volts to the purple wire. It will light up whether the gauge is powered or not.

SPEEDOMETER

Failure to calibrate the speedometer may cause your odometer mileage to increase very rapidly.

The speed input connector plugs into the speed sensor to tell how fast you are traveling. On cable driven applications, the external sensor connects to the speedometer cable and provides the electric signal. The sensor is normally bolted directly to the bottom of the speedometer, but can also be remote mounted. The sensor has a 5/8" course thread fitting that accepts mid-80's and earlier cables directly. For newer cycles the speedometer cable will need to be replaced with one having the correct fitting.

With transmissions having the built-in electric sensor, a three-wire harness adapter connects the transmission speed sensor to the speedometer. This system will also accept most aftermarket inductive, Hall-effect, or ground switch sensors.

For three wire Hall-effect sensors, refer to the installation instructions for the sensor to determine wire color code. Most three wire sensors use the following color code: RED – power, BLACK – ground, WHITE – speed signal. Connect the sensor signal wire to the MCL-2002 main harness gray wire, connect the sensor power wire to the white/purple wire, and connect the sensor ground wire to the white/black wire.

For speed sensor integrated into a vehicle wiring harness, consult a service manual to determine the color code and location of the speedometer signal. **If the factory harness supplies +5V to the sensor, please utilize the factory connection in place of the white/purple power wire.**

The speedometer is fully adjustable and calibration is discussed in the **Speedometer Setup** section.

TACHOMETER

The tachometer is used by connecting the yellow wire from the main harness to the negative side of the coil or to an ignition module tach output. The tachometer is adjustable for 1 - 15 cylinder settings. The one cylinder setting is used for single-fire ignition systems without a buffered tach output.

For tach signals integrated into a vehicle wiring harness, consult a service manual to determine the color code and location of the tachometer signal. The bar displays rpm x 1000 with a range of 350 – 8000 rpm.

CLOCK

The clock uses a 12 hour format and can be set by pressing and holding the switch while the clock is displayed. After the switch is held for a few seconds the hours will begin flashing. Momentarily pressing the switch will change the hours, holding the switch will move to the minute set and the minutes will begin flashing. Momentarily pressing the switch will not change the minutes. Holding the switch will exit the clock set mode.

SPEEDOMETER SETUP

Press and hold the switch while turning the key on and starting the engine. Once the engine is running, release the switch. Press and release the switch to change the menu selection.

SPEED CALIBRATION

When performing speedometer calibration, enter the speed setup mode by pressing and holding the function switch while turning the key on and starting the bike, once the bike is running, release the switch. This avoids any problems with the battery voltage dropping during engine cranking.

There are two methods for calibrating the speedometer, auto cal and adjust. Either one can be used. Auto cal requires that you have one measured mile marked out (km for metric), this is the best method to start with if your speedometer needs a lot of correction. Adjust requires you to follow another vehicle going at a set speed, time yourself over a mile to determine your speed, or use a hand-held GPS with speed indication.

Auto Auto Cal

- Press and release the switch until "Auto" is displayed, then press and hold the switch until " - " is displayed.
- Release the switch. The display will switch to "unit" and light up the current speed unit (MPH or km/h).
- Press and hold the switch to keep the current unit or press and release the switch to change the unit.
- Next the speedometer will display "CAL" and the message display will show zeroes. You should now begin driving the measured mile. The message display will show the number of pulses received from the sensor. The message display cannot be used to determine when a mile has been driven. Once you reach the end of your measured mile, press and release the switch again. The calibration is now done.

Adjust Adjust

- Press and release the switch until "Adjust" is displayed, then press and hold the switch until " - " is displayed.
- Release the switch. The display will switch to "unit" and light up the current speed unit (MPH or km/h).
- Press and hold the switch to keep the current unit or press and release the switch to change the unit.
- Next the system will restart with "Adjust" on the message display. The speedometer will show the speed reading. Begin driving at a known speed. When the switch is pressed, the speedometer reading will begin increasing until the switch is released. The next time the switch is pressed, the reading will begin decreasing until it is released. When the speedometer is correct you can release the switch. The new calibration will be saved if no adjustments are made for 10 seconds.
- To exit the adjust mode you will need to stop and turn the key off.

PLEASE NOTE:

Common problems during calibration:

VSS wires should be isolated from the ignition system. Coils, plug wires, or tachometer signal wires routed near or with the VSS wire can cause many problems. If you are seeing **erratic speedometer operation, registering speed at a standstill, or speed changes with engine RPM**, please double-check your VSS wire and tachometer wire routing making sure the VSS wire is separated from any ignition system components.

If your **speedometer registers '00'** all the time, the unit is not receiving a VSS signal, please double-check your sensor wiring and mounting. The speedometer cannot be properly calibrated until you are registering a stable, but incorrect speedometer reading.

Please see **speed sensor voltage checks** on the trouble-shooting page for assistance in checking your sensor.

5 SE Miles to Next Service setup

The service mileage is a countdown mile meter. The service mile display can be disabled or can be set to count down from 500 – 7500 miles. If the service mileage is enabled and it gets to 0 miles it will display "5 - SE" each time the key is turned on. If the push button switch is pressed and held while "5 - SE" or "5" and a mileage is displayed, the service miles will be reset to your preset value.

- Press and release the switch until "5 SE" is displayed, then press and hold the switch until " - " is displayed.
- Release the switch. The current setting will be displayed, "OFF" or a mileage from 500 - 7500.
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until " - " is displayed.

n 9H Night Dimming

Your display system has a dimming feature that dims the display intensity automatically at night. Normally the system is at full brightness for daytime viewing. To have the system at full brightness all of the time, go into the setup menu as described above and select "n 9H" (night). Press and release the function switch to select "OFF" instead of "on". Press and hold the function switch to save the new setting.

- Press and release the switch until "n 9H" is displayed, then press and hold the switch until " - " is displayed.
- Release the switch. The current setting will be displayed. (On, OFF).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until " - " is displayed to save the setting.

TACHOMETER SETUP

The gauge can be set to read from 1-15 cylinder ignition signals. It can also be set to read either 12 volt tach signals or 5 volt tach signals found on some engine computers. The digital tachometer update rate can be adjusted between slow, mid, and fast. The rpm warning/shift point can be adjusted from 2000 – 7500.

ⓧ [RL Engine cylinder setup

- Press and release the switch until “ⓧ [RL” is displayed, then press and hold the switch until “ - “ is displayed.
- Release the switch. The current cylinder setting will be displayed.
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed.

⓪PdRLE Display update setup

The display update will select how quickly the digital tachometer reading will respond.

- Press and release the switch until “⓪PdRLE” is displayed, then press and hold the switch until “ - “ is displayed.
- Release the switch. The update setting will be displayed. (1=slow, 2=mid, 3=fast).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

⓪JRRn^{RPM} Rpm warning setup

- Press and release the switch until “⓪JRRn^{RPM}” is displayed, then press and hold the switch until “ - “ is displayed.
- Release the switch. The current warning point will be displayed on the bar graph.
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

[ol or^{RPM} Bar graph color selection

- Press and release the switch until “[ol or^{RPM}” is displayed, then press and hold the switch until “ - “ is displayed.
- Release the switch. The tach bar will light up in the current color (green or red).
- Press and release the switch until the desired color is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

5 ,9nRL Tach signal setup

- Press and release the switch until “5 ,9nRL” is displayed, then press and hold the switch until “ - “ is displayed.
- Release the switch. The current setting will be displayed (12 HI or 5 LD).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

9EAR Gear Indicator setup

This gauge has a single digit display for gear position. The gauge can learn the gear ratios based on speed and rpm so no sensors are needed, just what you’ve already connected. It will work with 4, 5, 6, or 7 speed transmissions. To program the gear positions, begin at a section of road where you can gradually shift through all of the gears. Press and hold the switch while turning the key on and starting the engine. Once the engine is running, release the switch.

- Press and release the switch until “9EAR” is displayed, press and hold the switch until “ - “ is displayed.
- The message will show “LD LCH” if the engine rpm is below 1500, or “LD SPD” if the vehicle speed is below 5.
- Begin driving in 1st gear. The display should show 9EAR 1 and the “1” should be flashing. Drive at a steady speed until the “1” stops flashing, it should only take about 20 seconds if the speed and RPMs are steady.
 - *Optionally: If the gear does not stop flashing you can manually override and jump to the next gear by pressing and releasing the switch to store the gear position quicker.*
- Shift to 2nd gear and drive at a steady speed. The display will change to a flashing “2”.
- Wait until the “2” stops flashing. Shift to the next gear and a “3” should start flashing.
 - *Optionally: If the gears do not stop flashing you can manually override and jump to the next gear by pressing and releasing the switch to store the gear position quicker.*
- Repeat this through each gear. When you are done, come to a complete stop or press and hold the switch until the display shows “5EELUP” and then release it.
- Turn the key off and then on again to restart the gauges in normal operation, verify the gear position by riding through each gear and seeing if positions agree.

Low Voltage warning setup

- Press and release the switch until “Low” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. The current warning point will be displayed (9.0 – 12.1).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

Pressure sender setup

The gauge can use the following Dakota Digital pressure sensors: SEN-1031 (0-150 psi), SEN-1032 (0-75 psi), or SEN-1035 (0-400 psi)

- Press and release the switch until “Pressure” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. The current sender type will be shown (75, 150, or 400).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

Low Pressure warning setup

- Press and release the switch until “Low P” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. Lo and number from 5-36 will be displayed for the low pressure warning point.
- Press and release the switch until the desired value is displayed.
- Press and hold the switch until “ - ” is displayed to go on to the high warning.
- Release the switch. Hi and number from 37-75, 75-150, or 150-300 will be displayed for the high pressure warning point depending on the sender type selected.
- Press and release the switch until the desired value is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

Temperature sender setup

The gauge can use the following Dakota Digital temperature sensors: SEN-1043 (400F/200C) or SEN-1044(302F/151C)

- Press and release the switch until “Temp” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. The current sender type will be shown with its unit. (400F, 200C, 302F, or 151C).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

High Temperature warning setup

- Press and release the switch until “Hi Temp” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. Hi and number from 200F – 350F or 93C – 176C will be displayed.
- Press and release the switch until the desired value is displayed.
- Press and hold the switch until “ - ” is displayed to save the setting.

Performance menu setup

The performance readings can be turned on or off. When they are turned off the odometer will only toggle through the mileage readings.

- Press and release the switch until “Performance” is displayed, then press and hold the switch until “ - ” is displayed.
- Release the switch. The current setting will be displayed (on or off).
- Press and release the switch until the desired setting is displayed.
- Press and hold the switch until “ - ” is displayed.

Odometer preset

The odometer can be preset by the customer within the first 100 miles. Once the speedometer has more than 100 miles the menu option will no longer be displayed. Make sure you have correctly selected the units to be either MPH or km/h first. The odometer will be set in the selected units. Once you have preset the miles you cannot change it again.

- Press and release the switch until “- odom” is displayed, then press and hold the switch until “ - ” is displayed.
- The current miles will be displayed with the left most digit flashing.
- Press and release the switch to increment the digit. Press and hold the switch to move to the next digit to the right.
- Continue until the right most digit has been set. Press and hold the switch and the speed display will show “no”.
- Press and hold the switch while “no” is displayed to go back and continue changing the odometer display. Turn the key off to cancel any changes.
- Press and release the switch to change to speed display to “4E5”. Press and hold the switch while “4E5” is displayed to save the current odometer reading.

FUNCTION SWITCH

The function switch on the side of the dash panel allows access to all of the mileage, rpm, and performance information. Pressing and releasing the function switch toggles through the different displays. Press and holding the switch will reset the current display. The display sequence is as follows:

| | | | |
|----------|---|---------------------|---|
| CLOCK | > | 12:00 | 12 hour clock |
| ODOMTR | > | 000000 | odometer mileage |
| TRIP A | > | ^A 000.0 | trip meter mileage A |
| TRIP B | > | ^B 000.0 | trip meter mileage B |
| SERVIC | > | 5 0000 | miles since last service (if programmed) |
| KPH | > | ≡≡≡≡≡ | metric speed conversion (to mph if metric unit is selected) |
| * HI SPD | > | H1 00 | high speed recall |
| * 0-60 T | > | 60 00.0 | 0-60mph time (0-100kph) |
| * QUARTR | > | 25 00.0 | quarter mile time |
| * QT MPH | > | 25 00 | quarter mile speed |
| RPM | > | 0000 ^{RPM} | rpm reading in alpha display |
| * HI RPM | > | H 0000 | high rpm recall |
| VOLTS | > | 00.0 ^V | displays voltage to gauge |
| PRESSURE | > | 00 ^P | pressure reading (only shown if sender is connected) |
| TEMP | > | 000 ^F | temperature reading, "C" if metric (only show if sender is connected) |
| * HOURS | > | Hr 0.0 | re-settable hour meter |

The 0-60 and ¼ mile timers are zeroed by pressing and holding the switch while that timer is displayed. The timer will not restart until the speed reaches zero and then you start driving again.

Display functions with a "*" in front of them are only shown with performance readings turned on.

WIRING COLOR CODE FOR GAUGE:

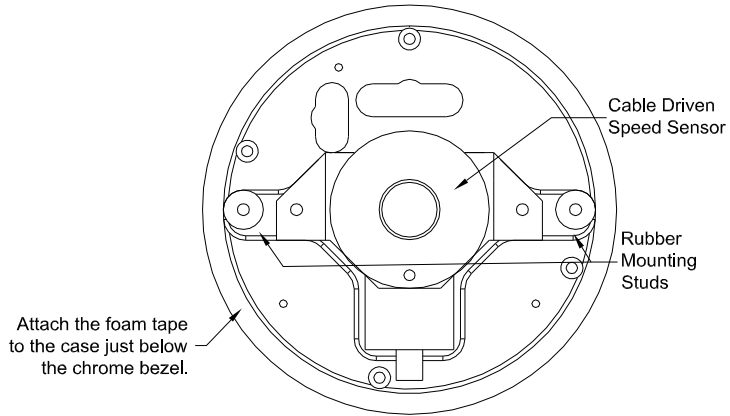
| MCL-2002* | 2003 and older HD Stock harness color | Function |
|--------------|--|---|
| YELLOW | PINK* | tachometer signal |
| PINK | BLACK/YELLOW | "ENGINE" indicator (-) |
| BLACK | BLACK | ground (connect directly to battery negative) |
| WHITE/BLUE | | connected to function switch |
| WHITE | WHITE/GREEN | output speed signal |
| GRAY | WHITE | VSS signal |
| PURPLE | BROWN/VIOLET | security system indicator |
| WHITE/RED | | +12v constant power |
| RED | ORANGE/WHITE | +12 volt with key on |
| WHITE/BLUE | | connected to function switch |
| WHITE/BLACK | BLACK | VSS ground |
| WHITE/PURPLE | RED | VSS power |
| BLUE | | temperature sensor signal |
| BLACK | | temperature sensor ground |
| PURPLE | WHITE | high beam indicator(+) |
| WHITE/GREEN | TAN | neutral indicator(-) |
| GRAY | | pressure sender |
| ORANGE | VIOLET | left turn indicator(+) |
| GREEN | BROWN | right turn indicator(+) |
| BROWN | GREEN/YELLOW | oil warning indicator(-) |

*To avoid damage to motorcycle, please see Speedometer, Tachometer, and Status and Warning Indicators sections for details on locating VSS, Tachometer, and indicator wires for **most motorcycle applications**

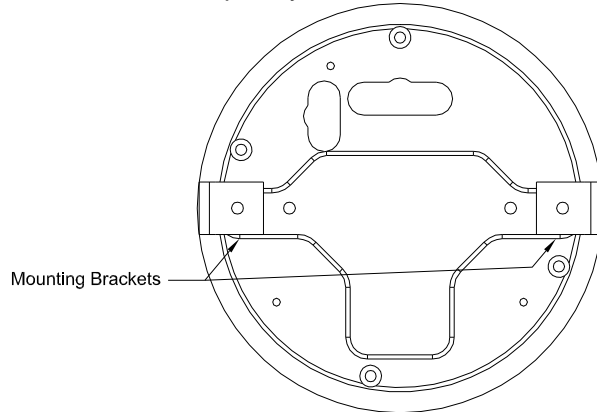
MOUNTING:

The base system is universal enough to fit in either a new-style, clip-in (1995 or newer) or into the older style, bolt-in. The rubber mounts with studs on both sides are used for the bolt-in style. The L-brackets are used for the clip in style.

Mounting hardware for the bolt-in system with a speedometer cable.



Mounting hardware for the clip-in system with an electric, transmission speed sensor.



Troubleshooting guide

| Problem | Possible cause | Solution |
|---|--|--|
| Gauge will not light up. | Red wire does not have power. Black wire is not getting a good ground. Gauge is damaged. | Connect to a location that has power. Connect ground to a different location. Return gauge for repair. (see instructions) |
| Clock shows " : " only. | White/red wire does not have power. | Connect to a location that has constant power. |
| Clock resets when key is off. | White/red wire does not have constant power. | Connect to a location that has constant power. |
| Gauge lights up, but speed will only show zero. | VSS wire is not connected properly. Speed sensor not grounded properly. Speed sensor is not being turned by transmission. Sensor is not sending a speed signal. Gauge is not calibrated. | Check connection from VSS wire to speed signal wire. Move ground to different location, preferable close to the speedometer ground. Check cable connection between sensor and transmission. Sensor can be tested by spinning the cable with a drill. Check for a damaged or malfunctioning speed sensor. Gauge must be recalibrated (see instructions). |
| PLEASE – SET – SPEED | Speedometer not calibrated. | Gauge must be calibrated to your vehicle (see instructions) |
| Speed reading is erratic or jumps around. | Speed sensor wire is loose or broken. Cable is loose or broken. Poor ground connection. Ignition Interference. | Check all wire connections and inspect wire for breaks. Check cable between sensor and transmission. Check ground connection on speedometer and sensor. Check for tachometer wires routed with VSS signal wires. Check for VSS signal wires routed near ignition coils. Check for poor ignition system ground. Use suppression spark plug wires. |
| Speed reading is incorrect. | Gauge is not calibrated correctly. | Gauge must be calibrated (see instructions). |
| Gauge lights up, but tach will only show zero. | Yellow wire is not connected properly. Ignition system not grounded properly. Gauge is not grounded properly. Tach signal type is not set correctly. Gauge is not calibrated. | Check connection from yellow wire to tach signal wire. Check engine and ignition system grounds. Check gauge and engine grounds. Change the tach signal type (see instructions). Gauge must be recalibrated (see instructions). |
| Tach reading is erratic or jumps around. | Tach signal wire is loose or broken. Poor ground connection. Update rate is too fast. | Check all wire connections and inspect wire for breaks. Check ground connection on tachometer, engine, and ignition system. Reset display update speed slower. |
| Tach reading is incorrect. | Gauge is not calibrated correctly. | Gauge must be calibrated (see instructions). |
| Gauge will not dim. | Auto dimming is disabled. | Check setting under "night" menu. |
| Gauge remains dim at all times. | Light sensor is covered. | Make sure the bottom center of the gauge lens is clean and not obstructed. |
| High beam, Left turn, Right turn or Security indicator does not work. | Loose or incorrect connection to indicator wire. | Check that the appropriate indicator wire has about 0 volts when the indicator should be off and about 12 volts when the indicator should be on. |
| Neutral, low oil, or engine indicator does not work. | Loose or incorrect connection to indicator wire. | Check that the appropriate indicator wire has about 12 volts when the indicator should be off and about 0 volts when the indicator should be on. |
| Turn signals do not cancel automatically. | Output speed signal to stock cancel is loose or not connected properly. Speedometer is not calibrated. Speed sensor is not working. Turn signal cancel module is not working. | Check the connections on the solid white wire coming from the gauge. Calibrate the speedometer. If the speedometer always shows zero, check speed sensor voltages. Test turn signal module according to the bike's service manual. |
| Pressure reading does not show up. | Pressure sender is not connected. Sender wire is loose or broken. Sender is not grounded. | Sender must be connected before the reading will be displayed. Check all wire connections and inspect wire for breaks. The sender grounds through its mounting threads. Make sure the threads are clean and tight. |
| Temperature reading does not show up. | Temperature sender is not connected. Sender wire is loose or broken. Sender is not grounded (SEN-1043). | Sender must be connected before the reading will be displayed. Check all wire connections and inspect wire for breaks. The sender grounds through its mounting threads. Make sure the threads are clean and tight. |
| Pressure or temperature reading shows "-". | Sender is shorted to ground. | Inspect wire for bare insulation or pinching. |

Speed sensor voltage checks. All checks should be made with the sensor connected to the gauge and the key on. Checks should be done with a volt meter and not a test light.

3-wire sensor: Red wire should have 9-11 volts dc, slightly less than battery voltage.

Black wire should show ground, 0 volts dc at all times.

White wire should vary between 0 and 5 volts dc as the gear teeth pass by the sensor.

2-wire sensor: Measure the voltage between the two sensor wires. With the wheel spinning the voltage should be about 1-10 volts ac (make sure the meter is set to AC volts and not DC volts for this check).

WARRANTY

All DAKOTA DIGITAL instruments are warranted free of defects in material and workmanship for 2 years from the date of purchase. In the event of a problem with one of our products within the warranty period, DAKOTA DIGITAL will replace or repair the instrument at no charge. (The decision to repair or replace is solely that of DAKOTA DIGITAL. DAKOTA DIGITAL is not responsible for shipping costs of products returned under warranty or for labor charges for product installation and removal.) This warranty becomes invalid if the product is misused, altered or installed incorrectly.

For warranty coverage, you must first call to receive an RMA#. Ship the product transportation prepaid via UPS or insured Parcel Post. A copy of the original invoice or dated bill of sale along with a description of the defect is also required. Make sure that the RMA number is clearly visible on the outside of the package as well as inside on the paper work. **A note or letter must be included describing the problem.**

The above warranties, both expressed and implied, do not cover damages caused by improper installation, misuse, abuse, fire, unauthorized modifications, floods or acts of God, or reimbursement of customer or shop time. The extent of the warranty is limited only to the product and does not cover any loss or damage to vehicle, equipment, or non-DAKOTA DIGITAL products.

SERVICE AND REPAIR

DAKOTA DIGITAL offers complete service and repair of its product line. In addition, technical consultation is available to help you work through any questions or problems you may be having installing one of our units. You can contact our technicians at 605-332-6513 or by email at dakotasupport@dakotadigital.com.

Should you ever need to send the unit back for repairs, please package the product in a good quality box along with plenty of packing material. Ship the product by UPS or insured Parcel Post. **Be sure to include your RMA#, a complete description of the problem, your full name and address (street address preferred), and a telephone number where you can be reached during the day.** A return authorization number (RMA#) for products being return for repair is required. Do not send any money. We will bill you for the repair charges.

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