TFT Display for VW T3 – User Manual

PcbT3machin' , Oct 14, 2026

1. Overview

This kit replaces and complements your original instruments with a colour display that combines gauges, clock and alarms. Several versions are available depending on how your engine is cooled.

Version	For which engines	Gauges included	Optional
Watercooled without rev counter	Water-cooled engines	Fuel, coolant temperature	Oil temperature, oil pressure, battery voltage
Watercooled with rev counter	Water-cooled engines	Fuel, coolant temperature, battery	Oil temperature, oil pressure
Aircooled without rev counter	Air-cooled engines	Fuel	Oil temperature, oil pressure, battery voltage
Aircooled with rev counter	Air-cooled engines	Fuel, battery voltage	Oil temperature, oil pressure, battery voltage

For all versions, you can choose your display with or without the clock. See the product page.

2. Start-up and gauge layout

When the ignition is switched on, the dashboard detects the connected sensors, then the display lights up with all gauges already in place. The gauges are arranged automatically in two rows:

2.1 Watercooled version

Connected sensors	Top left	Top right	Bottom left	Bottom right
Battery only	Fuel	Coolant	Battery	empty
Battery + pressure **or** oil	Fuel	Coolant	Battery	Pressure or oil
Battery + pressure **and** oil	Fuel	Coolant	Pressure	Oil
No battery	Fuel	Coolant	Pressure (or oil	Oil

Connected sensors	Top left	Top right	Bottom left	Bottom right
detected			alone)	

The fuel and coolant gauges are always displayed.
When oil pressure and oil temperature are both connected, the battery gauge gives up its place but can still be displayed instead of the clock.

2.2 Aircooled version

Top left	Top right	Bottom left	Bottom right
Fuel	Battery if detected, otherwise empty	Pressure (or oil alone)	Oil

2.3 Sensor added or removed while driving

You can connect a gauge while the display is on: the screen goes black and displays « AJOUT DE JAUGE DETECTEE » (gauge added) or « SUPP. JAUGE DETECTEE » (gauge removed) for 2 seconds, then « MODIFICATION EN COURS » (updating). The display then comes back on with the new layout.

3. The control button unit

The unit has two buttons, BP1 and BP2, and a potentiometer to adjust the brightness. Each press is confirmed by a short beep. Settings available or not depending on your options:

Action	Effect
Short press on BP1	Switches between the clock and the battery voltage
Short press on BP2	Silences the beep and the message of the current alarms
BP1 + BP2 held for 5 s (clock displayed)	Enters clock setting
In clock setting, BP1 **or** BP2 held for 5 s	Enters colour setting
At start-up, BP1 + BP2 held for 5 s	Enters rev counter setting

3.1 Setting the clock

1. From the clock display, hold BP1 and BP2 together for 5 seconds.
2. The letters « HR » appear on the left of the screen.
3. Each press on BP1 adds 1 hour, each press on BP2 adds 1 minute. The time is saved immediately.

4. Then leave the buttons alone: the setting ends by itself after 10 seconds.

3.2 Changing the display colour

You can choose the colour of everything that is white on the screen (digits, text, logos) from 6 shades: white, yellow, sky blue, magenta, turquoise, light grey.

1. Enter clock setting (BP1 + BP2 for 5 seconds).
2. Hold BP1 or BP2 alone for 5 seconds. A dot in the current colour replaces « HR » on the left of the screen.
3. BP1 moves to the next colour, BP2 goes back to the previous one.
4. The setting ends by itself after 10 seconds without a press. The colour is remembered, even with the ignition off.

3.3 Rev counter setting

Before switching on the ignition, hold BP1 + BP2 pressed, then switch on the ignition: you enter rev counter setting mode (if your option allows it)
Make the adjustment, then press BP1 + BP2 again for 5 seconds: the setting is saved and you leave the mode.

4. Gauges and colours

Each gauge is a bar with its value in digits underneath. Its colour shows the status: blue: outside the measuring range / waiting for data; green = normal; orange = keep an eye on it; red = alarm.

Gauge	Displayed range	Blue	Orange	Green	Red (alarm)
Fuel	0 to 60 L—	—	7 L or less (reserve)	Above the reserve	—
Coolant temperature (watercooled)	30 to 150 °C	Below 35°	Below 80 °C and from 100 to 110 °C	80 to 100 °C	From 110 °C
Oil temperature (watercooled and aircooled)	30 to 150 °C	Below 35°	Below 75 °C and from 121 to 140 °C	75 to 120 °C	From 141 °C
Oil pressure	0 to 5 bar	—	—	0.3 bar and above	Below 0.3 bar
Battery	0 to 20 V—	—	11.5 to 12.4 V	12.4 to 15 V	Below 11.5 V or from 15 V

To avoid flickering between two colours, each gauge only returns to the previous zone with a small margin (about 2 °C for temperatures). The fuel reserve ends at 10 L, low pressure at 0.4 bar.

5. Alarms and messages

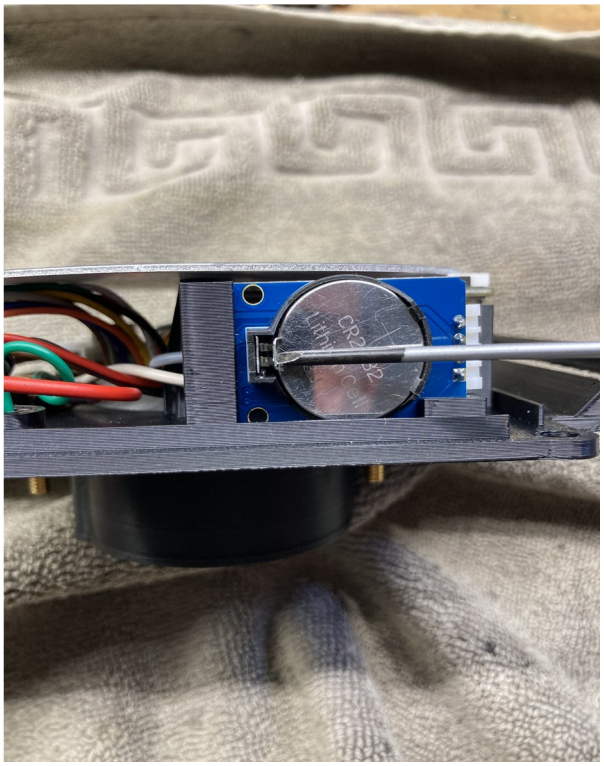
An alarm is signalled by a beep every second and, depending on the case, by a message at the top of the screen (in place of the clock. If you have a version without the clock, you will not get the messages, only the alarms) and a flashing red bar. A short press on BP2 silences the beep and the message; the bar keeps flashing as long as the fault is present.
The alarm re-arms when the value returns to normal.

Message or signal	Cause	What to do
ALERTE MANQUE DE LDR (low coolant) and flashing red bar (watercooled) + beep	Coolant level too low	Stop and check the coolant level
ALERTE SURCHAUFFE MOTEUR (engine overheating) and flashing red bar (watercooled) + beep	Coolant at 110 °C or above	Stop and check the engine
ALERTE TEMP HUILE (oil temperature) and flashing red oil bar + beep (aircooled and watercooled)	Oil at 141 °C or above	Slow down or stop and check the engine
ALERTE BASSE PRESSION (low pressure) and flashing red pressure bar + beep (aircooled and watercooled)	Oil pressure below 0.3 bar	Stop the engine and check the oil level
Orange fuel bar + beep	Reserve reached (7 L or less)	Fill up, or go above 10 L to clear the alert
RECHARGER BATTERIE (recharge battery) (aircooled and watercooled) + beep	Voltage below 11.5 V for more than 5 s	Have the battery and charging checked
CHANGER REGULATEUR ALT. (replace alternator regulator) + beep (aircooled and watercooled)	Voltage of 15 V or above	Have the alternator regulator checked
CHANGER PILE HEURE (replace clock battery) (aircooled and watercooled)	The clock battery is worn out: the clock stopped while the ignition was off	Replace the battery, then set the clock; the message will disappear.

If you chose a version without the clock, you will not get the messages written in red, only the beep and the matching bar colour. If several messages are active, the most important one is displayed first. The low coolant alert takes priority over overheating.

6. Good to know

- **After the fuel sensor has been disconnected and reconnected**, the gauge may take 20 to 30 minutes to show an accurate value again. This is normal: an elaborate smoothing compensates for gauge fluctuations while driving caused by the shape of the tank. For an instant reading, switching the ignition off and on again immediately displays the correct value.
- **Battery not connected.** The battery gauge disappears, its alerts are disabled and BP1 no longer displays the voltage.
- **Clock battery.** The module draws absolutely no current with the ignition off. In return, the time is kept by a small battery on the side of the housing. It lasts at least 5 years (with a good-quality battery). When the battery is worn out, the CHANGER PILE HEURE message will warn you.
  As shown in the picture below, push the latch to remove the battery.



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