

**REFER TO ILLUSTRATIONS
WHILE CAREFULLY FOLLOWING
INSTALLATION INSTRUCTIONS.**

TACHOMETER INSTALLATION INSTRUCTIONS

We have designed and manufactured this tachometer to work on 4, 6, or 8 cylinder vehicles with twelve (12) volt, four cycle, negative ground, automotive type engines. It will operate on most ignition systems, including distributorless ones. Please refer to the last page of illustrations for typical ignition system installations. Do not use it on positive ground systems, two cycle engines, or aircraft. Before doing any of the electrical installations required, please disconnect the negative battery cable. Once the installation is complete, reconnect the battery.

CYLINDER SELECTION

This tachometer comes from the factory preset for 8 cylinder operation. If you want to use it for a 4 or 6 cylinder vehicle you can easily change the cylinder switch. Simply remove the case by loosening the black bolt at the back of the case. Sliding the case away from the chrome bezel exposes the inside of the tachometer and the cylinder switch. Slide the switch to the appropriate cylinder number position and rebolt the case on the bezel.

MOUNTING THE TACHOMETER

You can mount the tachometer on the steering column, on top of the dash, or under the dash. If you choose to use the steering column ensure that it's positioning does not impair the movement of the column (primarily tilt steering models) or damage columns that are designed to collapse under car impact. Steering wheel mounting entails purchasing a hose clamp from your auto parts or hardware store. Mount the tachometer and tighten the clamp. Trim off any excess clamp.

For top of dash mounting you will have to drill two holes. One for the mounting leg (7/32"), and one for the routing of the tachometer leads (5/16"). Carefully examine the area you wish to drill through to make sure there are no electrical wires, hoses, etc. hidden. For bottom of dash mounting you can rotate the dial face case by simply loosening the back case bolt and turning the tachometer face. Retighten when finished. Drill one hole for the mounting leg (7/32"), being careful to inspect drilling site so that nothing but dash is drilled through.

ELECTRICAL CONNECTIONS

Route all wires through an existing hole in the fire wall whenever possible. Make sure that they do not touch any hot engine surfaces. It is also important that when routing the wires through the fire wall that they do not get cut on any sharp edges. (See figure 1). There are four colored wires, Black, Red, Green, and White. Their basic responsibilities are:

Black wire: ground lead

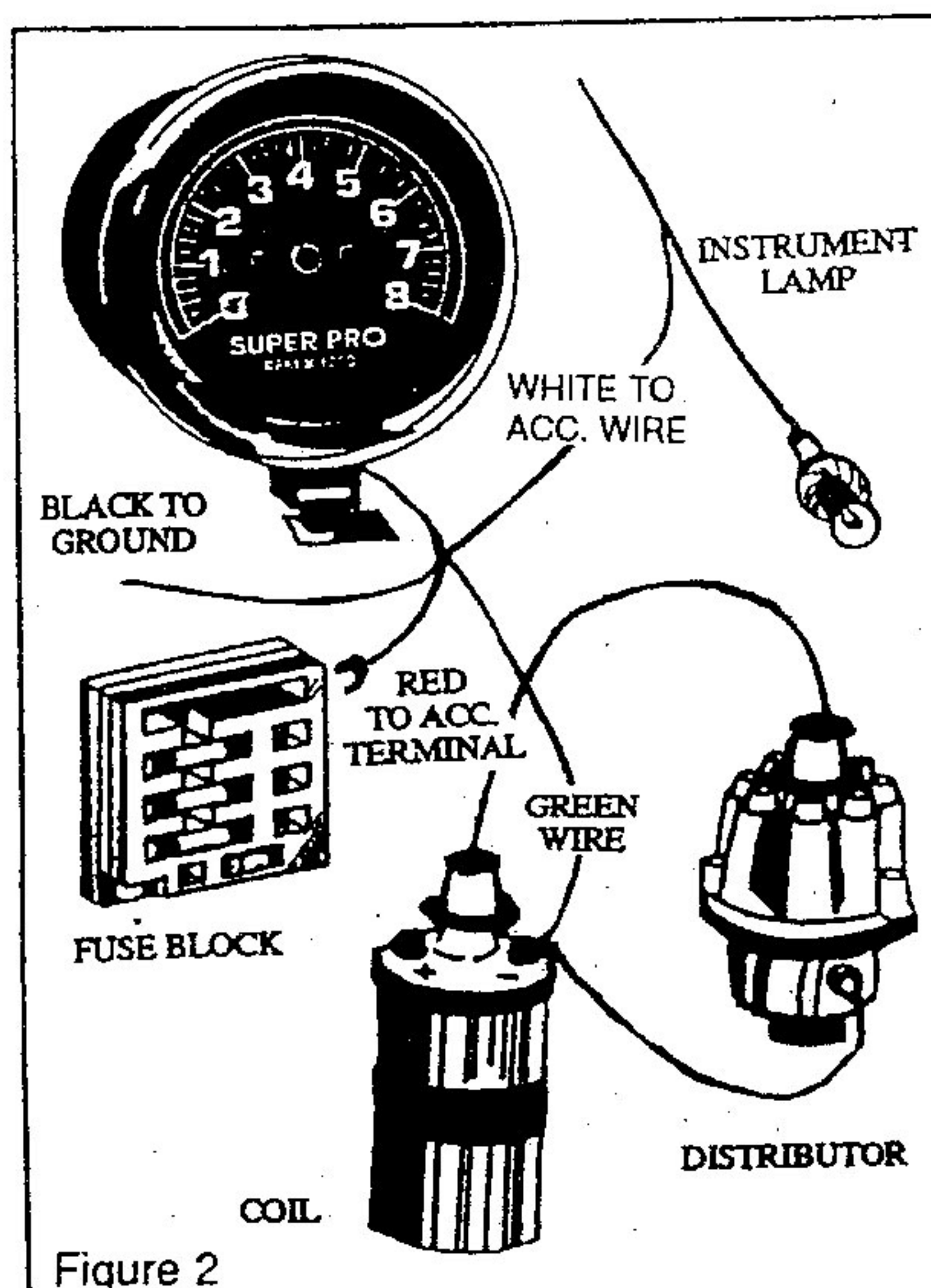
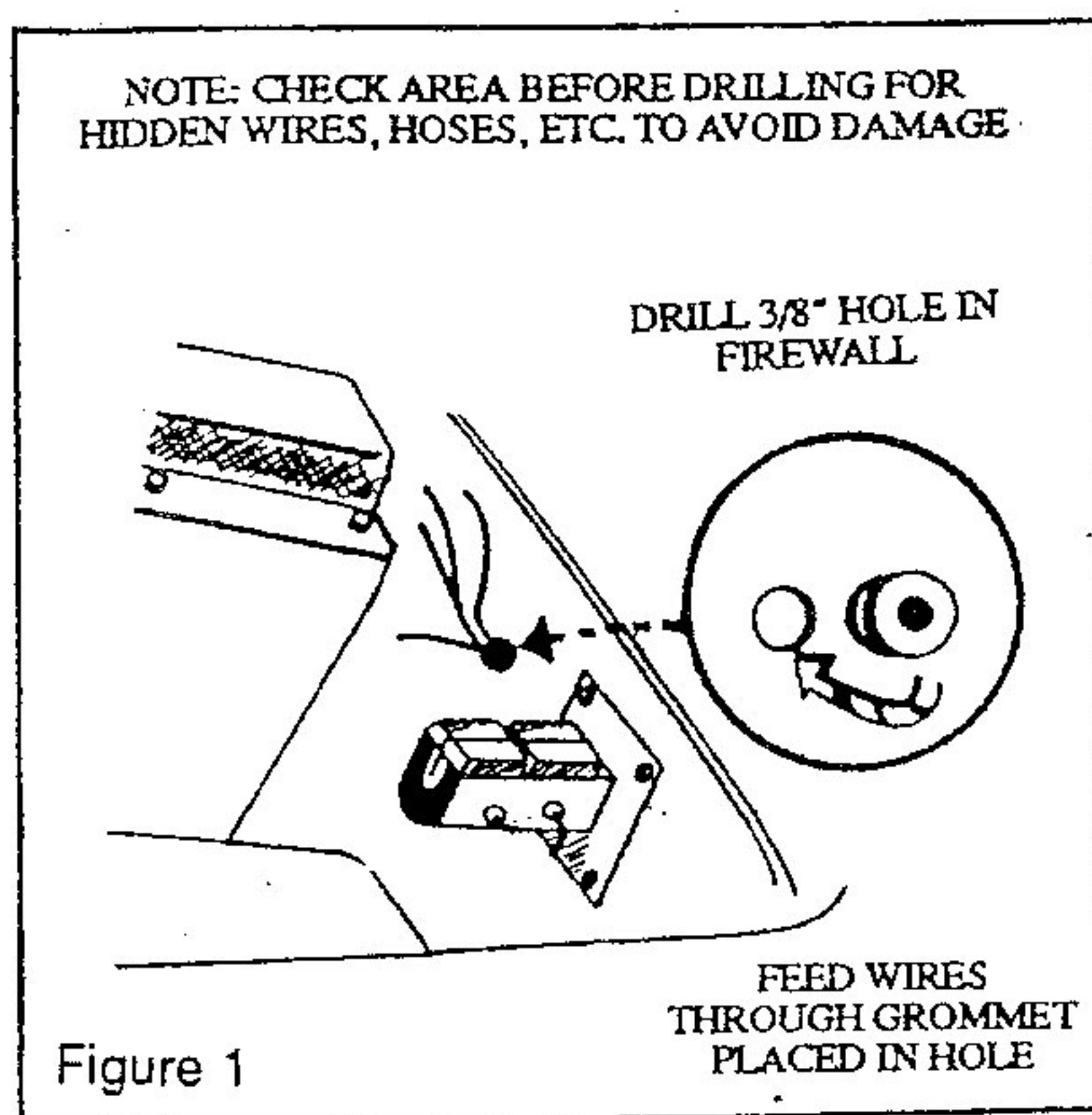
Green wire: tach lead

Red wire: positive lead

White wire: lighting lead

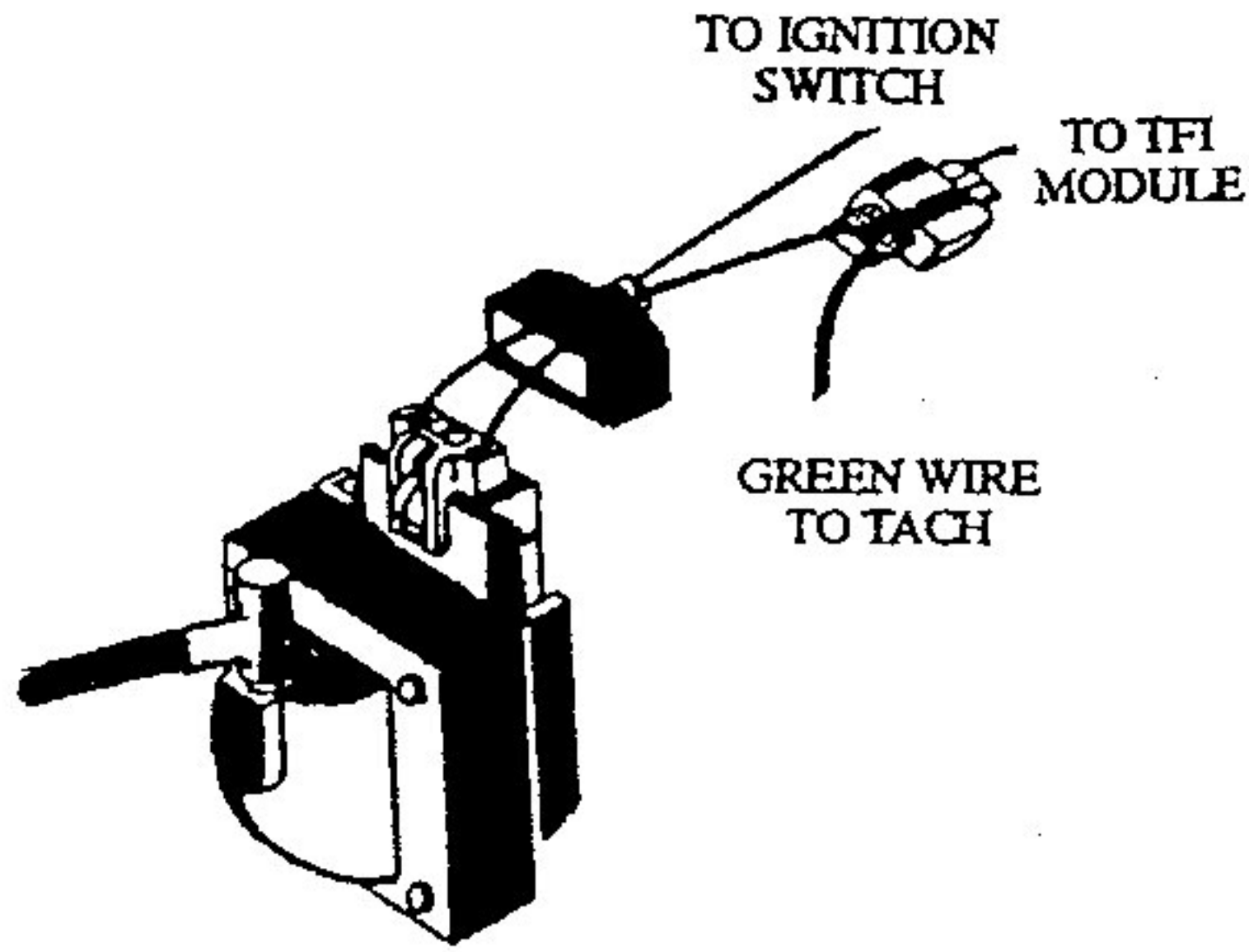
While there are basic similarities in hooking up some of the wiring, various ignition systems will have different hook up sites and methods for the tach lead. (Figure 2 and last page).

1. Connect the Black wire ideally to the negative battery terminal. You may also choose to ground this wire to an unpainted, clean, chassis ground
2. Connect the Red wire to an existing wire that is energized with battery voltage when the ignition is turned on. Be sure that there is voltage when the ignition is on and there is no voltage when the ignition is off. This can easily be done by connecting to an accessory fuse at the vehicle's fuse block.
3. Connect the White wire to an instrument panel light wire. This will allow you to control the brightness of the tachometer light. On imported vehicles you can hook right into a circuit that has voltage in it when the headlight switch is turned on.
4. Connect the Green wire to the negative side of the vehicle's ignition coil using wire connector supplied. (See figures 3 & 4). This allows you to connect the green wire without splicing. The various ignition systems that are now being used present a variety of hook up locations. Please refer to the accompanying drawings to match up your system with the suggested installation pictured.

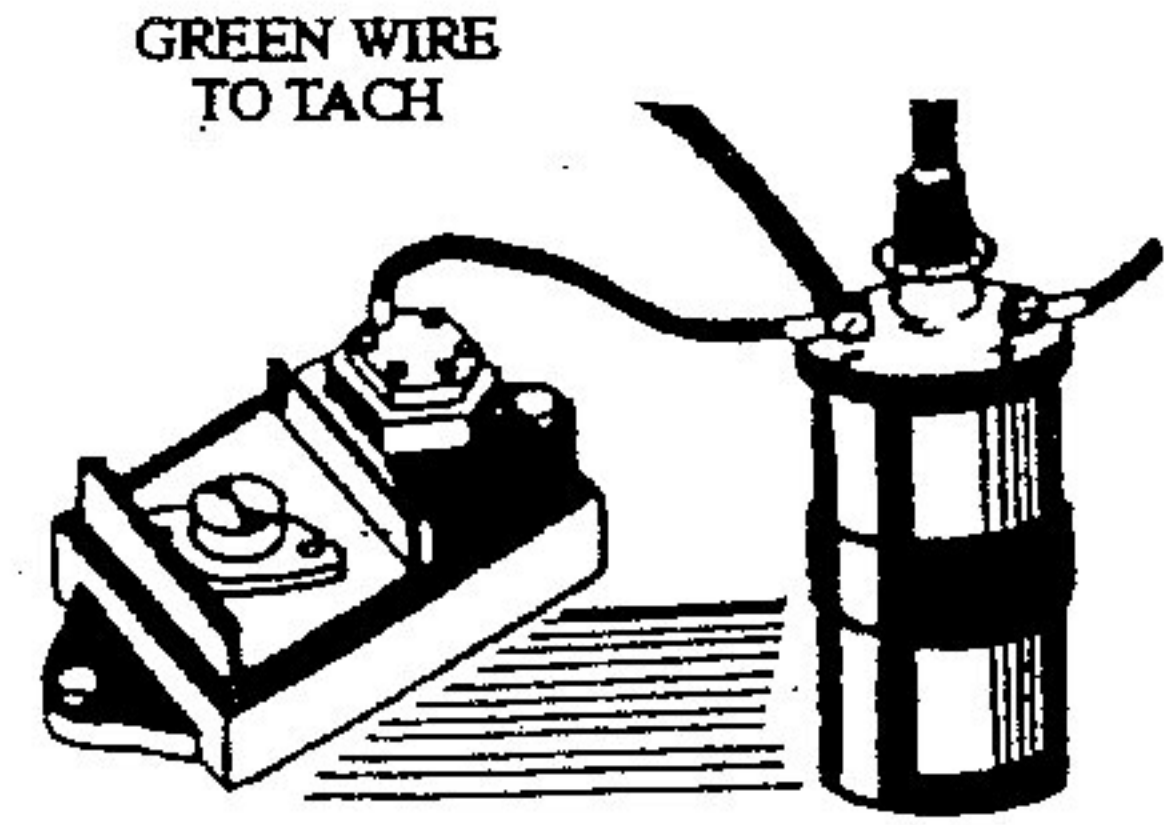


VARIOUS IGNITION SYSTEM INSTALLATIONS

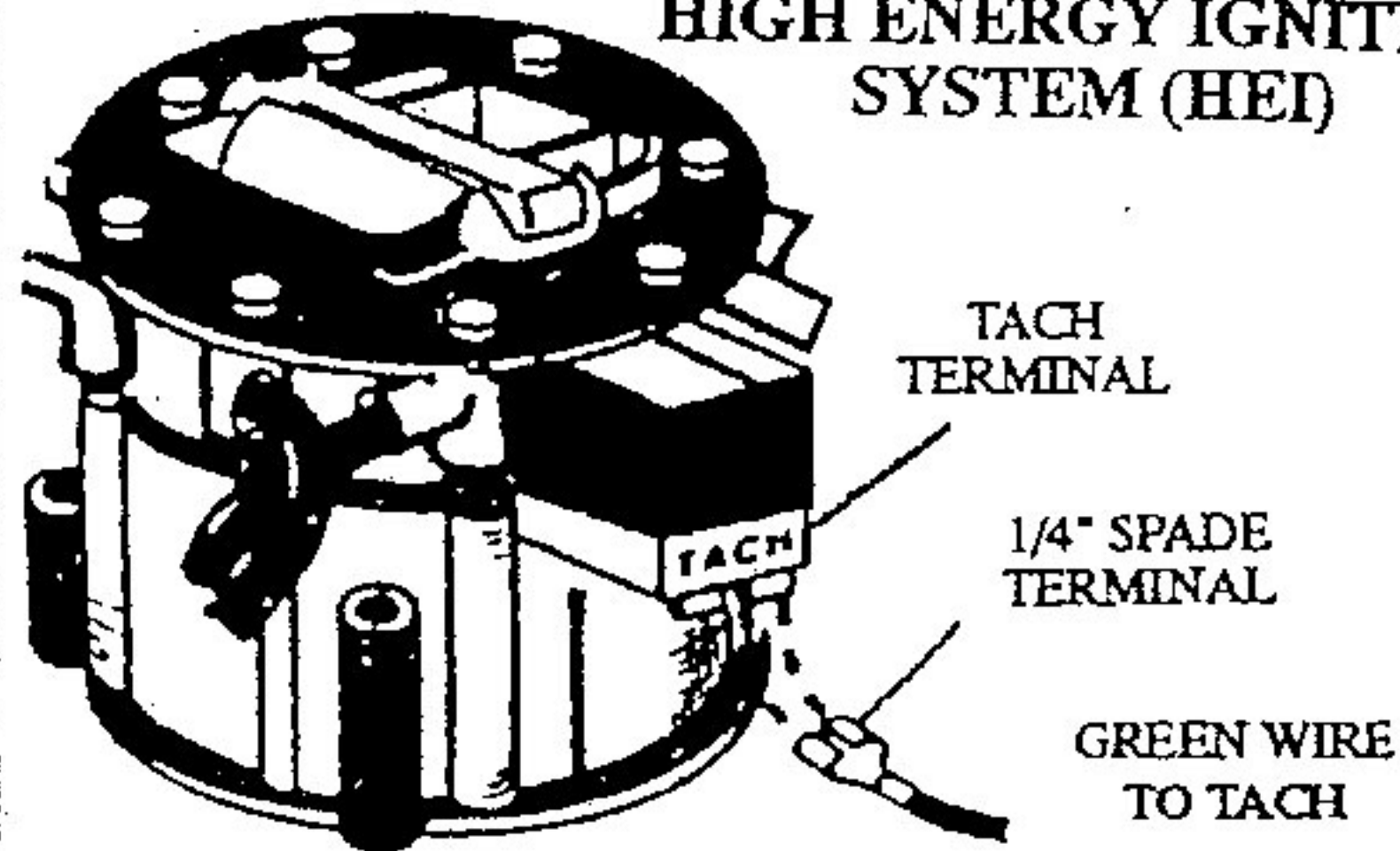
FORD THICK FILM INTEGRATED SYSTEM (TFI)



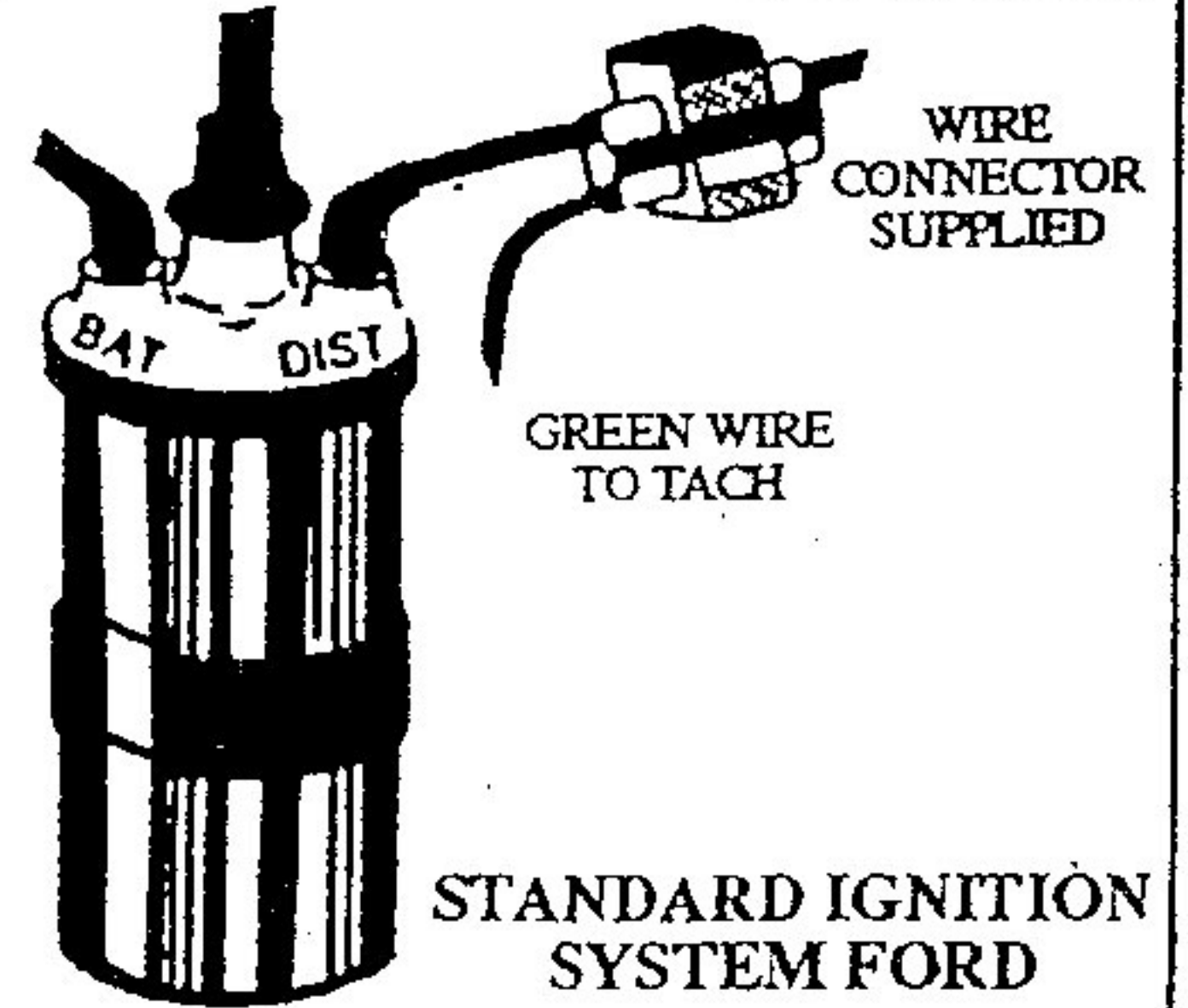
CHRYSLER PRODUCTS ELECTRONIC IGNITION SYSTEM



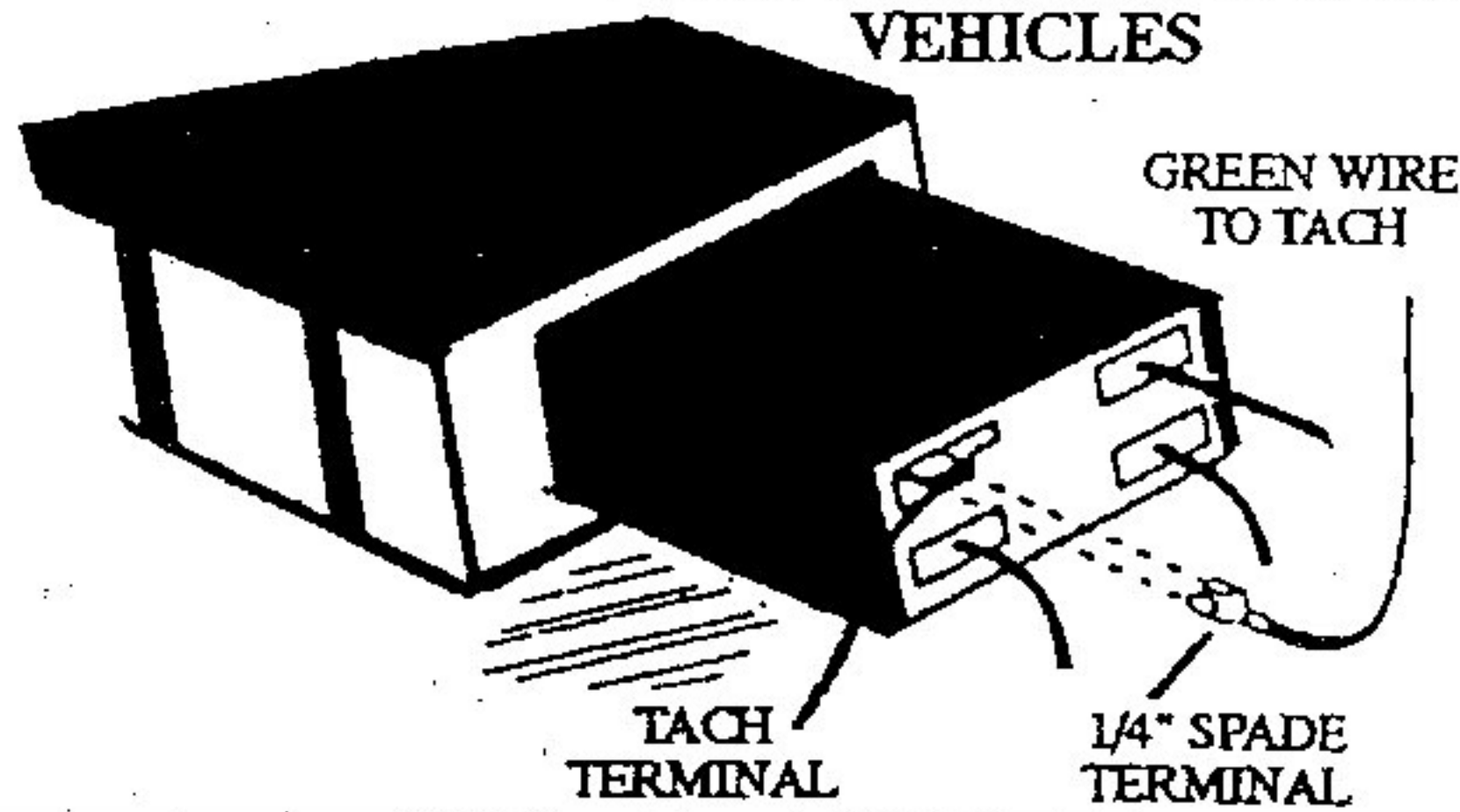
GENERAL MOTORS HIGH ENERGY IGNITION SYSTEM (HEI)



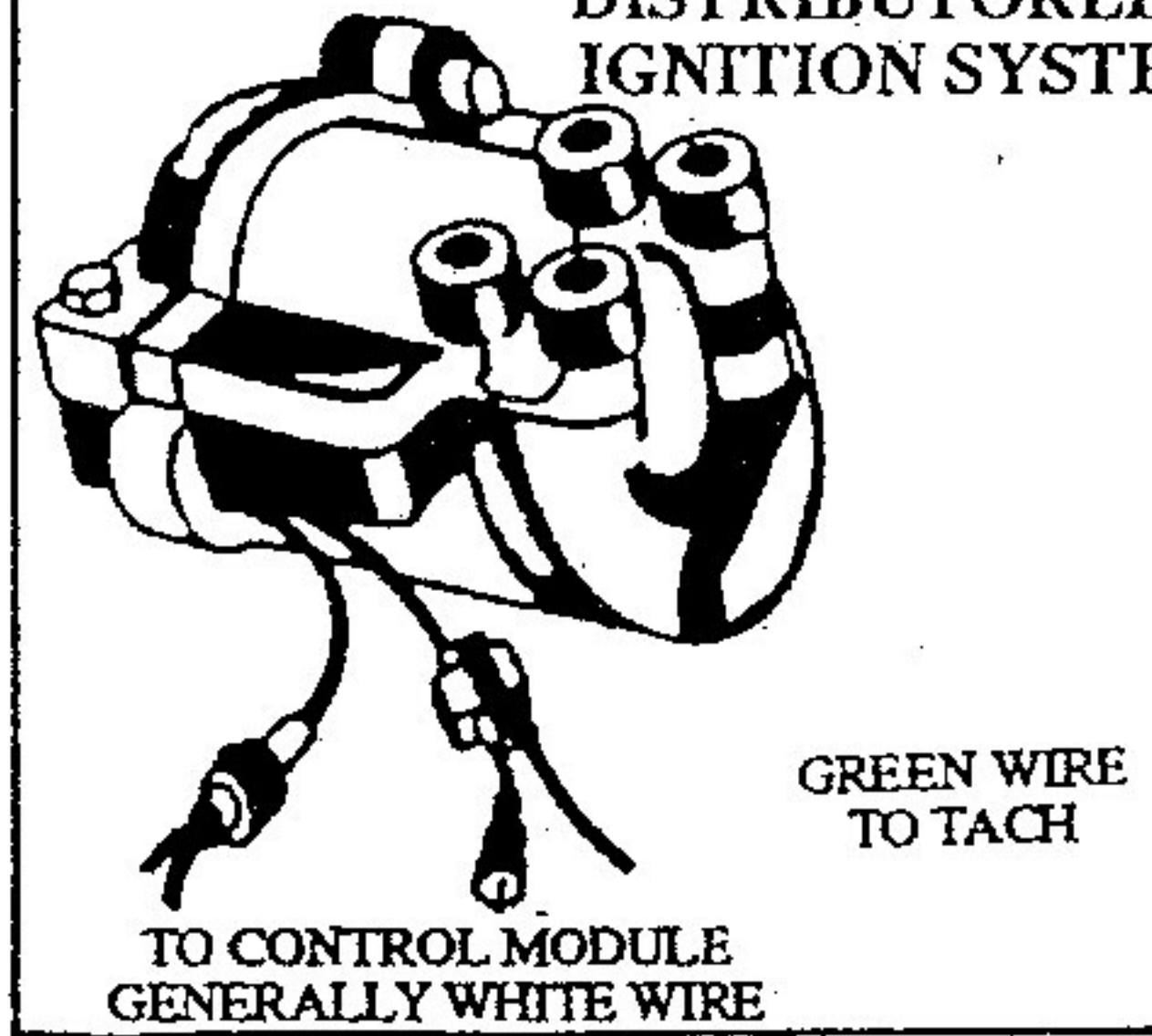
TO DISTRIBUTOR



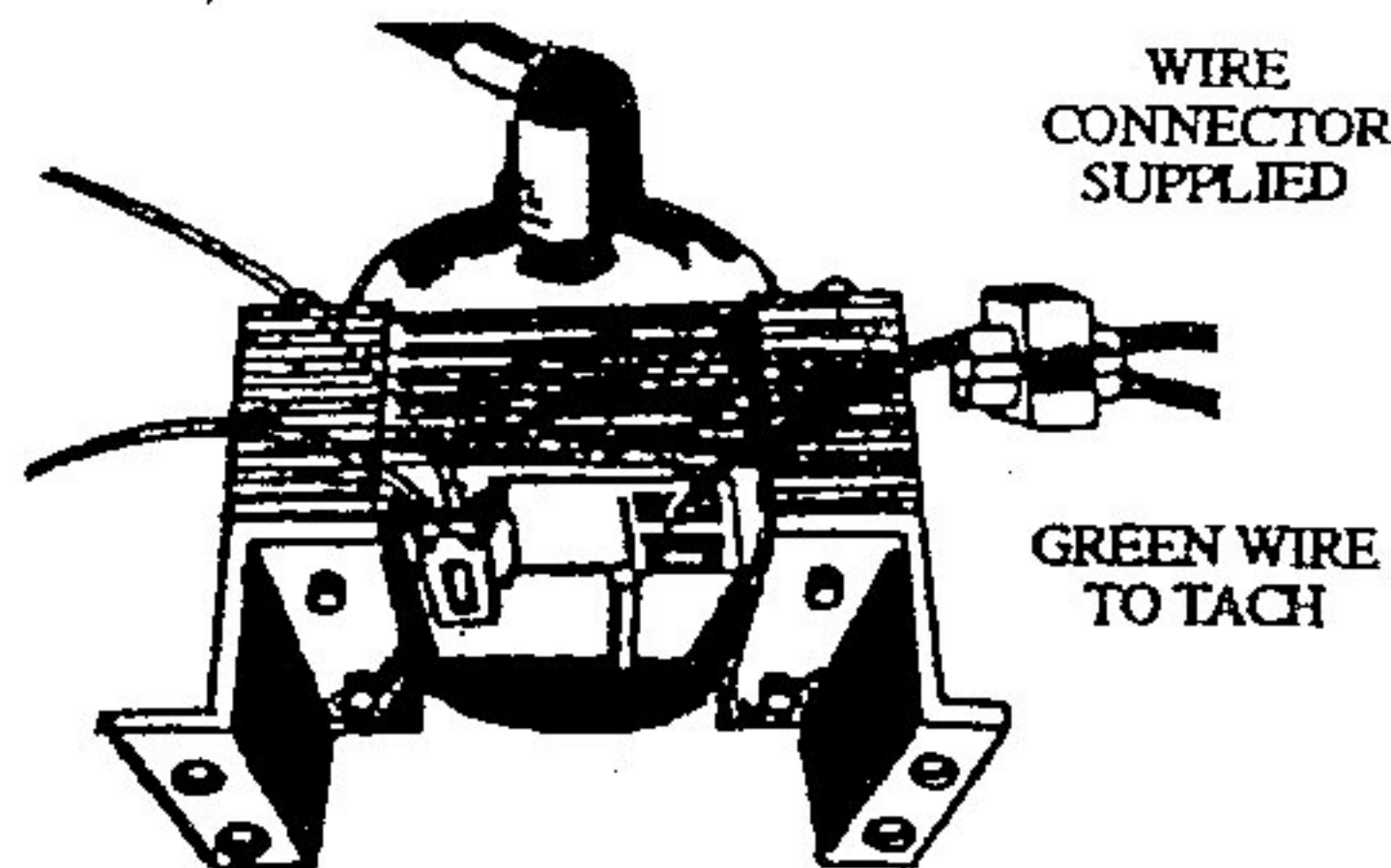
GENERAL MOTORS HEI SYSTEM 4 CYL. and IN-LINE 6 CYL. VEHICLES



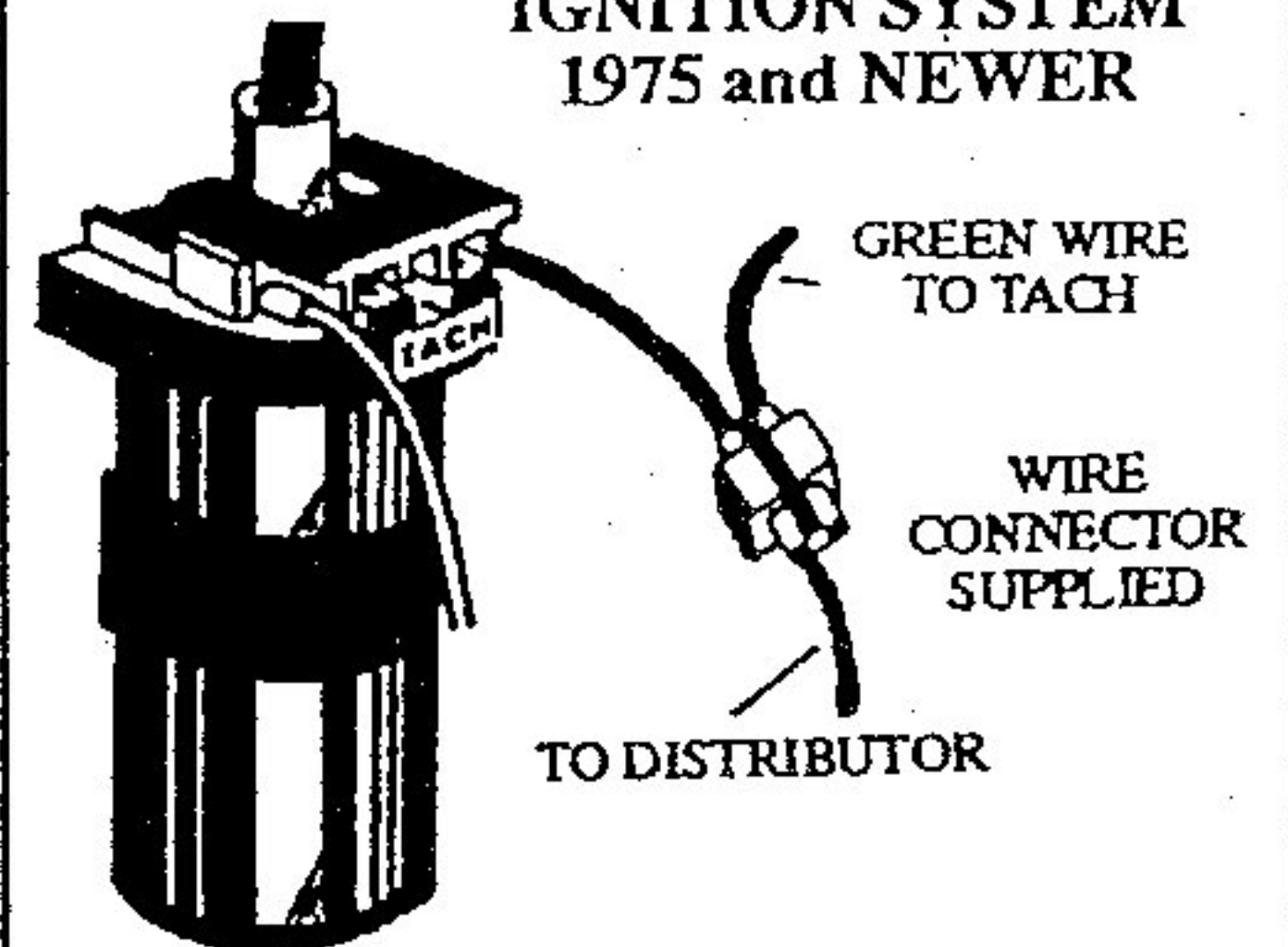
GENERAL MOTORS DISTRIBUTORLESS IGNITION SYSTEM



GENERAL MOTORS HEI SYSTEM WITH EXTERNAL COIL



FORD ELECTRONIC IGNITION SYSTEM 1975 and NEWER



After making all electrical connections, reconnect the battery cable and start vehicle.

SHIFT POINTER

This pointer can be set at any RPM level that you wish. Use this pointer for achieving maximum performance for higher MPG or top end shift points.

ZERO ADJUST

The center portion of the tachometer needle base has a slot in it for adjusting the needle to zero RPM with the ignition off. This zeroing has already been done at the factory.

BULB REPLACEMENT

Replacing the tachometer light bulb can be accomplished by simply removing the back case, exposing the bulb, and unscrewing it. Replace it with another purchased from your parts store.

