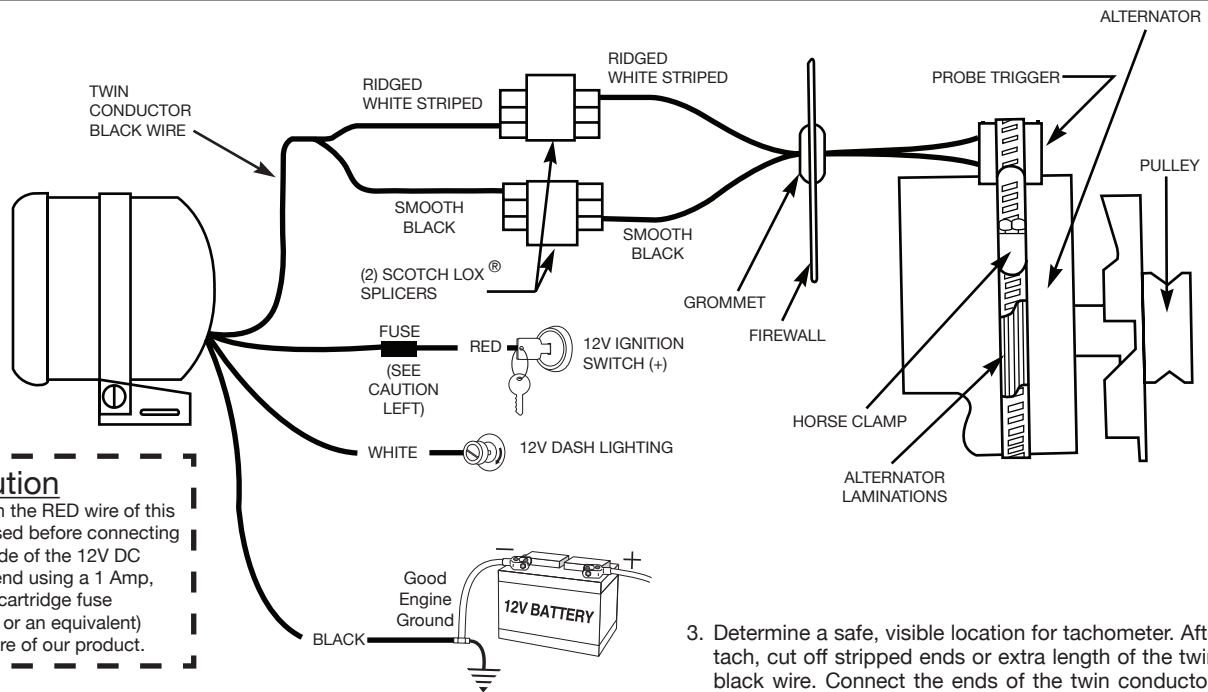


WIRING



Caution

As a safety precaution the RED wire of this product should be fused before connecting it to the positive (+) side of the 12V DC battery. We recommend using a 1 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® #312 001 or an equivalent) inline with the RED wire of our product.

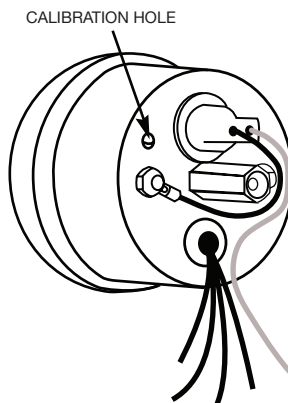
1. Mount probe trigger on alternator by centering trigger over alternator laminations. Strap trigger securely to alternator using hose clamp provided.
2. After mounting probe trigger, route both black probe wires through firewall, using grommet provided. If possible, avoid running trigger wire alongside other wires.

3. Determine a safe, visible location for tachometer. After mounting tach, cut off stripped ends or extra length of the twin conductor black wire. Connect the ends of the twin conductor black wire with the ends of the probe trigger wires (smooth to smooth and ridged/white stripped to ridged/white stripped), using the Scotch Lox® splicers provided. Connection must be tight for tach to operate properly.
4. Connect the red wire to battery positive (+) accessory terminal on ignition switch or fuse box. Connect white wire to 12V dash lighting. Connect the black wire to good engine round. The meter should register with the engine running.

TACH CALIBRATION

TO CALIBRATE: Remove the hex head screw at the rear of the cup. Carefully slide the cup back along the wires to expose the inner case. Locate the $\frac{5}{32}$ " hole to the left of the snap light socket assembly. The calibration adjustment is accessed through this hole. Use a small, slotted screwdriver to turn the calibration adjustment to achieve the proper reading.

CALIBRATE TACH AT HIGHWAY CRUISE RPM AND NOT AT IDLE RPM. THIS WILL REDUCE ERROR IN CALIBRATION



IMPORTANT: This Tachometer has a new, improved meter movement. The tach pointer may not rest at zero with engine off. This is normal. When engine is started the pointer will position on the correct rpm.

NOTE: This Tachometer must be calibrated to the pulley drive ratio and the number of poles on the alternator of your vehicle. We suggest you calibrate using test equipment found at many stations or car dealers.