

INSTALLATION INSTRUCTIONS TACHOMETER

2650-1139-00



Calibration

IMPORTANT: This tachometer is factory calibrated to operate on 8 cylinder engines. For 4 or 6 cylinder engines, it is necessary to make the proper adjustments to adapt this tachometer to your cylinder range.

NOTE: Calibration changes do not apply to the Jr. Dragster tachometer. The Jr. Dragster tachometer is calibrated to operate only on Briggs & Stratton engines.

To change the tachometer calibration, access to the inner case is necessary. Remove the two acorn nuts as shown in figure A and carefully slide the cup of the tachometer back in order to access the inner case. Locate the switch access hole on the inner case. Use a small screwdriver or an unwound paper clip to change the switch settings. Move each of the two switches to the proper cylinder selection according to the diagram illustrated on the right.

NOTE: This tachometer has an air core meter. With power off, it is normal for the pointer to leave zero. When power is applied, the pointer will move to the correct position.

Figure B.

4 CYL. - 2 Pulse, Switch One up, Switch Two down
6 CYL. - 3 Pulse, Switch One down, Switch Two up
8 CYL. - 4 Pulse, Both switches up

Figure A

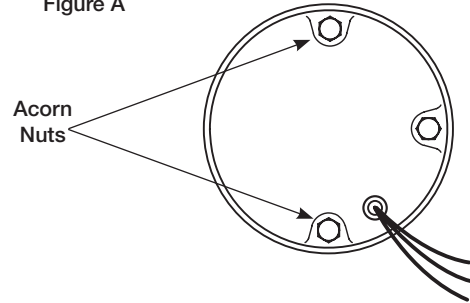
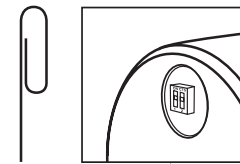
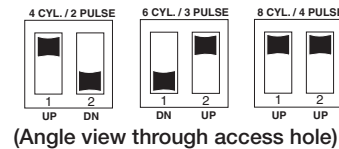
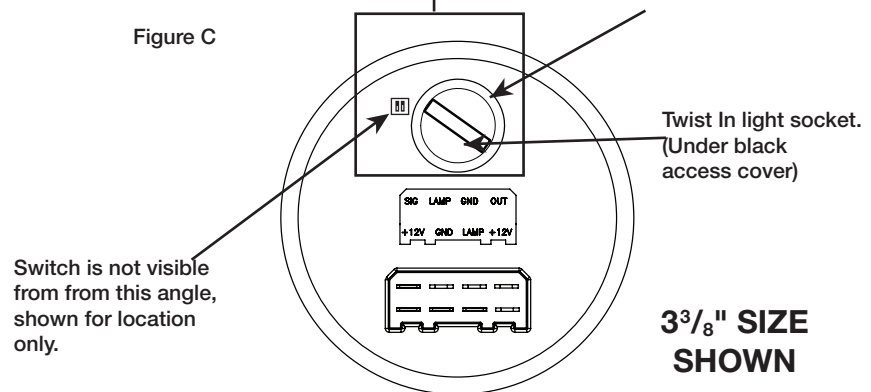


Figure B



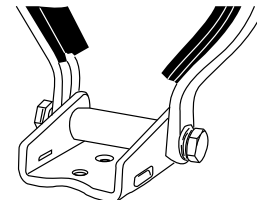
Gently pry off black access cover. Access switch through light access hole.

Figure C



Mounting

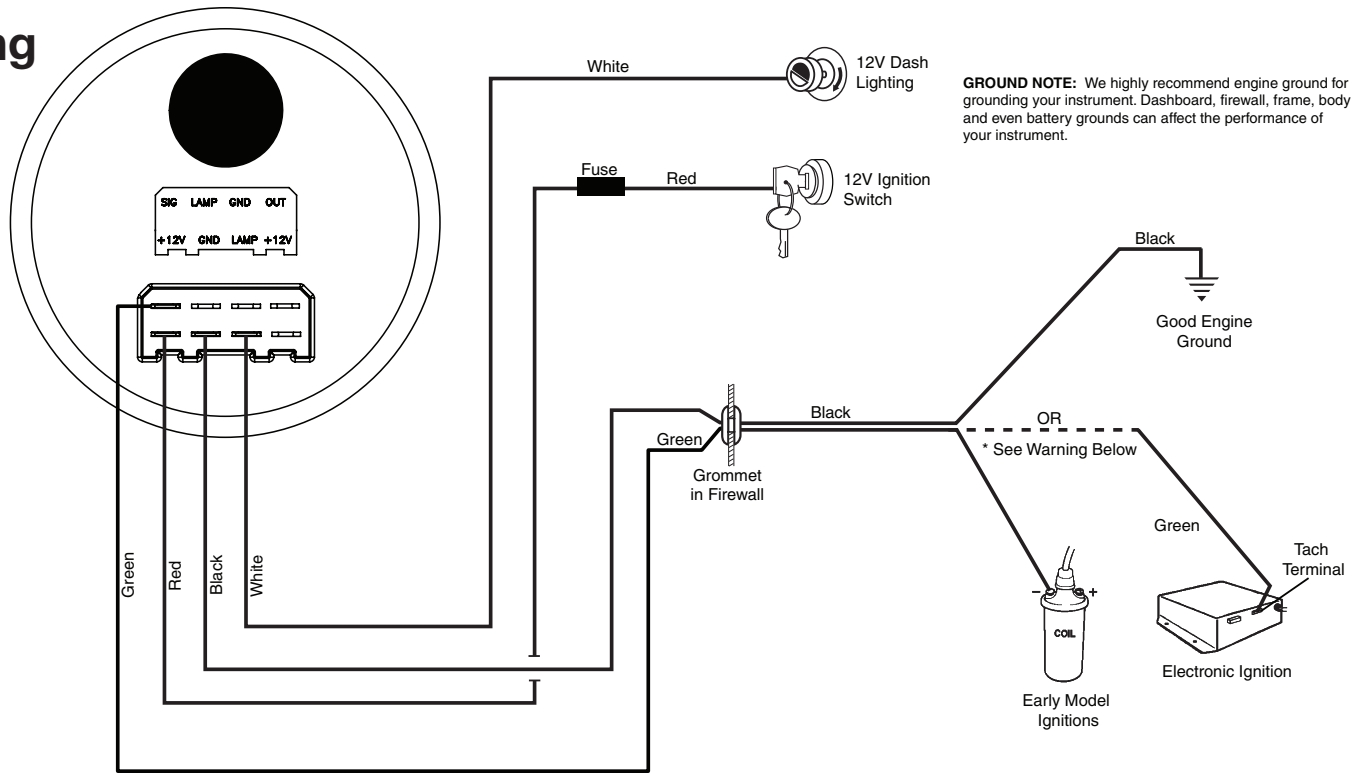
The special design of the tachometer base allows for a variety of mounting possibilities. Loosening the hex screws at the mounting base allows the tachometer to be rotated in the strap. Also, this design allows the tachometer face to be angled forward or backward for better viewing. Attach the base using screws provided or some other fasteners.



Light Replacement

See figure C. Gently pry off black plastic access cover to access the twist-in light socket. Rotate twist-lock socket counterclockwise using needle nose pliers and remove. Replace old bulb with GE 194 bulb.

Wiring



GROUND NOTE: We highly recommend engine ground for grounding your instrument. Dashboard, firewall, frame, body and even battery grounds can affect the performance of your instrument.

WARNING

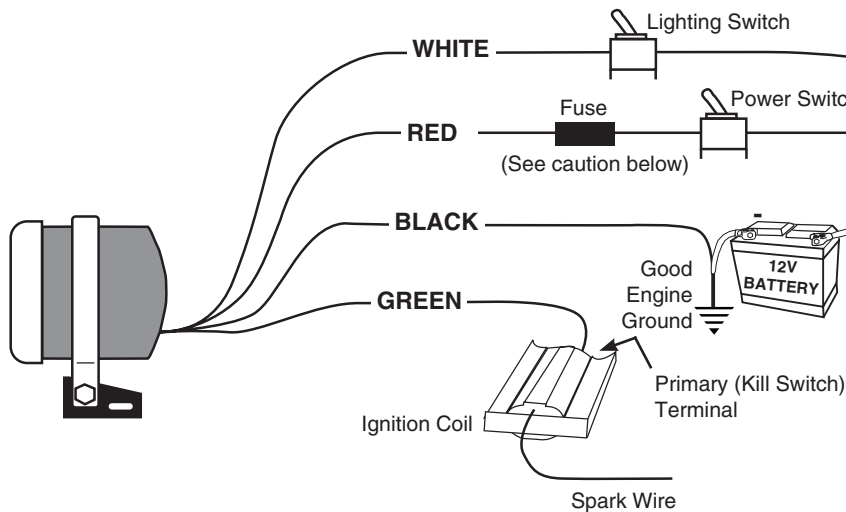
Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, Etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.

CAUTION!

As a safety precaution, the +12 V terminal of this product should be fused before connecting it to the 12V ignition switch. We recommend using a 1 Amp, 3 AG fast-acting type cartridge fuse (Littlefuse® #312 001 or an equivalent).

Jr. Dragster Wiring

This tachometer is made to operate on Briggs & Stratton engines only.



WARNING : No wire on this tach should be connected to the ignition secondary (Spark wire) at any time. This will cause damage to the product.

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.

Wire Connections

- White** - Connect to 12 volt source for dial lamp operation.
- Red** - Connect to 12 volt positive.
- Black** - Must be common grounded with both battery and engine.
- Green** - Trigger lead, connect to the primary spade terminal on the ignition coil. If a kill switch is already connected there, you may connect to the high (hot) side of the kill switch.