ELECTRONIC TACHOMETER

Your tachometer is designed to operate on 12 volt conventional points and condenser ignition systems, either positive or negative ground, on Ford, Chrysler, GM or American Motors electronic systems, and on most "add-on" electronic ignition systems which supply a 12 volt minimum non multiple signal to the ignition coil primary winding.

MOUNTING

This unit is designed for hood mounting in front of the driver. See attached pattern for mounting holes.(M5) Care to be taken when routing the cables through to bonnet to prevent damage.
Care must be taken when the unit is mounted so that heavy rain or spraying with water does not damage the Tacho.

SET POINTER

This is manually adjustable for reference in shifting and can be set to indicate maximum allowable RPM for your engine.

CYLINDER SELECTION

The cylinder selection switch is accessible through the base. Set the switch to the number of cylinders (or rotors) corresponding to your engine. (factory setting is 8).
4 means 4 cycle, 4 cylinder or 2 rotors. 6 means 4 cycle 6 cylinder or 3 rotors. 8 means 4 cycle 8 cylinder or 4 rotors

ELECTRICAL CONNECTIONS

First determine whether your system is a positive or negative ground system.
If the negative (-) battery terminal is connected to the engine block or vehicle chassis, it is a negative ground system.
It is a positive ground system if the positive (+) battery terminal is so connected.
Disconnect grounded side of the battery while making Tacho connections to avoid an inadvertent short circuit.

NEGATIVE GROUND SYSTEMS (see Schematic)

- GREEN WIRE

Connect with an insulated connector and cable and make connection to the negative (-) coil terminal, to which is attached the small wire leading to the distributor.

- WHITE WIRE

Connect with an insulated connector and cable and connect to any dash panel light
Wire in order to include the Tacho light in the dash dimmer control circuit.

- RED WIRE

Connect with an insulated connector and cable to ignition switch "On" terminal so that voltage is supplied to the Tacho only when the engine is running

- BLACK WIRE

Connect with a connector and cable to a good metallic ground.

POSITIVE GROUND SYSTEMS

- GREEN & WHITE

Connections as described above

- RED

Connect with a connector and cable to a good metallic ground.

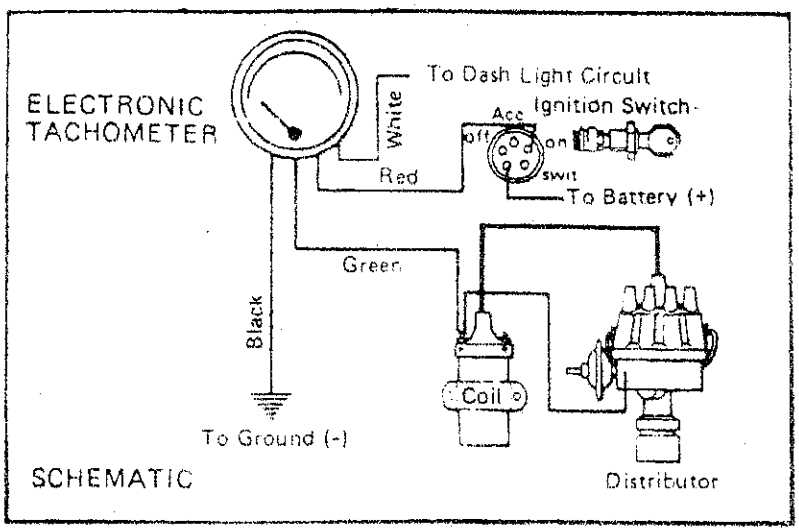
- BLACK WIRE

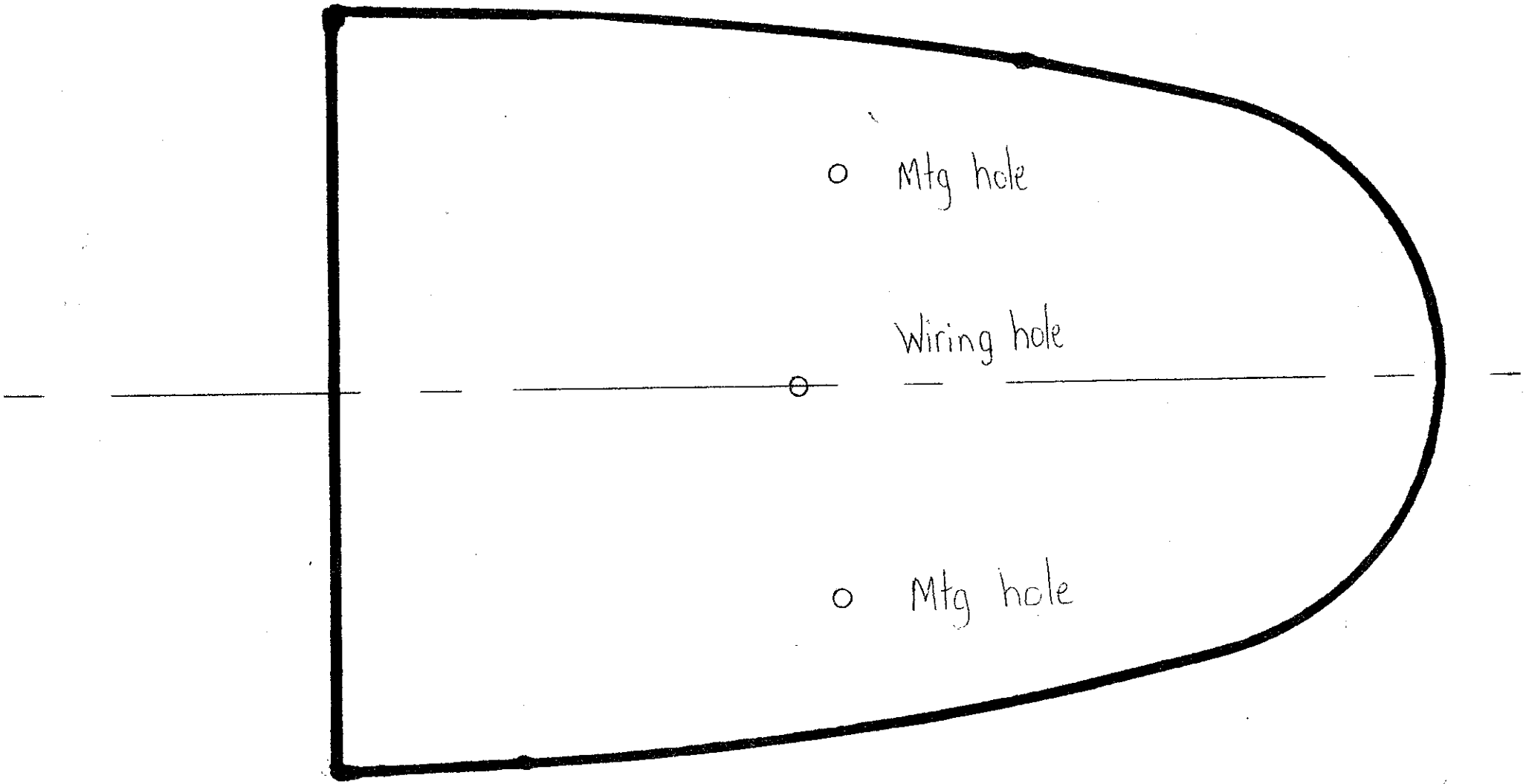
Connect with an insulated connector and cable to ignition switch "On" terminal so that voltage is supplied to the Tacho only when the engine is running

ELECTRONIC IGNITION SYSTEMS

Connections to electronic ignition systems installed by the vehicle manufacturer are made in the same manner as described above. Ford, Chrysler, American Motors, and early GM systems are all negative ground systems utilizing a conventional coil.
Connect the GREEN wire to the negative (-) coil terminal just as in a conventional points and condenser system.
Early Ford systems employed slip-on connectors to the coil terminals. Remove the negative terminal connector and attach the GREEN wire to the coil terminal; replace connector
Late Ford systems have a special connector covering both coil terminals; attach the GREEN wire securely to the lead connection on the "DEC" terminal which has the wire leading to the control module.
On GM HEI systems, locate the coil "TACH" terminal and attach the GREEN wire with a "spade" clip (available from Auto parts stores). The coil may be on top of the distributor or on the firewall depending on year and model.
Follow manufacturers Tacho hook up instructions for making the GREEN wire connection on "Add-on" capacitor discharge or transistorized ignition systems.

SEE OVER FOR SCHEMATIC


ELECTRONIC
TACHOMETER
To Dash Light Circuit
White
Acc
Ignition Switch
off
on
Red
To Battery (+)
Green
Black
Coil
To Ground (-)
SCHEMATIC
Distributor


Mtg hole
Wiring hole
Mtg hole