



CAUTION: Disconnect the battery during installation. Tighten nuts on backclamp only slightly more than you can tighten with your fingers. Six **inch-pounds** of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty.

1. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that insulated blade terminals be used on all connections to the hourmeter.

2. Cut a 2 1/16" diameter hole in the dash and mount the gauge with the backclamp supplied.

3. Connect a wire to the positive (+) blade terminal of the hourmeter. Connect opposite end to a 12VDC circuit that is activated by the ignition switch.

4. Connect a wire to the negative (-) blade terminal of the hourmeter. Connect opposite end to the boat's electrical ground, generally available in several locations at or near the instrument panel.

5. Reconnect the battery.

NOTE: The hourmeter will run as long as the ignition switch remains in the "on" position. The hourmeter draws very little current and will operate from 8 - 32 VDC.