



**Caution**

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

**Note**

- a. To change light bulb, twist black socket assembly one-eighth turn counter clockwise until it pops out. Bulb pulls straight out of assembly. Use a GE No. 194 instrument lamp for replacement.
- b. If your Tachometer is equipped with an hourmeter, the hourmeter will be energized only while the engine is running.

**Installation**

- 1. Location: The tachometer should be located at least 18" from a magnetic compass. Some interference (erratic operation) may be noticed on the tachometer during radio transmissions. This will neither damage a tachometer nor affect accuracy when not transmitting.
  - Depressing the switch too hard may cause damage to the tachometer! Be sure the selector switch has locked into the detent at the correct position by slightly rotating the switch back and forth with the screwdriver.
- 2. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use.
  - If the number of poles is not known, consult the "Outboard Tachometer Application" chart .
  - It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the tach, except the light, which requires a 1/4" insulated female blade terminal.
  - Note: If a fine adjustment is required, use a 000 Phillips Jewelers screw driver through the Fine Adjustment Pot access hole. (Some older model tachometers may required a 5/64 allen wrench.)
- 3. Using a small flat head screw driver, SLIGHTLY depress and turn the selector switch on the back of the tachometer to the correct position to match the number of cylinders or pulses per revolutions (see label on the side of the tachometer).
  - 4. Cut a 3-3/8" (for 4" tachometer or 4 3/8" for 5") diameter hole in the dash and mount the tachometer with the backclamp supplied.

**Wire Connections**

- 5. Connect a wire to the tachometer stud marked "GND" (ground) and secure with a nut and lock washer. Connect opposite end to the boat's electrical ground, generally available in several locations at or near the instrument panel.
  - Connect the opposite end to the negative "-" side of the ignition coil or to the terminal marked "TACH" on solid-state ignition systems.
- 6. Connect a wire to the tachometer stud marked "BAT" (battery) and secure with a nut and lockwasher. Connect the opposite end to a 12VDC circuit that is activated by the ignition switch.
- 7. Connect a wire to the tachometer stud marked "SIG" (signal) and secure with a nut and lock washer.
  - 8. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the boat's instrument lighting circuit. No separate ground is required for lighting.

*Go to next page for diagram of wire connections.*

**Reconnect Power**

- 9. Reconnect the battery.

**Engine Running Only Hourmeters**

Engine Running Only hourmeters by Faria Beede have an icon in the left hand corner of the display. The icon lets the operator know that hours are being displayed.

During normal operations the icon displays solid when the key is on and the engine has not yet been started. Turning the engine on activates the counting function. The icon will begin to blink indicating that the hourmeter is currently counting hours for the connected engine. This is normal.



**Standard Case - Wire diagram**

