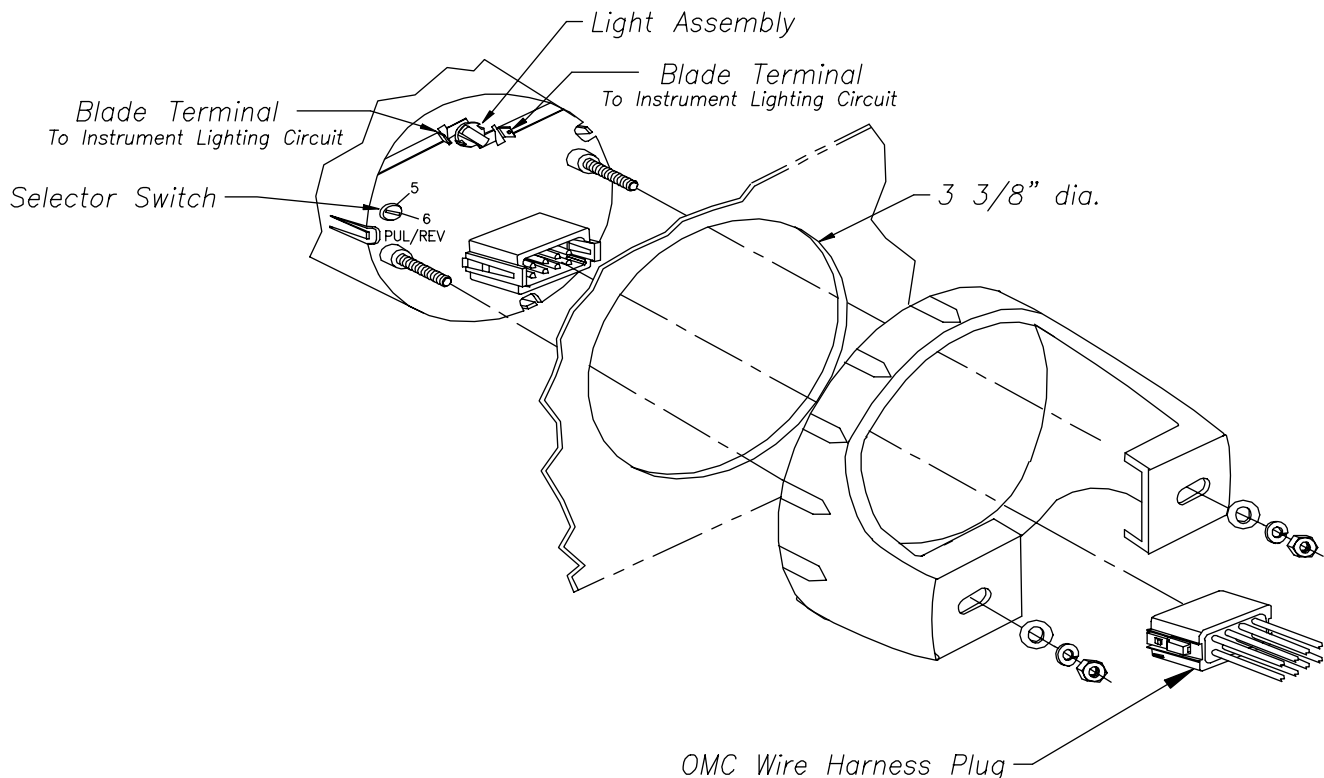


Installation Instructions Outboard Motor Tachometer & Operator Warning System



WARNING:

This instrument is for use on OMC SystemCheck™ outboards and only provides visual warning.

LIGHT FUNCTIONS:

- NO OIL light indicates an oil delivery problem such as empty oil tank, kinked hose, or damaged components in the VRO pump. On four-stroke models, NO OIL light indicates low oil in the crankcase.
- WATER TEMP light indicates an engine overheat.
- CHECK ENGINE light indicates a fuel restriction such as a kinked fuel hose or blocked fuel filter.
- LOW OIL light indicates the oil level in the oil tank is down to the reserve level (about 1/4 full).

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

2. 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 Faria tachometer nor affect accuracy when not transmitting.

3. Be certain to use stranded, insulated, wire not lighter than 18 AWG that is approved for marine use. It is recommended that insulated terminals, preferably ring type, be used on all connections to the gauge, except lighting which require 1/4" female blade terminals.

4. Using a small screwdriver carefully turn the selector switch on the back of the tachometer so that the arrow is pointing to the correct number of pulses per revolution. There are no detents to the switch positions. The pulse setting will be five (5) for a ten pole alternator and six (6) for a

twelve pole alternator. If the number of poles in the alternator is not known, consult the "Outboard Tachometer Application" chart packaged with the tachometer.

5. Cut a 3 3/8" diameter hole in dash and mount the tachometer with the back clamp supplied.

6. Connect one blade terminal, adjacent to the twist-out light assembly, to the positive "+" side of the boat's instrument lighting circuit. Connect the other blade terminal to ground. Reconnect the battery.

7. To connect the instrument, align the keys on the engine's wire harness plug with the notches in the bottom of the instrument's receptacle. Push the plug in gently until the catches snap in place.

NOTE: To change light bulb, twist black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls out of socket assembly. It is a GE No.194 instrument lamp.