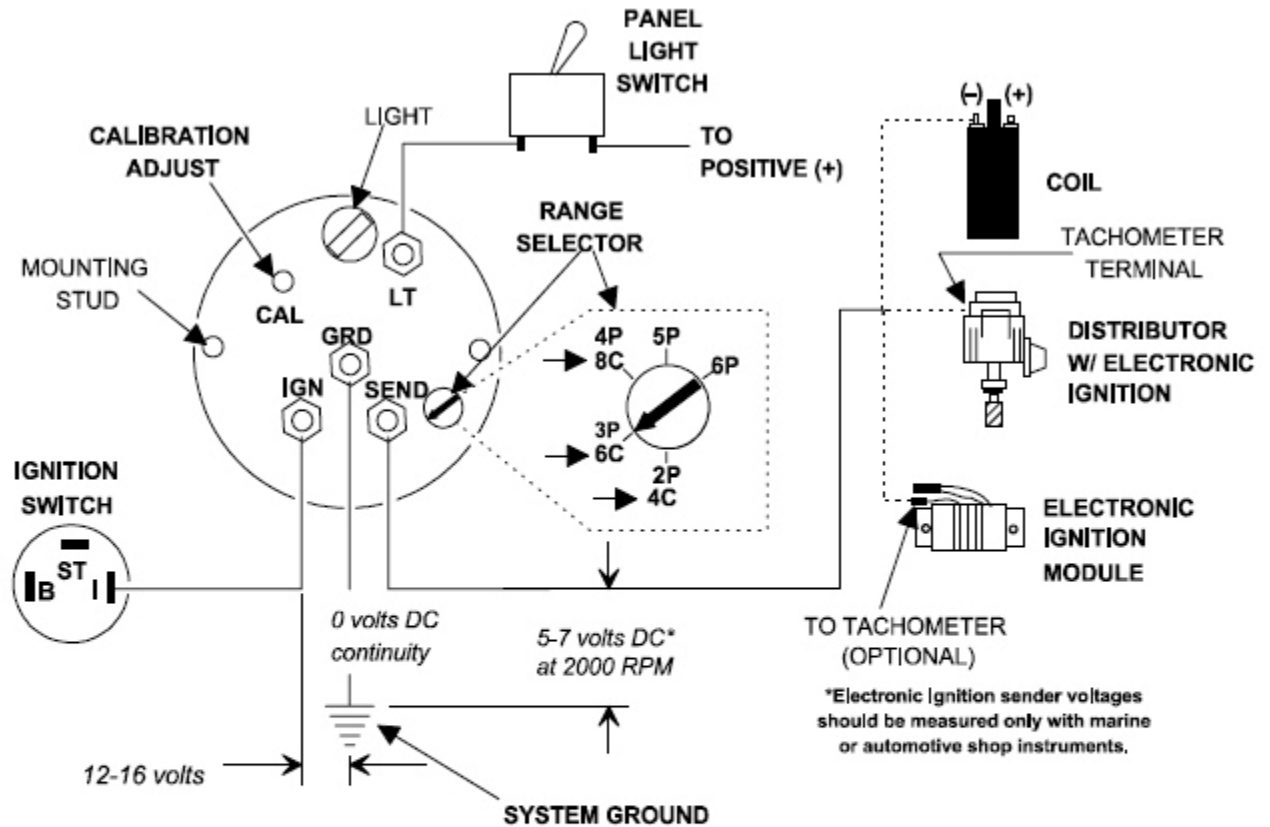
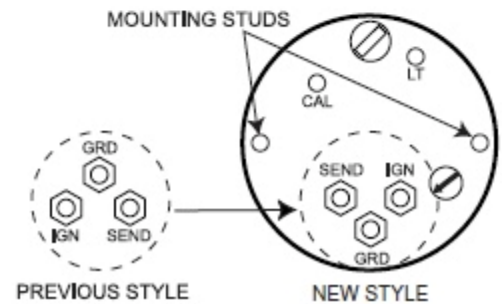




The back of your tach may look like either one of these. Please use the schematic appropriate to the appearance of your tachometer.



Tachometers (Inboard & Stern Drive 4-Stroke Engines- Standard Ignition)

1. Tachometer will not operate on a MerCruiser with Thunderbolt I (early 1970's era, but will operate on subsequent models) or an IndMar LT- 1 electronic ignition. Tachometer will operate with other OEM electronic engine ignition systems. Teleflex has not tested aftermarket systems and cannot guarantee their compatibility.
2. Check all wire connections to see that they're tight and not corroded. **NOTE:** Some older style tachometers operate with only Ground and Sender connections. Teleflex tachs must have 12 VDC (from the ignition switch, "ON" when engine is running) to the "IGN" stud.
3. When tachometer is first turned on, pointer must go to zero 50 RPM. If not, check connections (if OK, tachometer is probably faulty).
4. Arrow on rotary selector switch must point directly at setting or the tachometer pointer may go to full scale when engine is started.
5. Tachometer switch arrow should be pointed at 4C, 6C or 8C to correspond to the number of engine cylinders. Disregard other settings.
6. The tachometer part number is stamped on the housing.
7. Tachometer does have a "CAL" potentiometer feature to fine tune the tachometer a few hundred RPM or to sync two tachometers.
8. Tachometer will also operate on outboard engines with an alternator having 4 through 12 magnetic poles.
9. Dual stations: the sender will drive two tachometers. Connect "IGN" to "IGN", "GND" to "GND", etc. NOTE: mixing brands/types (such as 2-wire/3-wire, see paragraph 2 above) may cause problems.