

Other Outboard Engine Applications

Rotary selector switch on rear of tachometer must be set to number of pulses from alternator per engine revolution. See Chart below (if your specific year/horsepower is not listed, see "All others" under your brand).

NUMBER MAKE/MODEL	SWITCH ALTERNATOR POLES	POSITION
CHRYSLER**:		
35, 70 HP and up (1968-1983)	12	6P
55 & 65 HP 20	Use 57743P	
EVINRUDE**/JOHNSON**/OMC SEADRIVE:		
Less than 70 HP (2 cylinder, 2 stroke)	10	5P
All SeaDrives and All Other Models	12	6P
Engines with warning light tachometers require similar replacements		
FORCE (U.S. MARINE):		
50 HP (through early 1987 A,B models)	8	4P
90, 120 HP (all to 1999 Rev. H), 150 HP (all to 1991 Revision 'B') L-Drive, 85, 125 HP (1989) L-Drive, 90, 120 HP (all to 1999 Rev. B)	20	Use 57743P
All Other Models	12	6P
HONDA:		
35, 40****, 45, 50**** HP with alternator	6	3P
All Other Models with Alternator	4	2P
BF 8D, BF 9.9D, BF 15D, BF 20D	12	6P
MERCURY***/MARINER***:		
2-stroke 6 thru 25 HP (U.S. Origin)	8	4P
30, 40 HP, (2 cylinder) USA Serial 0G53314 and up	12	6P
35, 40 HP, (2 cylinder) USA serial #582399 & up		
Belgium serial #9298955 and up	8	4P
Canada serial #7169337 and up		
Australian serial #8070639 and up		
All Other 2-stroke with Alternator		
4-stroke 8, 9.9 HP	6	3P
All Other 4-stroke Models	12	6P
SUZUKI:		
2-stroke Less than 55 HP -(Except noted below)		
60, 65 HP thru 1985		
Cabrea 50-60 HP	4	2P
25, 30 HP 1993 and newer	6	3P
55, 60 HP 1985 and newer		
75 HP and up 1985 and newer		
Cabrea 75 HP and up	12	6P
4-stroke All 4-stroke Models		
TOHATSU/NISSAN:		
2-stroke All 2 cylinder models with alternator	4	2P
All 3 cylinder models with alternator	6	3P
All 4 cylinder models, except Tiller model	12	6P
Tiller steered 40 HP	4	2P
4-stroke All require Tohatsu tachometer with warning lights	12	6P
YAMAHA:		
2-stroke 9.9, 15 HP	4	2P
25 thru 70 HP	6	3P
90 thru 250 HP	12	6P
4-stroke F/T 9.9, F15 HP	6	3P
F/T25 thru F/T225 HP	12	6P

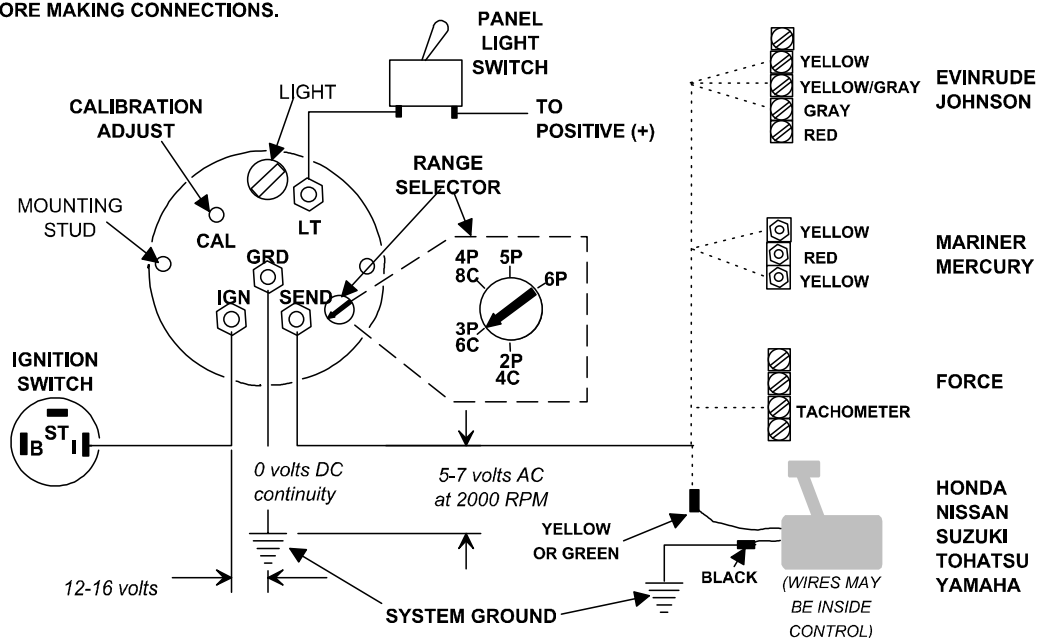
* Tachs will not work on engines with Magnapower I ignition. **88-115 HP "Special" models may require addition of an OMC Voltage Regulator to the engine, or a 2,000-ohm (or larger) resistor to the rear of the tach. ***Mariner 30 & 40 HP (2 cylinder) engines require a Module (Mercury P/N 17461A2) when using any of these tachs. **** Honda 40 & 50 HP models may require module (Honda P/N 06383-ZV5305 if tachometer is erratic between idle and 1800 rpm. **Note:** Engine designs are subject to change. Data above is based on the latest information available at the time of publication. Teleflex assumes no responsibility for its correctness or the misapplication of its products. Teleflex tachometers designated as "O/B & 4-Stroke Gas Engines" are compatible with all engine-manufacturer-designed electronic systems except Indmar LT-1 and (early 1970's era) MerCruiser Thunderbolt I, and have not been tested for suitability with aftermarket add-on electronic ignition systems. For help, contact Teleflex Electrical Technical Service at (941) 907-1000, Extension 8222.

Teleflex Marine Instruments

Tachometer (Outboard Engines — 4 Through 12 Pole Alternators)

1. Outboard engine must have alternator (stator) with 4 to 12 magnetic poles. This is how the tachometer gets its signal. The tachometer will not operate on engines with magneto or lighting coil ignition systems.
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. **Voltages with engine running should be:**
IGN to GND Terminal: 12 VDC minimum.
SEND to GND: 5 VAC minimum at idle.
 If you don't get the sender-to-ground voltages shown, voltage rectifier (converts AC to DC voltage) may be weakening. Have it checked.
5. Sender wire must be connected (possibly through control) to either of two wires from alternator going to the rectifier (usually yellow or yellow/gray on U.S.-built engines).
6. Arrow on rotary selector switch must be pointed directly at a setting or the tachometer pointer will go to full scale when engine is started.
7. Evinrude/Johnson "Specials" (48, 88, 112 HP, etc.): If the pointer falls back to "Zero" when operating at about 4,000 rpm or higher, you may have to add a 2,000 ohm, 1/2 watt (or larger) resistor, connected from the "SEND" to "GND" terminal.
8. Tachometer will not operate on older Force engines with 20-pole alternator. Consult engine dealer for number of poles in your engine.
9. Dual stations: the sender will drive two tachometers. Simply 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.

CAUTION: DISCONNECT BATTERY BEFORE MAKING CONNECTIONS.



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

