

DIESEL TACHOMETER INSTRUCTIONS (MAGNETIC PROXIMITY SENDER TYPE)

CAUTION

READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY BEFORE PROCEEDING WITH INSTALLATION. DO NOT DEVIATE FROM WIRING INSTRUCTIONS. INCORRECT WIRING COULD CAUSE ELECTRICAL SHORT AND POSSIBLE FIRE. ALWAYS DISCONNECT BATTERY BEFORE MAKING ANY ELECTRICAL CONNECTIONS.

NOTE: VARIOUS STANDARD MAKING ORGANIZATIONS HAVE ESTABLISHED RULES FOR WIRING. THOSE APPLICABLE TO YOUR SITUATION SHOULD BE FOLLOWED.

THIS TACHOMETER IS DESIGNED TO OPERATE ONLY IN 12 VOLT NEGATIVE GROUND ELECTRICAL SYSTEMS. THE ENGINE MUST BE EQUIPPED WITH A SUITABLE MAGNETIC PROXIMITY SENDER.

ADDITIONAL EQUIPMENT NEEDED TO COMPLETE INSTALLATION:

Magnetic Proximity Sender (Teleflex P/N 1507678) or equivalent.

No. 16 stranded insulated wire (See Figure 2).
Insulated terminal lugs as required.

PREPARATION FOR INSTALLATION

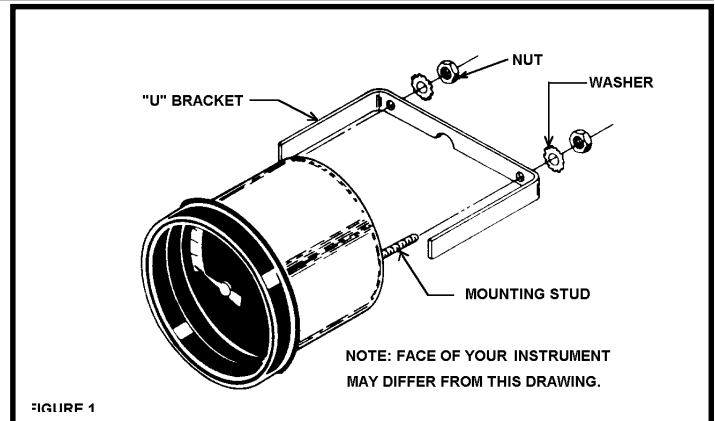
1. Select a mounting location for gauge which provides for easy readability from the operating position. Check behind mounting panel for sufficient installation clearance.
2. Cut a 3-13/32" (86.5 mm) or 4-5/8" (117.5 mm) diameter hole through panel at desired location.
3. Insert Gauge (Item 1) into mounting hole in panel and check for fit.
4. Open Hardware Package (Item 2). Fit "U" Bracket over mounting studs on back of Gauge (See Figure 1) and check fit. Bracket is made to install gauges in panels up to 1/2" (13 mm) thick. If necessary, legs of Bracket may be cut down to accommodate thicker panels.
5. Refer to Section "Determining Range Selector Switch Position" below and determine setting for your application. Set Range Selector Switch gently so that the arrow points to the corresponding range.

DETERMINING RANGE SELECTOR SWITCH POSITION

Determine number of teeth or notches in flywheel by: referring to Engine Manufacturer's literature, contacting Engine Dealer, or physical examination of flywheel.

INSTALLATION OF SENDER

Refer to Figure 2. A 3/4 x 16 threaded hole must exist on side of bell housing. With engine stopped, thread sender into hole until it just bottoms against flywheel. Back off



approximately one turn. Tighten lock nut against bell housing.

INSTALLATION OF GAUGE

1. After checking fit of Gauge and "U" Bracket. Insert Gauge into panel and install Bracket over mounting studs. Install a Nut and Washer onto each mounting stud as shown in Figure 1.
2. Tighten Nuts until Gauge can no longer be rotated in panel by hand.

CAUTION: OVERTORQUING OF NUTS MAY CRACK GAUGE HOUSING OR MOUNTING PANEL.

CONNECTION OF WIRING

Connect wiring to Gauge terminals using Washers and Nuts supplied.

CAUTION

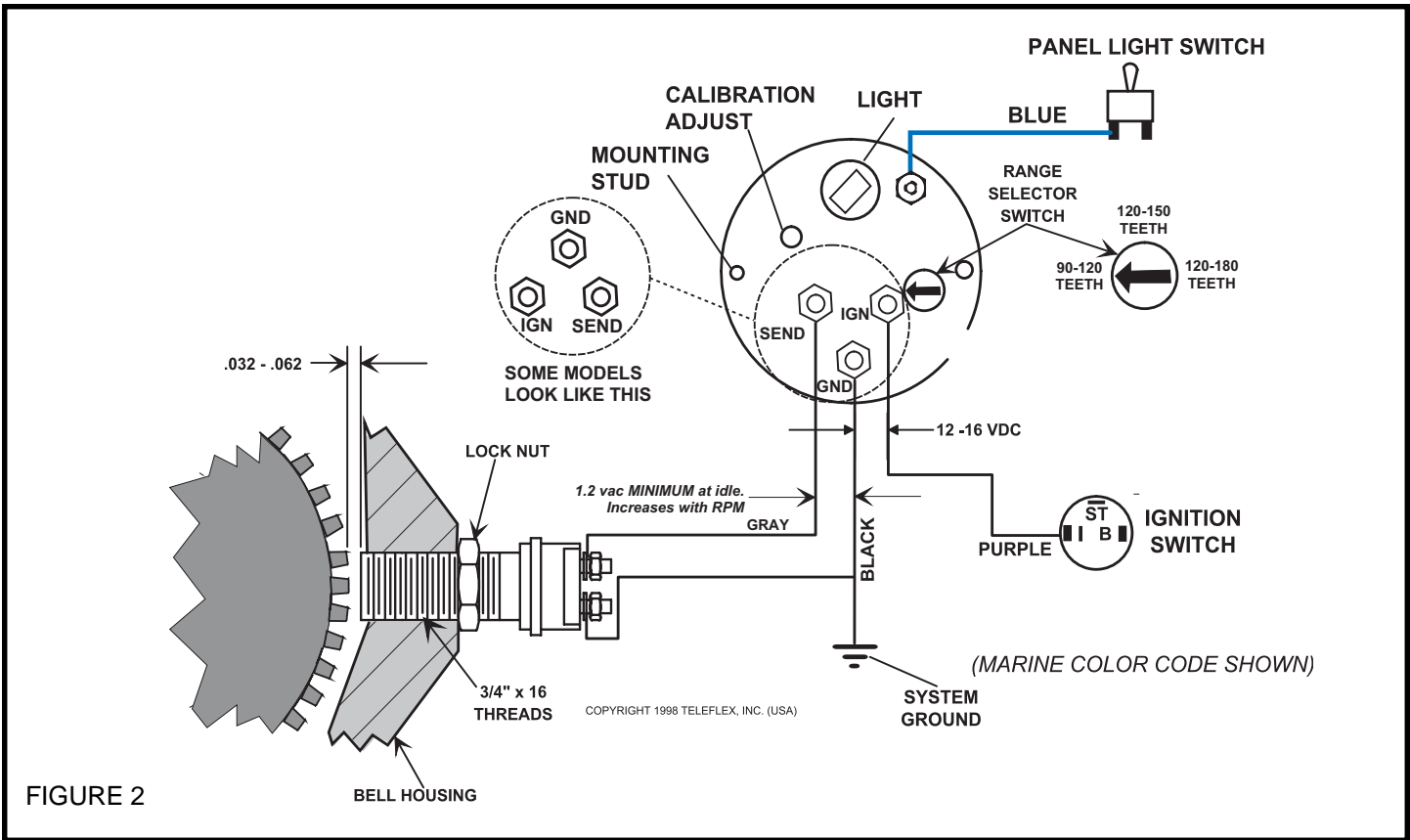
MAKE SURE THAT ELECTRICAL WIRING IS DRESSED AWAY FROM MOVING OR HOT ENGINE COMPONENTS.

1. Refer to Figure 2. Run a wire from "GND" (ground) terminal of gauge to electrical system Ground.
2. Run a wire from "LT" (light) terminal of gauge to panel light switch or "LT" terminal of another gauge.
3. Run a wire from the "IGN" terminal of Gauge to "IGN" (ignition) terminal of ignition switch.
4. Run a wire from the terminal marked "SEND" to one terminal of the Magnetic Proximity Sender.
5. Run a wire from remaining terminal of Magnetic Proximity Sender to tachometer "GND" terminal.

For dual control station applications, install second gauge according to previous instructions. Wiring may be connected to first gauge: LT to LT, GND to GND, SEND to SEND, IGN to IGN.

CAUTION

BEFORE RECONNECTING BATTERY TO ELECTRICAL SYSTEM, RECHECK WIRING TO ENSURE ALL CONNECTIONS ARE PROPERLY MADE. INCORRECT CONNECTIONS OR ELECTRICAL SHORTS COULD



CAUSE DAMAGE OR FIRE IN SYSTEM. ELEMENTS OF ELECTRICAL SYSTEMS SHOULD HAVE PROPER FUSES INSTALLED.

1	Gauge Assembly	1
2	Hardware Package	1

When wiring is complete, connect power. Turn key on. Tachometer pointer should move to zero. If not, check wiring. Start engine and check gauge for proper operation of tachometer.

NOTE: Engine designs are subject to change. All data shown is based on latest information available at time of publication. Teleflex assumes no responsibility for its correctness, or misapplication of its products.

CALIBRATION AND ADJUSTMENT

The Tachometer is factory calibrated to +/- 3% Full Scale Accuracy. Provision has been made for finer adjustment if desired, or synchronization of twin installations. This will require use of a Master Remote Tachometer.

1. Attach a remote master tachometer to engine to obtain true Rpm reading. Adjust throttle to maintain a constant speed of 1/2 to 2/3 of engine's maximum RPM.
2. Insert small-bladed screwdriver in calibration hole (CAL.) on back of gauge casing. Carefully turn internal adjustment mechanism to advance or retard tachometer needle reading to correspond to actual engine RPM.

NOTE: Adjustment inside housing needs only minimal turning to effect change of meter reading. **Overtorquing of adjustment will damage gauge mechanism.**

4. In dual engine installations. synchronize engines by master tachometer, connect panel tachometers to engines and use calibration procedures as given until tachometer readings match.

PARTS LIST

Item	Description	Quantity
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