



## 4-CYCLE GAS ENGINE TACHOMETERS

1. Tachometer will not operate on a Mercruiser with Thunderbolt I (Early 1970's vintage. Will operate on subsequent models) or an INDMAR LT1 electronic ignition. Tachometers will operate with the other engine OEM installed electronic ignition systems. Teleflex has not tested after market systems and cannot guarantee their compatibility.
2. Check all wire connections to see that they are tight and not corroded. Note - Some older style tachometers operated with only Ground and Sender connections. Teleflex tachometers must have a 12 vdc (from the ignition switch, "On" when the 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, or tachometer is faulty.
4. Voltages with engine running should be: "IGN" to "GND" terminal - 12 Vdc minimum "SEND" to "GND" terminal - 3.
5. VDC minimum (less and pointer will stay at zero RPM) 5. Arrow on rotary selector switch must point directly at setting or the tachometer pointer may go to full scale.
6. Tachometer switch arrow should be pointed at "4C", "6C" or "8C" to correspond to the number of engine cylinders. Disregard other settings.
7. The tachometer part number is stamped on the cylindrical part of the housing.
8. Tachometer does have a "CAL" potentiometer feature to fine tune the tachometer a few hundred RPM or to sync two tachometers.
9. Tachometer will also operate on outboard engines with an alternator having 4 through 12 magnetic poles.
10. Dual stations - mixing brands/types (such as 2-wire/3-wire, see paragraph 2 above) may cause problems.