



HOURLMETER

1. The hourmeter operates on voltages between 8 to 32 volts DC.
2. The hourmeter's "indicator" wheel (lone window to the right) should index every 3.6 seconds.
3. The hourmeter is not and can not be lighted.
4. Time recorded cannot be erased or altered backwards.
5. Real time can be added to the hourmeter by connecting it to a power source (8-32 volts DC). Time added cannot be accelerated.
6. The hourmeter is easy to wire and can be connected to the ignition switch and ground or another gauge's "hot" terminal and ground. The hot side must be switched off when the boat engine is not in use. Be aware this connection method allows the hourmeter to record time whenever the ignition is on, even though the engine may not be running.
7. There is an alternate wiring method. It requires a pressure switch, normally open (NO), 1/8-27 NPT, 6 or 10 PSI is adequate. Instead of wiring the negative side of the hourmeter to ground, wire it to the switch input. The switch must be mounted in an oil pressure port on the engine. When the engine is running the switch will close (complete contact) and allow the hourmeter to ground and operate. Use no sealer on the switch threads as this must remain a metal to metal contact. In this manner the hourmeter runs only when the engine is running. Not all engines have additional oil pressure ports (outboards do not) that can be used for this purpose.
8. Every Teleflex Marine gauge can be identified by the part number printed on the side of the housing. Please reference this part number when contacting technical service or replacing the original gauge.

Use of a "Tee" and pipe extenders to plumb both an oil pressure gauge sender and pressure switch from one port is not recommended. While pressure readings will be accurate, the amount of weight extended on the fitting of a vibrating engine could cause fatigue breakage.