

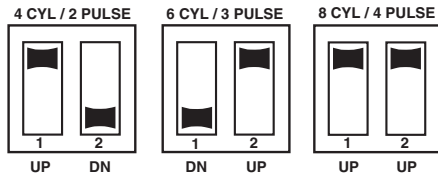
**IMPORTANT**

This tachometer is factory calibrated to operate on 8 cylinder engines. For 4 or 6 cylinder engines, it is necessary to make the proper adjustments to adapt this tachometer to your cylinder range.

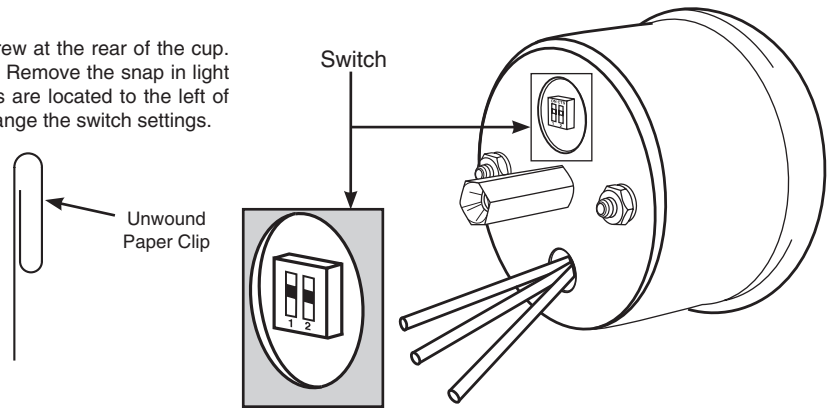
**NOTE:** This tachometer has an air core meter. The tach pointer may not always rest at zero. This is normal. When engine is started, pointer will position on the correct RPM.

## Calibration

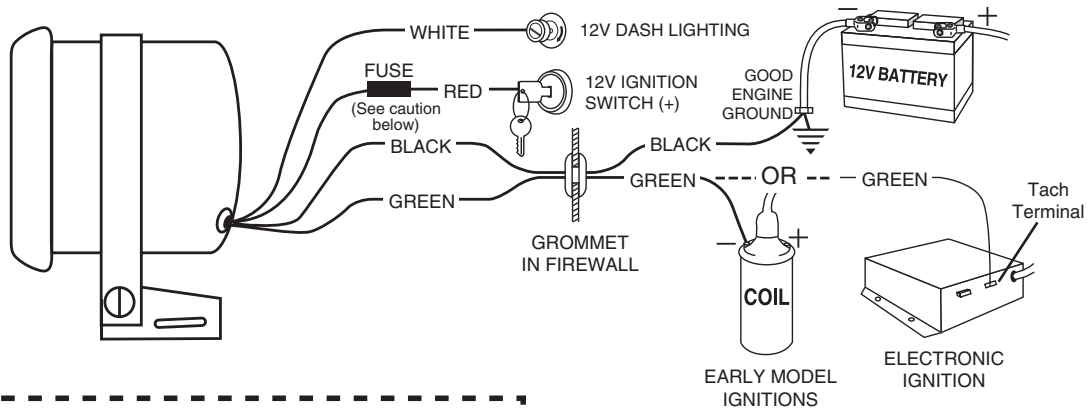
To change the calibration of the tachometer, remove the flat head screw at the rear of the cup. Carefully slide the cup back along the wires to expose the inner case. Remove the snap in light socket assembly to access the cylinder select switches. The switches are located to the left of the light hole. Use a small screwdriver or an unwound paper clip to change the switch settings.



4 CYL. - Switch One up, Switch Two down.  
6 CYL. - Switch One down, Switch Two up.  
8 CYL. - Both switches up.



## Wiring



**CAUTION!!!**

As a safety precaution, the + 12 V terminal of this product should be fused before connecting it to the 12V ignition switch. We recommend using a 1 Amp, 3 AG fast-acting type cartridge fuse (Littlefuse® # 312 001 or an equivalent).

**WARNING**

Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, Etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.