

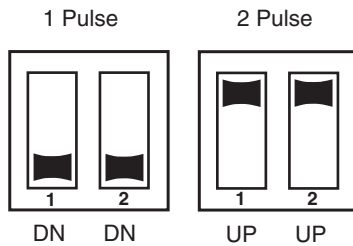
Important Notes

1. 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.
2. This tachometer is not waterproof. We strongly recommend that you take precautions to protect your tach during vehicle washings.
3. An under-charged battery may cause incorrect tach operation. Also avoid connecting tach in series with ballast resistor.
4. When charging battery, make sure the tachometer is disconnected from the battery.
5. Use only supplied or recommended mounting options for your tachometer. Others may void your warranty.
6. Solid core ignition wires may cause tachometer interference.
7. Isolate tachometer wires from ignition and ignition wires.
8. Ignition manufacturers recommend that the ignition and coil be matched according to criteria which they establish (often the ignition and coil are products of the same company). Mismatching coil and ignition types may cause erratic tachometer operation.
9. If you are using a points ignition or your ignition module does not have a tachometer connection, connect the green tach wires to the negative side of the coil or coils. If you are using a two-coil ignition connect one green wire to the negative side of each coil.

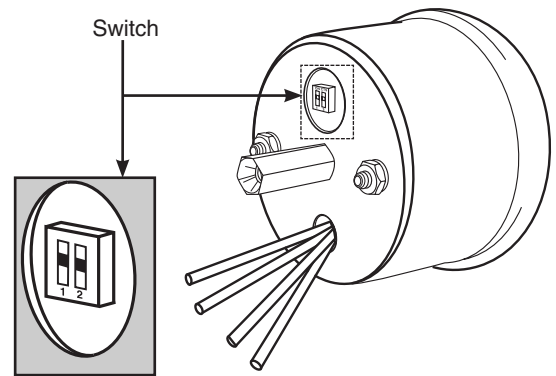
Calibration (Models 19304, 19305, 19324, 19325)

Before wiring your tachometer determine the required pulse per revolution for your application. This tachometer comes from the factory setup to operate in a 1 pulse per revolution application. If your application is 2 pulse per revolution, follow the instructions below.

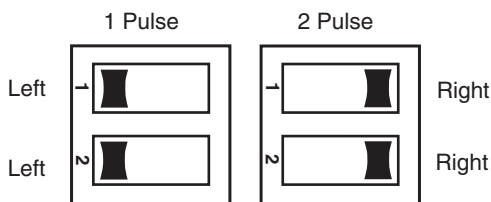
If used on a 2 pulse per revolution system, remove the screw at the rear of the cup. This requires a 3/32" Allen Wrench. Carefully slide the cup back along the wires to expose the inner case. Remove the snap in light socket assembly to access the cylinder select switches. The switches are located to the left of the light hole. Use a small screwdriver or an unwound paper clip to change the switch settings.



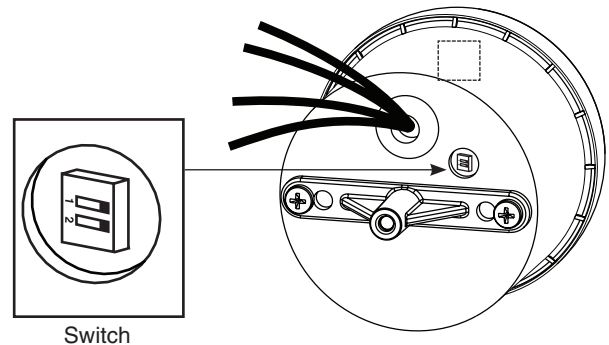
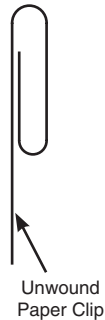
1 Pulse - Both switches down.
2 Pulse - Both switches up.



Calibration (Models 19306, 19307, 19308, 19309)

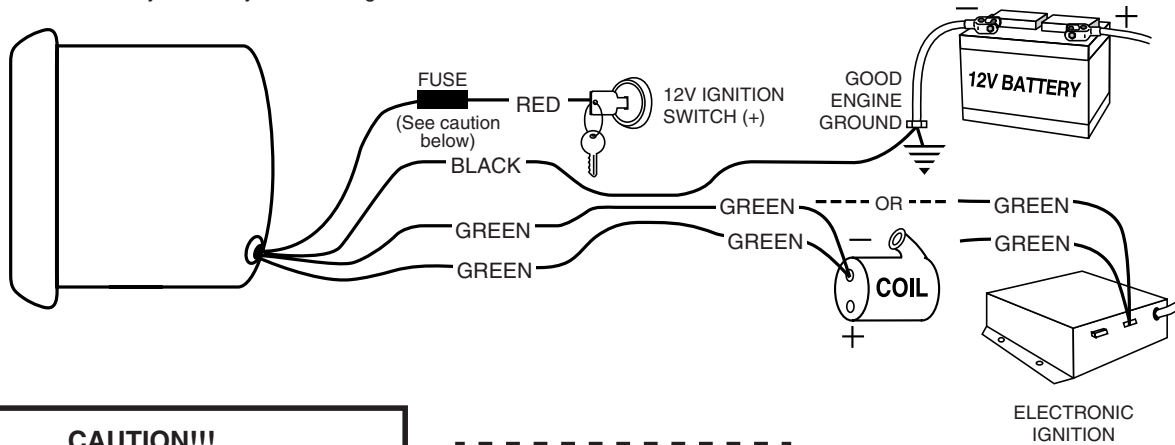


1 Pulse - Both switches left.
2 Pulse - Both switches right.



Wiring

Always connect both green wires to the ignition tach terminal, if available. Otherwise connect both green wires to one of the coil negatives on single coil ignitions. Older models may have only one coil negative.



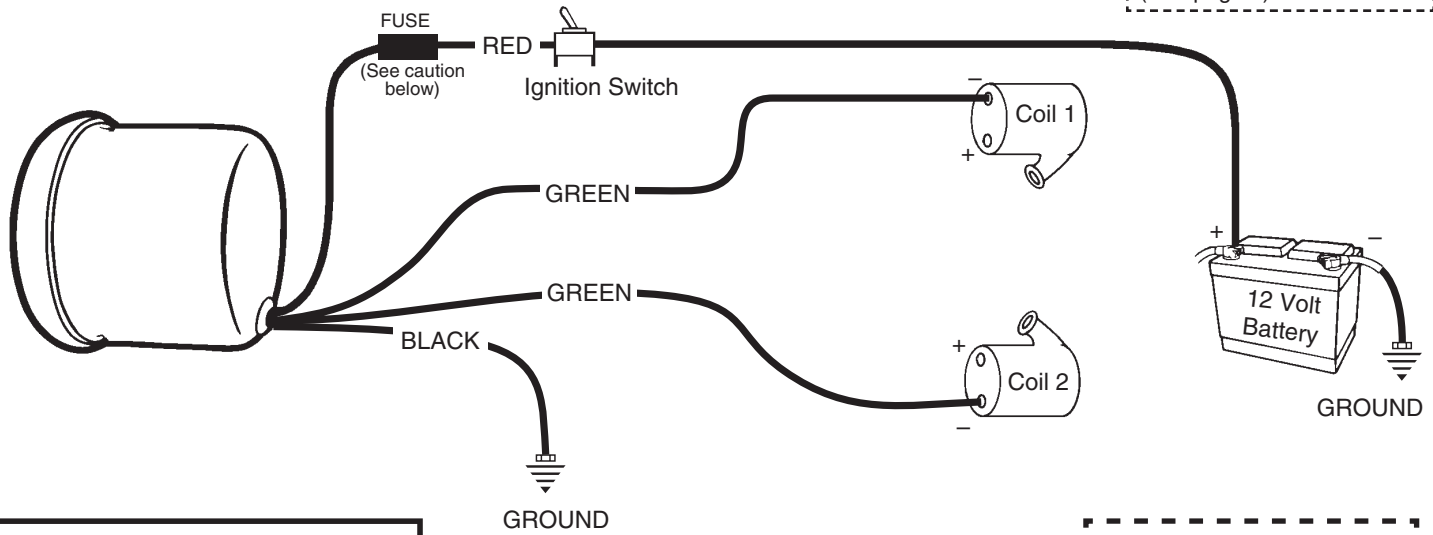
CAUTION!!!
As a safety precaution, the +12V terminal of this product should be fused before connecting it to the 12V ignition switch. We recommend using a 3 Amp, automotive type fuse.

WARNING
Do not connect red wire to coil. Only connect to ignition switch or battery and through separate switch.

WARNING
Warranty will be void if connected to coil on MSD ignitions. Attach only to tach terminal.

Ignitions with Two Ignition Coils

Leave calibration switches set to 1 pulse per revolution. (See page 1)



CAUTION!!!
As a safety precaution, the +12V terminal of this product should be fused before connecting it to the 12V ignition switch. We recommend using a 3 AMP automotive type fuse

WARNING
Do not connect red wire to coil. Only connect to ignition switch or battery and through separate switch.

Suggestion: Auto Meter does not provide/offer custom mounting brackets with these tachometers. Refer to your favorite, local cycle dealer or mail order house for a size, shape, style that suits your specific needs.