



**CAUTION:** Disconnect the battery during installation. Tighten nuts on the backclamp only slightly more than you can tighten with your fingers. Six **inch-pounds** of torque are sufficient. Over tightening may result in damage to the instrument and may void your warranty.

1. **Location:** The tachometer should be located at least 18" from a magnetic compass. Some interference (erratic operation) may be noticed on the tachometer during radio transmissions. This will neither damage a Faria® tachometer nor affect accuracy when not transmitting.

2. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the tachometer, except the light, which requires a 1/4" insulated female blade terminal.

3. Using a small screwdriver, *SLIGHTLY* depress and turn the selector switch on the back of the tachometer to the correct position to match the number of cylinders (see label on the side of the tachometer). *Depressing the switch too hard may cause damage to the tachometer!* Be sure the selector switch has locked into the detent at the correct position by slightly rotating the switch back and forth with the screwdriver.

4. Cut a 3-3/8" diameter hole in the dash and mount the

tachometer with the back clamp supplied.

5. Connect a wire to the tachometer stud marked "GND" (ground) and secure with a nut and lock washer. Connect opposite end to the boat's electrical ground, generally available in several locations at or near the instrument panel.

6. Connect a wire to the tachometer stud marked "BAT" (battery) and secure with a nut and lock washer. Connect the opposite end to a 12VDC circuit that is activated by the ignition switch.

7. Connect a wire to the tachometer stud marked "SIG" (signal) and secure with a nut and lock washer. Connect the opposite end to the negative "-" side of the ignition coil or to the terminal marked "TACH" on solid-state ignition systems.

8. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the boat's instrument lighting circuit. No separate ground is required for lighting. Reconnect the battery.

**NOTE:** A.) To change light bulb, twist black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of assembly. It is a GE No. 194 instrument lamp.

B.) If your Tachometer is equipped with a hourmeter, the hourmeter will be energized when the the engine is running.