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 is sufficient. Overtightening may result in damage to the instrument and may void your warranty.

Note
a. To change light bulb, twist black socket assembly one-eighth turn counter clockwise until it pops out. Bulb pulls straight out of assembly. Use a GE No. 194 instrument lamp for replacement.

Installation
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 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.

3. Cut a 3-3/8” (for 4” tachometer or 4 3/8” for 5”) diameter hole in the dash and mount the tachometer with the backclamp supplied.

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

5. 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.

6. 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.

7. To connect sender, refer to the Sender Connections and Calibration sections on reverse side of this sheet.

Wire Connections
It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the tach, except the light, which requires a 1/4” insulated female blade terminal.

Reconnect Power
8. Reconnect the battery.

Engine Running Only Hourmeters
Engine Running Only hourmeters by Faria Beede have an icon in the left hand corner of the display. The icon lets the operator know that hours are being displayed.

During normal operations the icon displays solid when the key is on and the engine has not yet been started. Turning the engine on activates the counting function. The icon will begin to blink indicating that the hourmeter is currently counting hours for the connected engine. This is normal.

See below for diagram of wire connections.

Standard Case - Wire diagram
### Calibration

There is some overlap between ranges to assure that there are no “gaps” in the calibration coverage. The “fine adjustment” of calibration is accomplished by varying the trimming POT located behind the plastic stop-plug (if provided) on the rear of the case. Once calibration has been completed, proceed with the calibration as follows:

1. If the number of teeth on the flywheel is known, set the calibration “coarse adjustment switch” using a fine blade slotted head screwdriver to their applicable position. If not, then set the calibration switch as the trim pot as detailed in Step 2.

2. Set up a calibrated “shop tach” or “strobe tach” to monitor the engine’s true RPM. Start the engine and (after an appropriate warm-up period and with the shift in neutral) increase its speed to the boat’s normal cruising RPM as read on the shop tach. (If the “coarse switch” was not set in Step 1, set it now to the position that causes the tachometer to read closest to the true RPM).

3. Once calibration at the engine’s normal cruising RPM has been set, the tachometer will simultaneously be calibrated at all engine speeds. Replace the plug. This completes the installation and calibration procedure.

* Some diesel engines incorporate a governor that limits full throttle RPM to a pre-set level equal to the engine’s recommended maximum cruising speed.

**WARNING!** Be absolutely sure that your engine has properly functioning and certified governor before attempting this alternate procedure.