Indicates potential hazard that could result in death or injury.

**WARNING**

Indicates potential hazard that could result in vehicle damage.

**CAUTION**

Indicates special information to make maintenance easier or instructions clear.

**NOTE**

Indicates special information to make maintenance easier or instructions clear.
Installation

1. It is recommended that you use the included color coded wire extension leads.

2. Cut a 2-1/16” dia hole in the dash and mount the gauge with the backclamp supplied.

3. Connect the gray extension lead blade terminal to the positive (+) blade terminal of the hourmeter and plug the bullet end into the gray wire of the main engine harness.

4. Connect the black extension lead blade terminal to the negative (-) blade terminal of the hourmeter and plug the bullet end into the black wire of the main engine harness.

5. Reconnect the battery.

**NOTE:** The hourmeter will run as long as the ignition switch remains in the “on” position. The hourmeter draws very little current and will operate from 8 - 32 VDC.

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**Mounting Hardware Kit**

- A x 2
- B x 2
- C x 2

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**CAUTION**

- Disconnect battery during installation.
- Tighten nuts on backclamps only slightly more than you can tighten with your fingers. Six inch-pounds of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty.
- Gasket cement or other adhesive is not required to secure tubing to fittings.
## Trouble Shooting

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<th>Inspection</th>
<th>Diagnosis</th>
<th>Action</th>
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<tr>
<td>Gauge Sticks</td>
<td>A. Backclamp may be too tight.</td>
<td>1. Slightly loosen nuts holding backclamp. Check operation.</td>
<td>1. If gauge works and is not loose in panel continue using gauge.</td>
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<tr>
<td>Gauge Inoperative</td>
<td>A. Connections on back of hourmeter may be loose.</td>
<td>1. Check to see that all connections are tight and contain no corrosion.</td>
<td>1. If connections are tight and contain no corrosion, and there is power to the key and the key is on, replace hourmeter.</td>
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