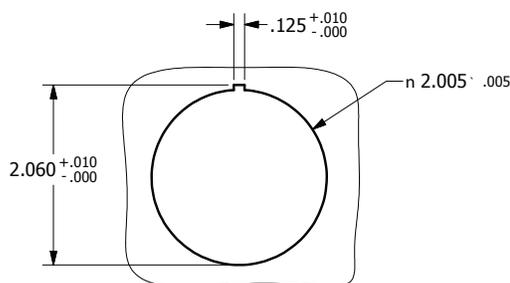
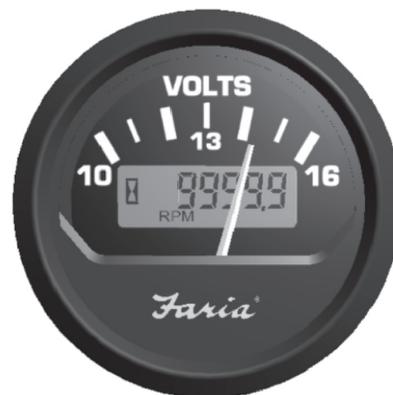




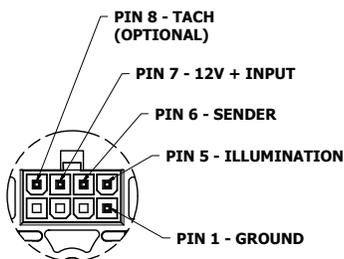
# Installation Instructions Voltmeter with Tach/Hour

The voltmeter with the built in Tachometer/Hour meter keeps track of true engine RPM and running time for all types of gasoline engines. The Tach/Hour unit is powered by an internal lithium battery. The operation of the Tach/Hour meter is triggered by external leadwire, wrapped around the spark plug wire of the engine. Since the unit is triggered by the spark of the engine, the hours and the RPM display actual operation. This is useful for maintenance and warranty applications for any type of engine-powered machinery.

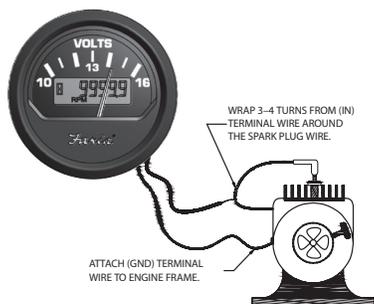
The RPM is displayed when the engine is running. Hour usage is displayed when the engine is off and remains visible.



RECOMMENDED MOUNTING HOLE



8 PIN MOLEX CONNECTOR



**CAUTION:** Disconnect the battery during installation.

1. A voltmeter will read most accurately if connected to or near the switched “+” positive terminal of the ignition switch thus providing a better indication of the true battery voltage (engine off) and alternator/regulator output voltage (engine running).
2. Be certain to use stranded, insulated wire not lighter than 18AWG.
3. Cut a 2.005” diameter hole with key area (see diagram) in the dash and mount the gauge, by pushing the gauge with the backclamp supplied into the hole.
4. Using an 8-Pin Molex Connector, connect the wires to the gauge. Connect the wire from pin 7 (12 VDC “+” (positive)) to a circuit that is activated by the ignition switch.
5. Connect a wire from pin 1 (“GND” (ground)) to the electrical ground, generally available in several locations at or near the instrument panel.
6. Connect a wire from pin 5 (Lighting (Illumination)) to the positive “+” side of the instrument lighting circuit.
7. Wrap a wire from pin 8 (Tachometer) around the spark plug wire 3 or 4 turns and cover with a water proof tape.
8. Reconnect the Battery.