



Caution

Disconnect the battery during installation.

Tighten nuts on the back clamp only slightly more than you can tighten with your fingers. **Six inch-pounds of torque is sufficient.** Over tightening could result in damage to the instrument and may void your warranty.

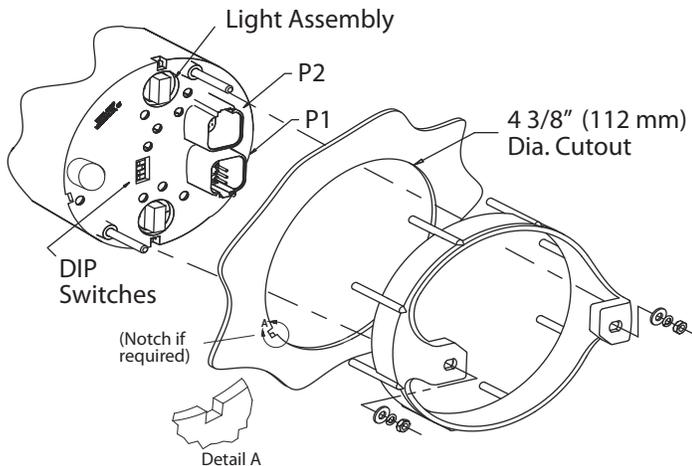
Ensure wire insulation is not in danger of melting from engine exhaust heat or interfering with moving mechanical parts when connecting sensors.

Note

To change the LED light, twist out socket assembly one-eighth turn counterclockwise until it pops out. Replace with a KTF053 bulb kit (LM0067).

Installation

1. Location: Some interference (erratic operation) may be noticed on the gauge during radio transmissions. This will neither damage the gauge nor affect accuracy when not transmitting.
2. Be certain to use stranded, insulated wire not lighter than 18AWG.
3. Cut a 4-3/8" (112 mm) diameter hole in the dash and mount the tachometer with the back clamp supplied.
If required cut a .175" wide by .115" deep notch to accept the key on the case.



Wire Connection

P1	SWITCH SETTING	1	2	3
1 - B+	4 POLE/CYL	OFF	OFF	ON
2 - LIGHTS	6 POLE/CYL	ON	ON	OFF
3 - TACH	8 POLE/CYL	OFF	ON	OFF
4 - FUEL	10 POLE	ON	OFF	OFF
5 - N/C	12 POLE	OFF	OFF	OFF
6 - GND				

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1. Connect a wire from pin 1 to the '+' (positive) 12Vdc circuit that is activated by the ignition switch.
2. Connect a wire from pin 2 to the positive portion of the lighting circuit.
3. Connect a wire from pin 3 to the terminal or wire originating from the unrectified side of the alternator. Tachometer plug-in harnesses are sometimes available from the engine manufacturer to simplify the hookup.
4. Connect a wire from pin 4 (FUEL) to the Fuel Sender.
5. Connect a wire from pin 6 to the vessel's electrical ground, generally available in several locations at or near the instrument panel.
6. Reconnect the battery.

Configuration

ON	SWITCH SETTING	1	2	3	4
	4 POLE/CYL	OFF	OFF	ON	OFF
	6 POLE/CYL	ON	ON	OFF	OFF
	8 POLE/CYL	OFF	ON	OFF	OFF
	10 POLE	ON	OFF	OFF	OFF
	12 POLE	OFF	OFF	OFF	OFF

Using the DIP switches on the back of the tachometer, configure the Tachometer to the correct Pole/Cylinder settings.
The correct settings can be found on the label on the side of the tachometer called Switch Setting.

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. Icon → This is normal.