

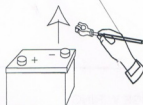


Read and follow these instructions carefully before proceeding with installation. Do not deviate from wiring instructions. Incorrect wiring could cause an electrical short with possible fire. Make sure that wiring is dressed away from moving or hot engine components. If wires run thru drilled holes, protect the wires using grommets and de-burring the holes. Always disconnect battery before making electrical connections. Before re-connecting battery be sure all connections are properly made and soldered.

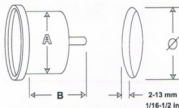
This instrument is designed to work on 12 volts systems.

Make sure you have sufficient clearance in and behind the panel prior to installation of any instrument.

Disconnect Battery

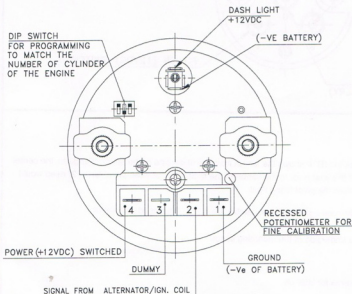


Identify Location, Check for Clearance, Drill Hole.



| A | | B | | C | |
|-------|------------|---------|----------|-------|-------------|
| 52 mm | 2 1/16 in. | 68 mm | 2.67 in. | 54 mm | 2 1/8 in. |
| 65 mm | 3 3/8 in. | 87.3 mm | 3.44 in. | 67 mm | 3 13/32 in. |

TACHOMETER WIRING



CALIBRATION CHART FOR TACHOMETER (0 TO 8000 RPM) WITH DIP SWITCH :- a. FOR TACHOMETER IF SIGNAL IS TAKEN FROM IGNITION COIL:-

| DIP SWITCH | | | DIP SWITCH POSITION | | | |
|------------|-----|-----|---------------------|-----|---|-----------------|
| 1 | 2 | 3 | ON | OFF | 4 | FACTORY SETTING |
| ON | OFF | OFF | ON | OFF | 4 | |
| ON | OFF | ON | ON | ON | 6 | |
| ON | ON | OFF | ON | ON | 8 | |

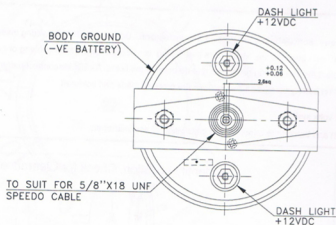
| CALIBRATION TABLE | | | |
|-------------------|------------|------------|------------|
| FREQUENCY IN Hz | | | |
| RPM | 4 CYLINDER | 6 CYLINDER | 8 CYLINDER |
| 1000 | 33 | 50 | 66 |
| 2000 | 66 | 100 | 132 |
| 3000 | 99 | 150 | 198 |
| 4000 | 132 | 200 | 264 |
| 5000 | 165 | 250 | 330 |
| 6000 | 198 | 300 | 396 |
| 7000 | 231 | 350 | 462 |
| 8000 | 264 | 400 | 528 |

b. IF IGNITION TYPE THAT PROVIDES A PULSE PER REVOLUTION TYPE SIGNAL:-

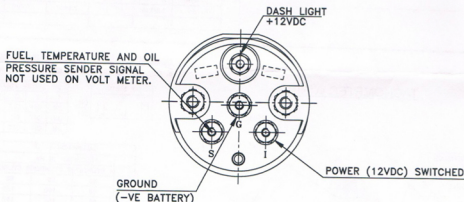
| DIP SWITCH | | | DIP SWITCH POSITION | | | |
|------------|-----|-----|---------------------|-----|--------------|--|
| 1 | 2 | 3 | ON | OFF | NO. OF POLES | |
| OFF | OFF | OFF | OFF | OFF | 10 | |
| OFF | OFF | ON | OFF | ON | 12 | |
| OFF | ON | OFF | ON | OFF | 20 | |

| CALIBRATION TABLE | | | |
|-------------------|----------|----------|----------|
| FREQUENCY IN Hz | | | |
| RPM | 10 POLES | 12 POLES | 20 POLES |
| 1000 | 70 | 100 | 140 |
| 2000 | 140 | 200 | 280 |
| 3000 | 210 | 300 | 420 |
| 4000 | 280 | 400 | 560 |
| 5000 | 350 | 500 | 700 |
| 6000 | 420 | 600 | 840 |
| 7000 | 490 | 700 | 980 |
| 8000 | 560 | 800 | 1120 |

SPEEDOMETER WIRING



FUEL, TEMPERATURE, VOLT AND OIL PRESSURE GAUGE WIRING



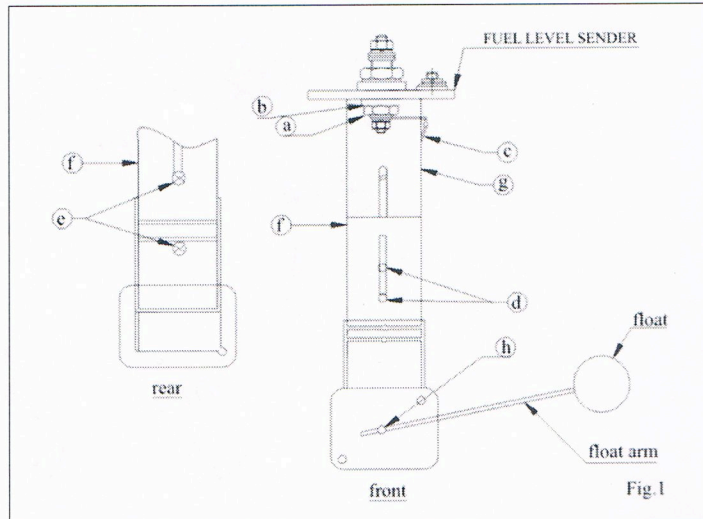
Adjustable fuel level sender

a. Measure depth of the fuel tank. Locate this dimension in Column "B" it shows the length from the underside of the sender flange to the center of the float pivot. Column "C" shows distance from the center of the float pivot to the center of the float ball. For example a tank 12" deep would need a measurement of 6" from the flange to the pivot and 7.8" from the pivot to the float.

b. For tank depths up to 6" to 15-1/2" it will be necessary to eliminate a part of the assembly. (See Fig. 1) proceed as follows:

1. Remove nut "a" washer "b" and ring terminal "c" from the underside of the mounting flange.
2. Remove two screws "d" and discard.
3. Remove two screws "e" from the plastic housing and reserve for later us.
4. Carefully remove bracket "f" from the plastic housing and discard. Replace with bracket "g" in the housing and loosely re-install the two screw "e" into housing.
5. Slide housing up or down until the proper dimension from Table 1 is reached, then tighten screws securely.
6. Replace ring terminal and hardware.

CAUTION : Do not over tighten hardware, to avoid damage to the threads.



III. For tank depths of 16" to 21" no disassembly of the sender bracket is necessary.

1. Remove ring terminal as instructed in section II, above
2. Loosen two screws "d" and adjust the plastic housing up or down until the proper dimension from Table 1 is obtained, then retighten screws securely.
3. Re-install ring terminal and hardware, and tighten all hardware securely, avoiding over tightening.

IV. To install the float assembly, loosen screw "h", remove the short piece of rod, and discard. Insert the float rod until the proper length "C" from Table 1 is met, then tighten the screw securely. Carefully cut off any excess rod with bolt cutter or similar tool, taking care not to damage the assembly.

NOTE : Make sure the float is installed as shown in Fig. 1. If installed backwards, the fuel gauge will indicate "full" when the tank is empty, and "empty" when the tank is full.

1. With the gasket in place below the flange, carefully feed the float arm and sender body into the 1.697" (43mm) hole in the tank. Make certain the float arm has free motion within the tank. Using the sender flange as a template, locate the position of the five mounting holes. Use the supplied screws to mount into a tank with threaded inserts in place.

2. Insert fuel sender assembly into tank, align holes and thread in mounting screws. Check that all screws are secure to complete assembly

TABLE 1 (dimension in inches)

| A | B | C | A | B | C | A | B | C |
|------|------|-----|------|------|------|------|-------|------|
| 6.0 | 3.0 | 3.5 | 12.0 | 6.0 | 7.8 | 18.0 | 9.0 | 12.0 |
| 6.5 | 3.25 | 3.8 | 12.5 | 6.25 | 8.1 | 18.5 | 9.25 | 12.3 |
| 7.0 | 3.5 | 4.2 | 13.0 | 6.5 | 8.5 | 19.0 | 9.5 | 12.6 |
| 7.5 | 3.75 | 4.5 | 13.5 | 6.75 | 8.9 | 19.5 | 9.75 | 12.9 |
| 8.0 | 4.0 | 4.9 | 14.0 | 7.0 | 9.3 | 20.0 | 10.0 | 13.4 |
| 8.5 | 4.25 | 5.3 | 14.5 | 7.25 | 9.6 | 20.5 | 10.25 | 13.8 |
| 9.0 | 4.5 | 5.6 | 15.0 | 7.5 | 10.0 | 21.0 | 10.5 | 14.2 |
| 9.5 | 4.75 | 6.0 | 15.5 | 7.75 | 10.4 | | | |
| 10.0 | 5.0 | 6.4 | 16.0 | 8.0 | 10.7 | | | |
| 10.5 | 5.25 | 6.7 | 16.5 | 8.25 | 11.0 | | | |
| 11.0 | 5.5 | 7.1 | 17.0 | 8.5 | 11.4 | | | |
| 11.5 | 5.75 | 7.4 | 17.5 | 8.75 | 11.8 | | | |

AVOID OVER TIGHTENING.

