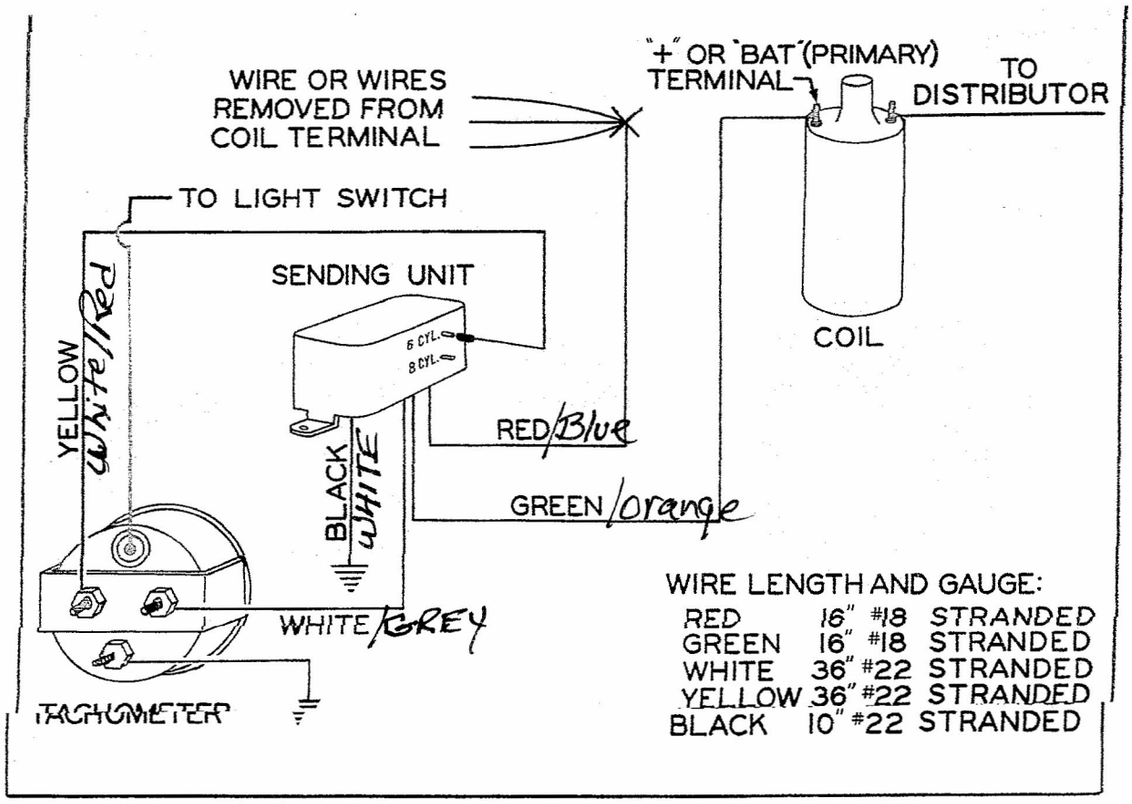

FIGURE 3 WIRING DIAGRAM

WIRING

IMPORTANT: See Figure 2 - Wiring Diagram.

1. Disconnect ground cable from battery.
2. Disconnect all wire from "+" on "BAT" (primary) terminal of coil.
3. Splice the RED lead wire of the Sending Unit to the wires removed from coil.
4. Connect the GREEN lead of Sending Unit to "+" on "BAT" (primary) terminal of coil.
5. Connect terminal of YELLOW lead wire to the appropriate post (6 cyl. or 8 cyl.) on side of Sending Unit.
6. Connect the other end of YELLOW lead wire to the GOLD colored stud on the back of the Tachometer.
7. Connect WHITE lead of Sending Unit to the SILVER colored stud on the back of the Tachometer.
8. Connect a wire to the "GND" terminal of the Tachometer to a ground common to the battery.
9. Connect the BLACK lead of Sending Unit to a ground common to the battery.
10. Connect ground cable to battery.

LIGHTING

1. Assemble bulb and socket. If lamp replacement becomes necessary, use bulb No. 96196 (Trade 57) for 12 volt systems. For 6 volt systems, use bulb No. 92149 (Trade 55).
2. Insert socket into hole in rear of gauge or into light bracket.

   NOTE: If light bracket is needed, use Lighting Kit 366-CH.
3. Secure lead wire from socket into light switch or a panel lighting source.

INSTALLATION CHECK

To check if the Tachometer is properly installed start the engine and accelerate to a tachometer reading of 3500 RPM. When this reading is reached the installation has been properly made.

If a maximum reading of approximately 2500 RPM's is shown, reverse the connection to the terminals on the back of the Tachometer Head.

When the maximum indication is approximately 1500 RPM's then the BLACK lead wire of the Sending Unit is not properly grounded.