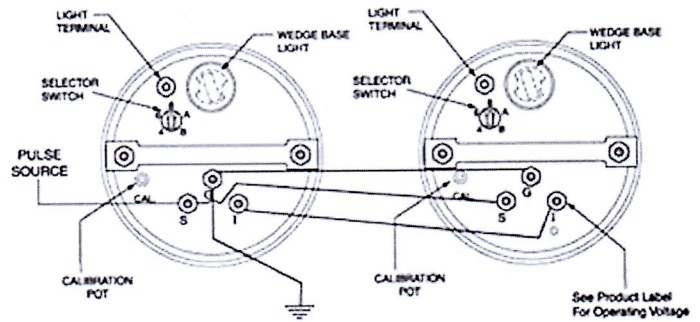


# Tachometers & Tach/ Hourmeters

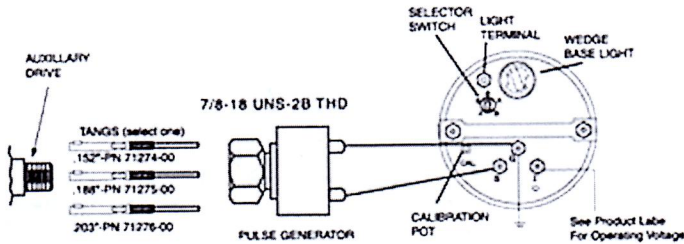
## DUAL TACHOMETER INSTALLATIONS



To install two tachometers using the same signal source, follow the wiring instructions for the correct signal source, then extend all three wires to the additional tachometer.

**NOTE:** If necessary, synchronization is possible by using the proper calibration tool (see instrument label) to turn the calibration "pot" until synchronization is achieved.

## PULSE GENERATOR - P.N. 71266-00



- Run both sender wires to the tachometer and connect one wire to the "S" terminal and the other wire to the "G" terminal along with the ground wire. The sender wires have no polarity.
- Connect "I" terminal to voltage source (12/24 volts dc, neg. gnd.)
- Connect "G" terminal to a suitable surface on chassis for grounding. Avoid painted or coated surfaces.
- Set selector switch to the appropriate position.

**DO NOT** adjust the calibration "pot". These units are pre-calibrated during assembly.

Position "4" = .5:1 Auxiliary Drive Ratio to crank

Position "6" = .75:1 Auxiliary Drive Ratio to crank

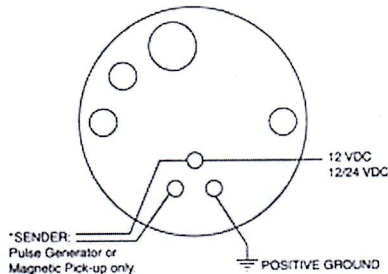
Position "8" = 1:1 Auxiliary Drive Ratio to crank

**NOTE:** Verify the switch setting with the label on the unit, as specifications may vary.

## TROUBLESHOOTING INFORMATION

- The needle not on zero:**  
When the tachometer is not powered, the needle can move freely and will likely not be on zero. When the tachometer is powered (without the engine running), the pointer should be very close to zero. If it is not close to zero, there is a problem with power or ground, or the unit is defective.
- When the engine is running the pointer does not move:**
  - No signal is present at the "S" terminal. Check all signal wiring.
  - Faulty sender. Replace sender.
  - Improper tachometer selection for signal type. Example – using a magnetic sensor driven tachometer with an alternator signal. Verify tachometer selection.
  - Faulty unit. Replace tachometer.
  - Switch positions used are not supported. Switch positions A and B are inactive unless specified. Refer to instructions for switch positions used.
- When the engine is running the pointer pegs at maximum rpm:**
  - Improper tachometer selection for signal type. Example – using an alternator driven tachometer with a magnetic sensor signal. Verify tachometer selection.
  - Faulty unit. Replace tachometer.

## POSITIVE GROUND APPLICATIONS



**NOTE:** Only magnetic pick-up and pulse generator tachometers may be used for positive ground applications.

**CAUTION:** **DO NOT** ground either sender lead.

## 32 VOLT APPLICATIONS

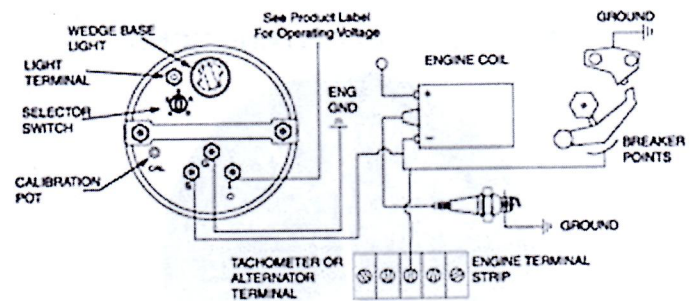
32-volt applications require that lead wire P/N 71781-01 be attached to the "I" terminal of tachometer and positioned away from the sender lead wire. If lighting is desired, the 24-volt kit must be installed.

## LIGHTING INFORMATION

All Datcon tachometers and tach/hourmeters have provisions for optional lighting. Select the proper light kit based on either 12-volt or 24-volt electrical system.

- Use P/N 71224-00 for 12-volt operation and P/N 71224-01 for 24-volt operation.

## 10&12-POLE DIRECT DRIVE ALT/BATTERY IGNITION



**NOTE:** Can be used with most electronic ignition systems.

- Connect "S" terminal to negative terminal of the ignition coil.
- Connect "I" terminal to voltage source (12/24 volts dc, neg. gnd.)
- Connect "G" terminal to a suitable surface on chassis for grounding. Avoid painted or coated surfaces.
- Set selector switch to the appropriate position.  
DO NOT adjust the calibration "pot". These units are pre-calibrated during assembly.
- Position "4" = 4 cylinder, 4 cycle and 2 cylinder, 2 cycle
- Position "6" = 6 cylinder, 4 cycle and 3 cylinder, 2 cycle
- Position "8" = 8 cylinder, 4 cycle and 4 cylinder, 2 cycle
- Position "A" = 10-pole direct-drive alternator
- Position "B" = 12-pole direct-drive alternator