

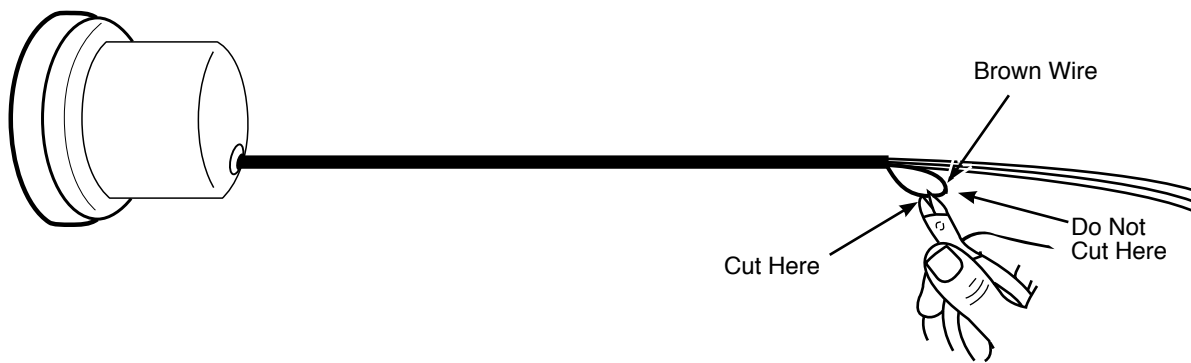
Important Notes

1. This tachometer has an air core meter. The tach pointer may not always rest at zero. This is normal. When engine is started, pointer will position on the correct RPM.
2. This tachometer is not waterproof. We strongly recommend that you take precautions to protect your tach during vehicle washings.
3. An under-charged battery may cause incorrect tach operation. Also avoid connecting tach in series with ballast resistor.
4. When charging battery, make sure the tachometer is disconnected from the battery.
5. Use only supplied or recommended mounting options for your tachometer. Others may void your warranty.
6. Solid core ignition wires may cause tachometer interference.
7. Isolate tachometer wires from ignition and ignition wires.
8. Ignition manufacturers recommend that the ignition and coil be matched according to criteria which they establish (often the ignition and coil are products of the same company). Mismatching coil and ignition types may cause erratic tachometer operation.
9. If you are using a points ignition or your ignition module does not have a tachometer connection, connect the green tach wire to the negative side of the coil.

Calibration

Before wiring your tachometer determine the required pulse per revolution for your application. This tachometer comes from the factory setup to operate in a 2 pulse per revolution application. If your application is 1 pulse per revolution, follow the instructions below.

If used on a 1 pulse per revolution ignition system, cut the brown loop wire on the side, so that after it is cut, there will be two different lengths of wire (Fig. 1). This will allow the wires to lay next to one another and not make contact (Fig. 2). After the wire is cut, lay them next to the other wires, slide the supplied piece of shrink tubing over the cut wires and apply heat to the shrink tubing. We recommend using a hot air gun to shrink the tubing around the wires.



(Fig. 1)



(Fig. 2)

Mounting

19208 Bracket

1. Drill holes in mounting bracket to match the mounting holes on your triple tree.
2. Bolt the tachometer mounting bracket securely in place.
3. Line up holes on tachometer base with holes on mounting bracket. Insert the 1/4"-20 screws through the mounting bracket and tach base and secure with 1/4"-20 acorn nuts.

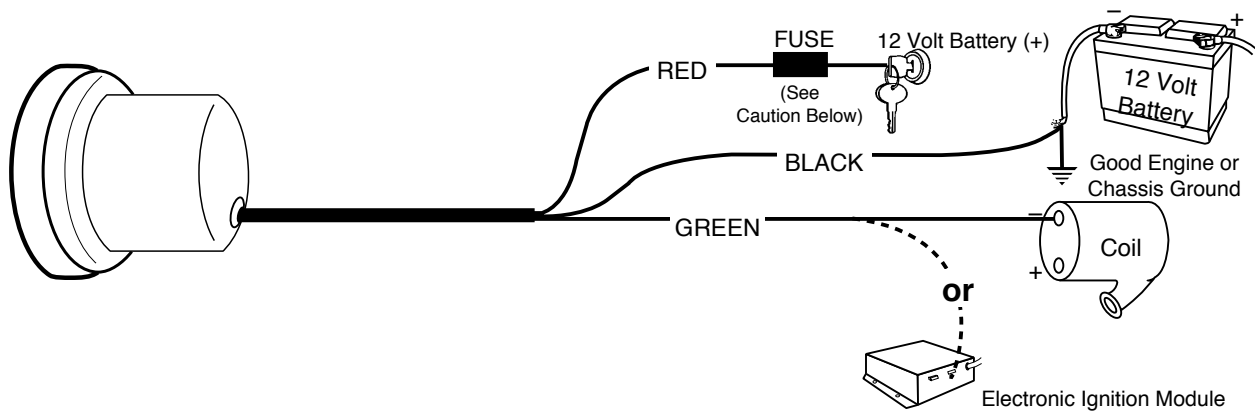
19261

Contact Auto Meter service for mounting recommendations

Wiring

Note: On model 19208 the light is always on when power is applied to the tachometer.

1. All wire connections should be clean and tight.
2. Red wire should be connected to accessory side of ignition switch.
3. Black wire should be connected to good engine or chassis ground.
4. Green wire should always be connected to tach terminal, if available on electronic ignition, otherwise connect the green wire to the negative (-) side of the coil.



CAUTION!

As a safety precaution the Red wire of this product should be fused before connecting it to the positive (+) side of the 12V DC battery. We recommend using a 4 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® # 312 004 or an equivalent) inline with the Red wire of our product.

NOTE TO CONSUMER:

Some models contain a "lifetime" sealed light. It is not consumer serviceable. In the unlikely event that the light should ever fail, the tach must be returned to Auto Meter Products for a no-charge light replacement.

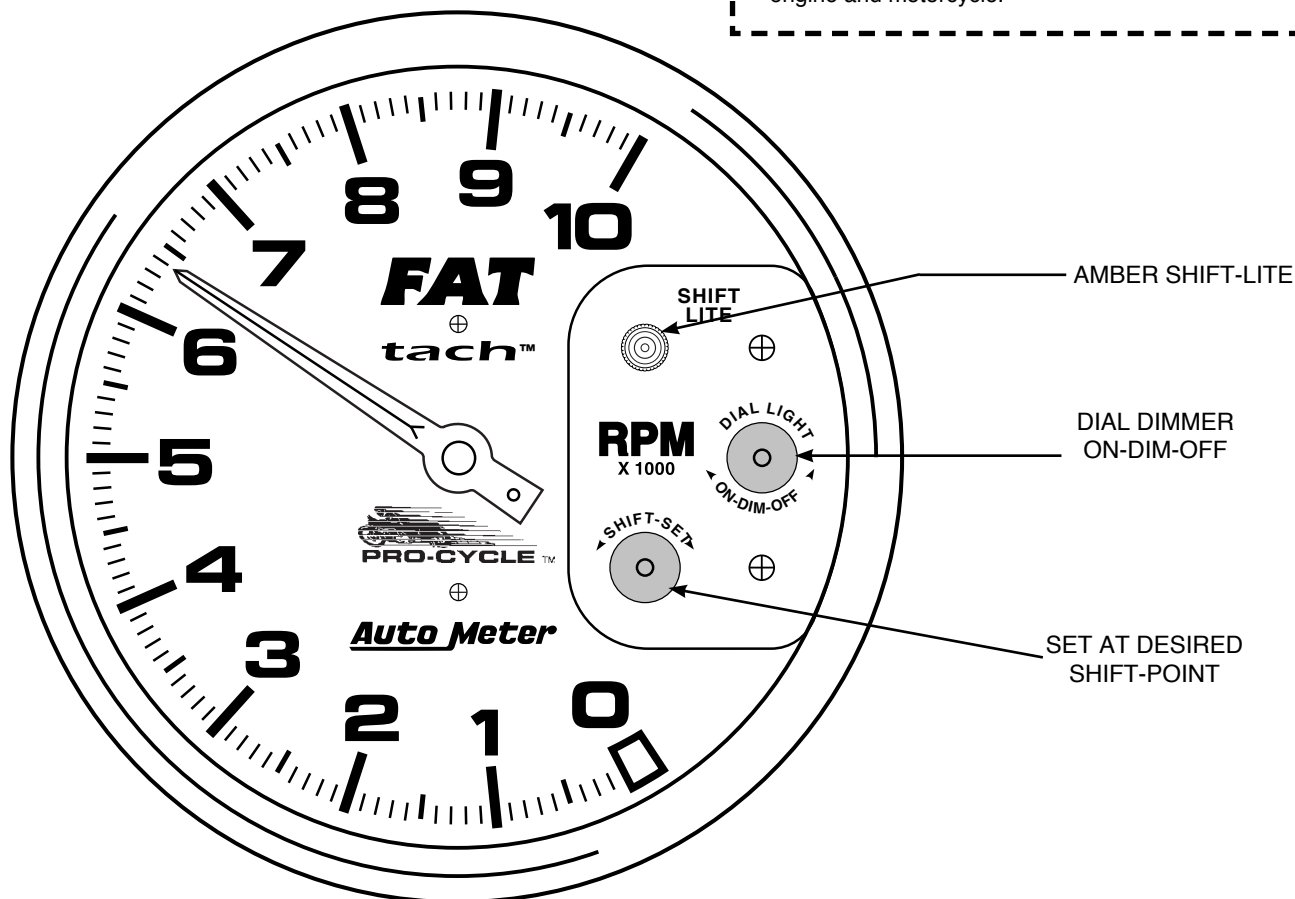
Shift Point Selection

Before setting the shift point determine your engine's RPM for maximum horsepower (see warning below).

With the engine **not** running and power applied to the tachometer, the tach is placed in the shift set mode. Use the shift set adjust to set the pointer to the desired RPM (shift point) value. When the engine is started, the tach will register the engine's RPM. When the tach pointer reaches the set shift point, the amber Shift-Lite will come on. It will stay on until the engine RPM drops below the set point.

WARNING

Check with engine builder for maximum recommended safe shift point before setting shift point on tachometer. Failure to do this could lead to over-revving of engine, causing serious damage to engine and motorcycle.



Model 19261 shown