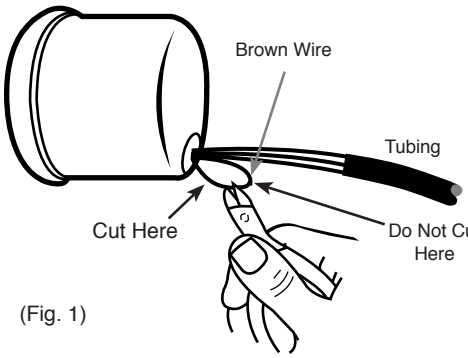
INSTALLATION INSTRUCTIONS

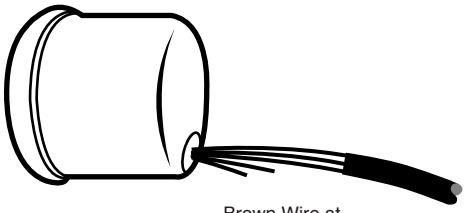
IMPORTANT
WEAR SAFETY GLASSES

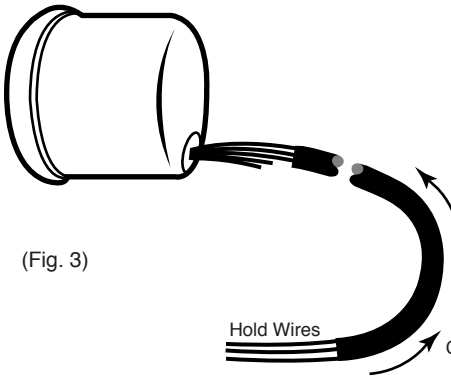
CALIBRATION

Your Pro-Cycle tachometer is calibrated for 1 and 2 ignition pulses per revolution. If used on a 1 pulse per revolution system, cut the brown wire on the side, so that after it is cut it will be at different lengths (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, and slide the tube over them and into the grommet (Fig.3). Slide the tubing by holding the wires after the tube with one hand. Grab the tube with other hand and push apart. After tubing is in the grommet, use the supplied nylon wire tie on the exposed wires to prevent the tube from coming out of the grommet (Fig.4). If used on a 2 pulse per revolution system, the procedure is the same as 1 pulse per revolution except don't cut the brown wire.

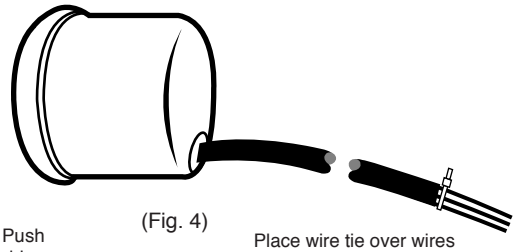


(Fig. 1)


(Fig. 2)
Brown Wire at Different Lengths



(Fig. 3)


(Fig. 4)
Place wire tie over wires and tighten to prevent tubing from coming out from grommet

MOUNTING

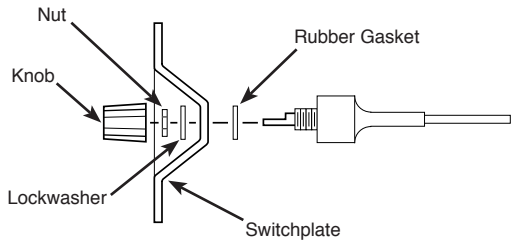
Motorcycle Bracket 19240

1. Drill holes in tach mount to match your mounting holes on your triple tree.
2. Bolt tach mounting bracket securely in place.
3. Line up holes on tach base with holes on tach mount. Position the ¼"- 20 hex head screws through mounting bracket and tach base. Tighten with the ¼"-20 acorn nuts.

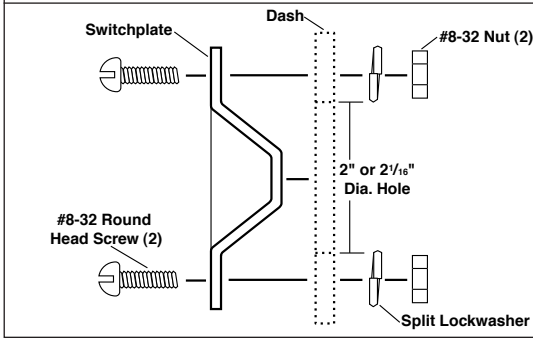
In-Dash Shock Mount

1. Cut a 4 3/16" hole in dash and insert adapter.
2. Use adapter as a template to mark four 5/32" holes on dash for mounting. Remove adapter and drill holes.
3. Mount adapter using four No. 6 screws provided.
4. Insert tachometer hook-up wires through the shock mounting to engine side of dashboard. Use rubber grommets where wires pass through firewall.
5. Peel backing from the four foam-rubber strips provided and adhere them to inside of adapter ring. Apply Pliobond adhesive (available at most hardware stores) to the strips and slide tachometer into adapter, keeping wires away from Pliobond.
6. Check tachometer mounting to be sure tachometer contacts ONLY the rubber pads. If it touches any other part of the car, vibration will be transmitted to tachometer, bypassing the shock mounting.
7. Once Pliobond has dried, tachometer can be removed easily from dash by loosening the No. 6 screws and lifting out shock mounting adapter with tachometer glued to it.

Mounting Switch to Switchplate



Mounting Switch to Dash



193XX Models

We recommend using mounting brackets from Cycle Performance Products. Other styles are available from Yankee Engineuity, 50's Boy and ART Supply. Please see individual manufacturers instructions for directions on mounting your tachometer.

Auto Meter COMPETITION INSTRUMENTS ®

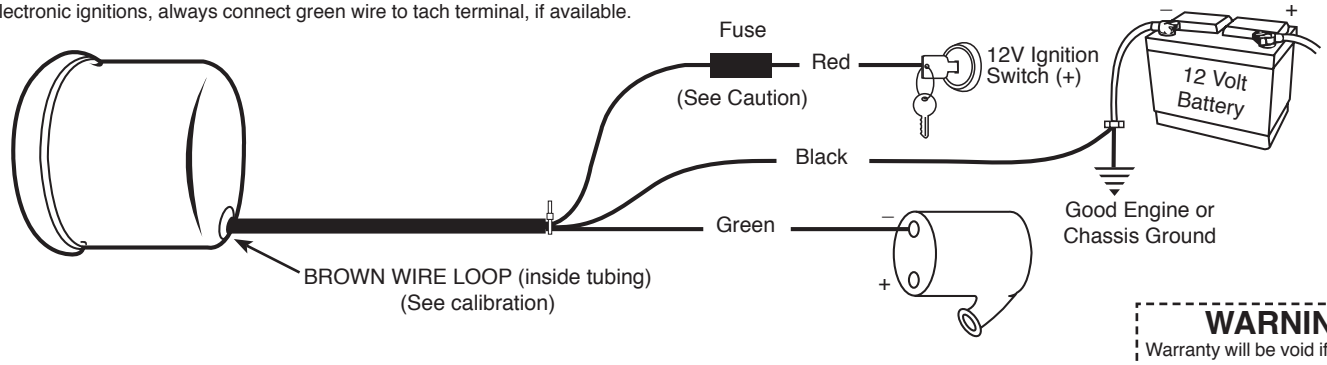
WIRING

Note: Light is always on when power is supplied.

1. The tachometer requires 12 volts to operate.
2. All wire connections should be clean and tight.
3. Red wire should be connected to accessory side of ignition switch.
4. Black wire should be connected to good engine or chassis ground.
5. On electronic ignitions, always connect green wire to tach terminal, if available.

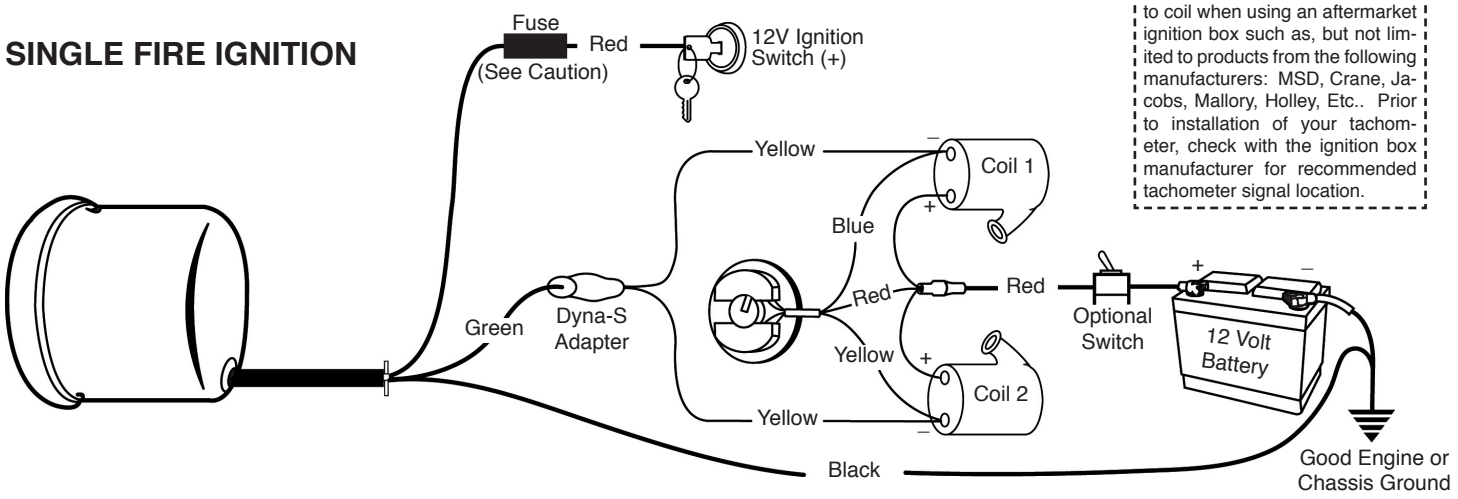
CAUTION!!!
As a safety precaution the RED wire of this product should be fused before connecting it to the positive (+) side of the 12V DC battery. We recommend using a 1 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® #312 001 or an equivalent) inline with the RED wire of our product.

IMPORTANT NOTE
This tach has an air core meter movement. The tach pointer may not always rest at zero. This is normal. When 12V power is supplied, pointer will position to the correct rpm.



WARNING
Warranty will be void if connected to coil when using an aftermarket ignition box such as, but not limited to products from the following manufacturers: MSD, Crane, Jacobs, Mallory, Holley, Etc.. Prior to installation of your tachometer, check with the ignition box manufacturer for recommended tachometer signal location.

SINGLE FIRE IGNITION

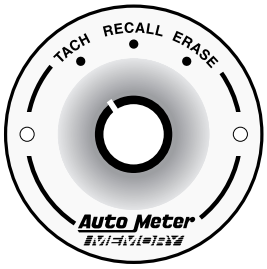


OPERATING MEMORY FEATURE

Memory tachometers record the highest RPM reached during each race. Recall your RPM using dash-mounted remote memory switch. Operate switch as shown here.

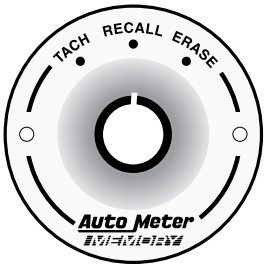
Use As Tach

Race with the switch in "TACH" position.
The tach will function as normal to monitor engine RPM.



Recall RPM

Switch to "RECALL" to display peak RPM.
This can be done during or after a race. To clear for next race, see Erase Memory step.



Erase Memory

Switch to "ERASE" mode before each race.
This clears previous runs from the memory. Recording will begin when switch is returned to TACH mode.