



## MAGNETIC PROBE DRIVEN TACHOMETER Model # DC4000MPD

### INSTALLATION INSTRUCTIONS

#### Wiring:

1. Connect the green wire (pin# 4 -signal) to the white wire from the Probe connector.
2. Connect the black wire (pin# 3- ground) to a black wire from the Probe connector and to a good engine ground.
3. Connect the violet wire (pin# 2- 12V +) through the ignition switch or an ON/OFF switch to the positive (+) terminal of a 12V battery.
4. Connect the blue wire (pin# 1- illumination) to 12V lighting source.

#### Calibration:

Probe tachs are designed to operate on gears with a range of 90 to 200 teeth. To calibrate, remove the calibration access plug (see diagram) and adjust for proper RPM using a small screwdriver. Be careful not to force the screwdriver against stops as damage may occur to the tachometer.

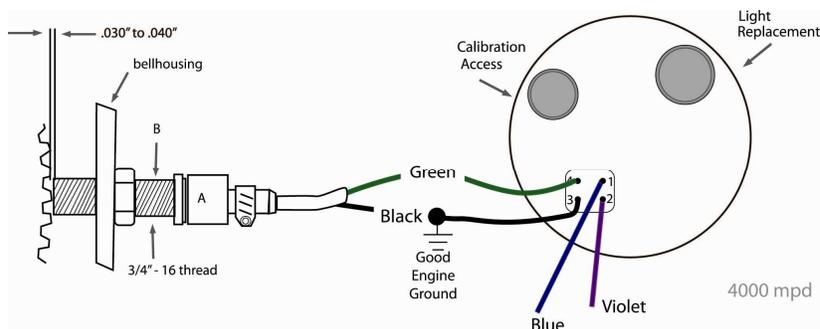
The proper reading can be obtained by running the engine and:

- Using service station test equipment, or
- Using engine governed speed as set point

#### Installation of Probe Trigger:

This tach is triggered by a probe installed on the fly wheel bellhousing, where the probe's signal is activated by the flywheel's gear teeth.

1. Disconnect connector (A) from probe (B).
2. With engine off, insert threaded end of probe trigger into threaded access hole in bellhousing.
3. Screw probe trigger in unit until it touches the gear teeth, then back off  $\frac{1}{2}$  to  $\frac{3}{4}$  turn, leaving a .030" to .040" gap between end of trigger and flywheel. Carefully tighten jam nut, taking care that the probe does not turn.
4. Reattach connector (A) and probe (B).



Part # DCH

Pin # 1 = BLUE, 12v+ illumination  
Pin # 2 = VIOLET, 12v+ ignition power  
Pin # 3 = BLACK, engine or battery ground  
Pin # 4 = GREEN, signal from sender

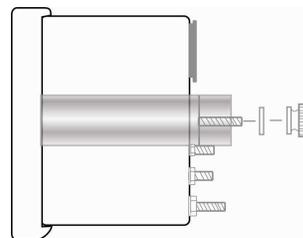


## ALTERNATOR DRIVEN TACHOMETER Model # DC4000DA

### INSTALLATION INSTRUCTIONS

#### Mounting:

1. Cut a 3 7/16" diameter hole in panel or dashboard for the tachometer.
2. Connect wires to tachometer per instructions
3. Secure tachometer using the bracket, nuts and lock washers provided.



#### Wiring:

1. \* Connect the green wire (pin# 4 -signal) to the Phase Tap Output on the alternator.
2. Connect the black wire (pin# 3- ground) to a good engine ground.
3. Connect the violet wire (pin# 2- 12V +) through the ignition switch or an ON/OFF switch to the positive (+) terminal of a 12V battery. *Note: In order to protect electrical wiring, fuse this connection.*
4. Connect the blue wire (pin# 1- illumination) to 12V lighting source.

Note: The pointer on your tachometer may not always rest at zero when the 12V power is off. This is normal. When the engine is started, the pointer will register the correct RPM.

#### Calibration:

This unit is electrically adjustable to accommodate pulley ratios of 1.5 and higher. To adjust tachometer to appropriate RPM, remove Calibration Access pot (see diagram), insert small screw driver in calibration potentiometer and turn to correct RPM.

The proper reading can be obtained by running the engine and:

- Using service station test equipment or
- Using engine governed speed as set point

