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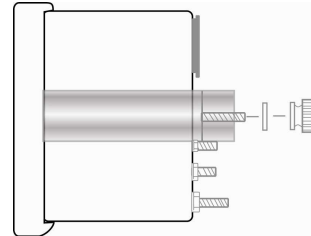
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## ALTERNATOR DRIVEN TACHOMETER Model # DC4000DA

### 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.

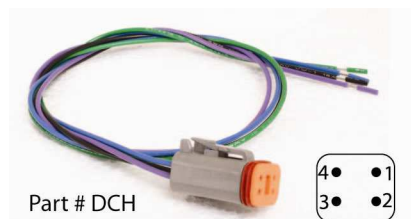
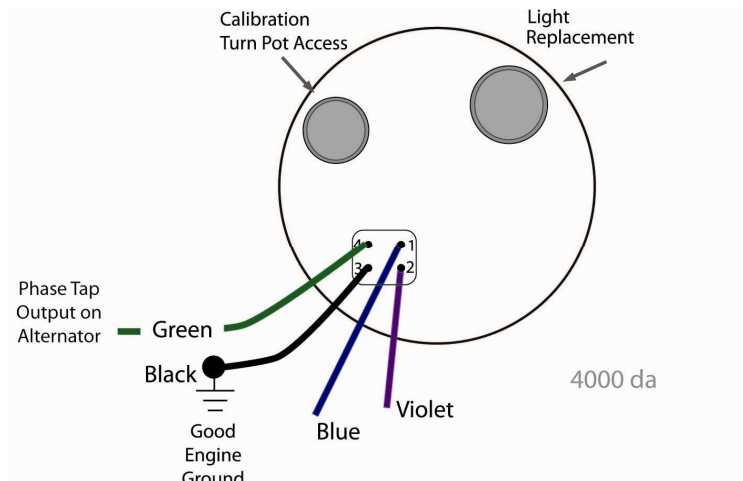
Note: The pointer on your tachometer may not always rest at zero when the 12V power is off. This is normal. When the engine is started, the pointer will register the correct RPM.

#### 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



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