



**Tachometers 0 - 4,000 rpm**  
**Part 0-523-70**  
**Part 0-523-78**

**Installation instructions**

1. Select the system voltage on the back of the gauge via the voltage selector switch. The gauge is fitted with a 12 volt bulb for illumination, but a spare 24 volt bulb is supplied. Find a suitable position to mount the meter, with 100mm clearance behind, and cut a 89mm hole to suit.
2. Connect the terminal 'LT' to the panel light circuit, terminal 'G' to ground (negative), terminal 'I' to an ignition feed (positive) and terminal 'S' to the alternator sender terminal 'W'.
3. Calibrate the frequency in 'Hz' by the following formula:-

$$\text{Hz} = \frac{\text{Number of poles}}{2} \times \frac{\text{Crankshaft pulley}}{\text{Alternator pulley}} \times \frac{\text{Full scale R.P.M.}}{60}$$

e.g. Alternator poles: 12      Crankshaft pulley: 9.5"      Alternator pulley: 4"

$$\frac{12}{2} \times \frac{9.5}{4} \times \frac{4000}{60} = 950 \text{ Hz} = \text{Switch position '8'}$$

Switch position	Frequency Hz
4	350 - 500
6	501 - 750
8	751 - 1000
A	1001 - 1500
B	1501 - 2200

4. When you have calculated the frequency in Hz, set the calibration switch to the corresponding position, then start engine to check operation. (NB. The tachometer needle may rest in any position in transit or storage, but will zero itself when connected).
5. For fine calibration, rev the engine to its off load governed limit and make final adjustments with adjusting tool provided to the screw under the red seal marked 'Cal'. Now fit meter into the dashboard using the clamp provided.



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