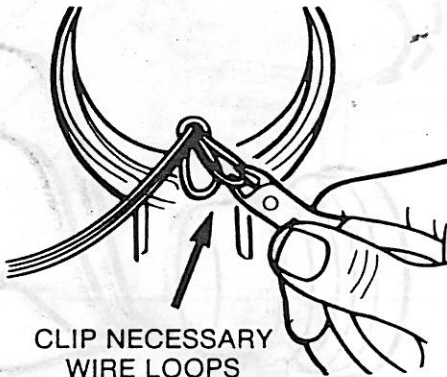


1 Engine Cylinder Adjustments

This tachometer is factory calibrated to operate on 8 cylinder engines. For 6 or 4 cylinder engines, it is necessary for you to make the proper adjustments.



8 CYLINDER

No adjustment necessary.

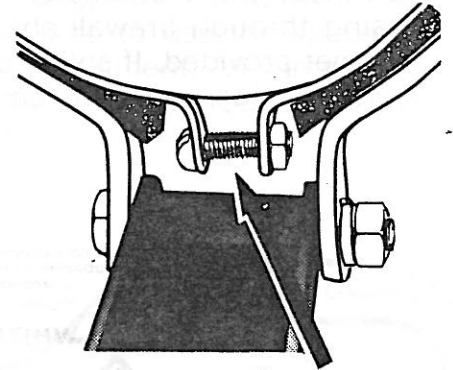
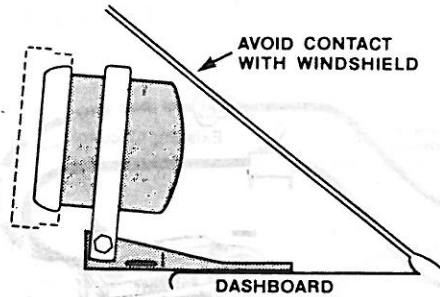
6 CYLINDER

Clip **BROWN** wire loop only. Insulate with electrical tape.

4 CYLINDER

Clip **ORANGE** and **BROWN** wire loops. Insulate with electrical tape.

2 Mounting

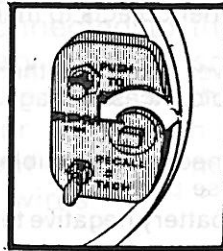


IMPORTANT
FOR PROPER OPERATION OF SHOCK MOUNT, INNER BOLT MUST NOT TOUCH OUTER STRAP OR BASE.

The design of the mounting bracket offers a variety of mounting possibilities. The length of the bracket enables you to mount the tachometer on the dashboard for windshield clearance. The bracket can also be cut if the extra length is not needed.

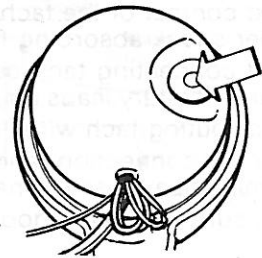
3 Light Replacement

5" Monster Size



Rotate twist-lock socket counter clockwise and remove. Replace the old bulb with Auto Meter #3217 or GE86 bulb.

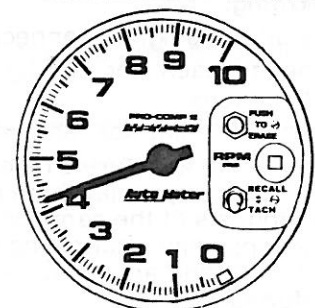
3 3/4" Standard Size



Remove snap plug and replace old bulb with Auto Meter #3216 or GE53 bulb.

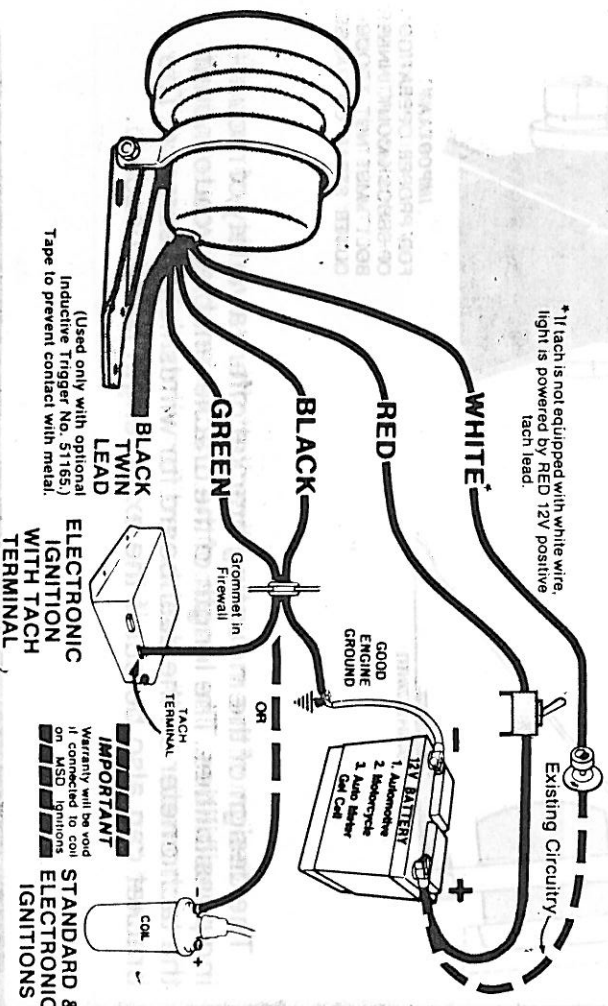
4 Important Note:

The pointer on your tach may not always rest at zero when the 12-Volt power is off. **This is normal.** When the engine is started, the pointer **will** register the correct RPM.



Standard/Electronic Ignitions (Including MSD and HEI, but not Accel BEI*) (Models 5610, 5809, 5811, 6610, 6809, 6811 only)

Connect the tachometer wires as shown below. All wires passing through firewall should be routed through the rubber grommet provided. If splice connector is used be sure to make the connection inside the car's driving compartment.



- #### Installation Tips
1. Mount tach base firmly to reduce vibration, wear and tear.
 2. Avoid contact of the tach with windshield or other objects to maintain rubber shock absorbing feature.
 3. Avoid connecting tach power and ignition power leads together. Use separate battery leads for ignition and tach to avoid excess voltage drop.
 4. Avoid routing tach wires near ignition wiring.
 5. Solder all connections and avoid crimp-type connectors if possible. This will minimize loose connections that could cause problems.
 6. Make sure you have a good ground to engine or battery negative terminal.
 7. Wire installations should be neat and tied down to prevent tugging or fraying of wires at connections.

Trouble Shooting

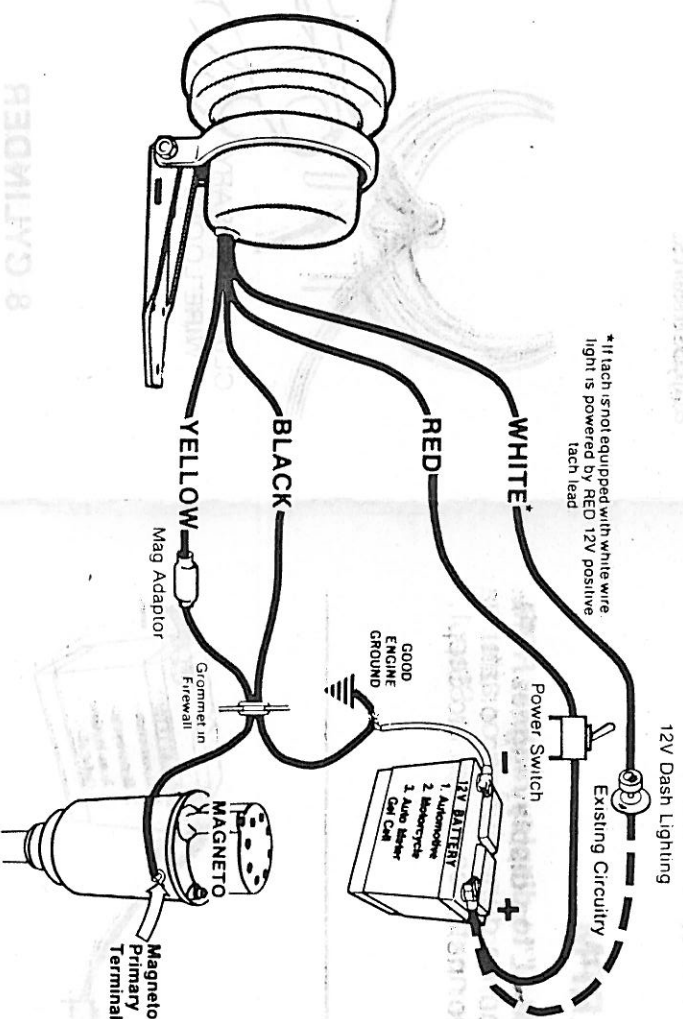
If your tach does not function properly after installation check the following:

1. Are all wires tightly connected to the proper terminals?
2. If neither tach nor dial light work, check ground and 12 Volt power-connections.
3. Check for point float and bounce or other ignition malfunctions.
4. Ignition manufacturers recommend that the ignition and coil be matched according to criteria which they establish (often that the ignition and coil be products of the same company). If they are mismatched, minor malfunctions may occur, showing as erratic readings on the tach. Mismatching coil and ignition types if often the cause of incorrect tach performance.

*For Accel BEI ignitions, send tach to factory for modifications or use Sport Comp model 3904

Vertex Magneto Ignitions (Models 5620, 5821, 6620, 6821 only)

Connect the tachometer wires as shown below. All wires passing through firewall should be routed through the rubber grommet provided. If splice connector is used be sure to make the connection inside the car's driving compartment.



- #### Installation Tips
1. Mount tach base firmly to reduce excess vibration wear and tear.
 2. Avoid contact between the shock mounting tach and windshield or other rigid objects.
 3. A 12 Volt Power source MUST be used to power this tachometer. A 12 Volt motorcycle battery or Auto Meter gel cell battery are good alternatives for cars without batteries. A battery with a 5 Amp hour minimum rating is recommended.

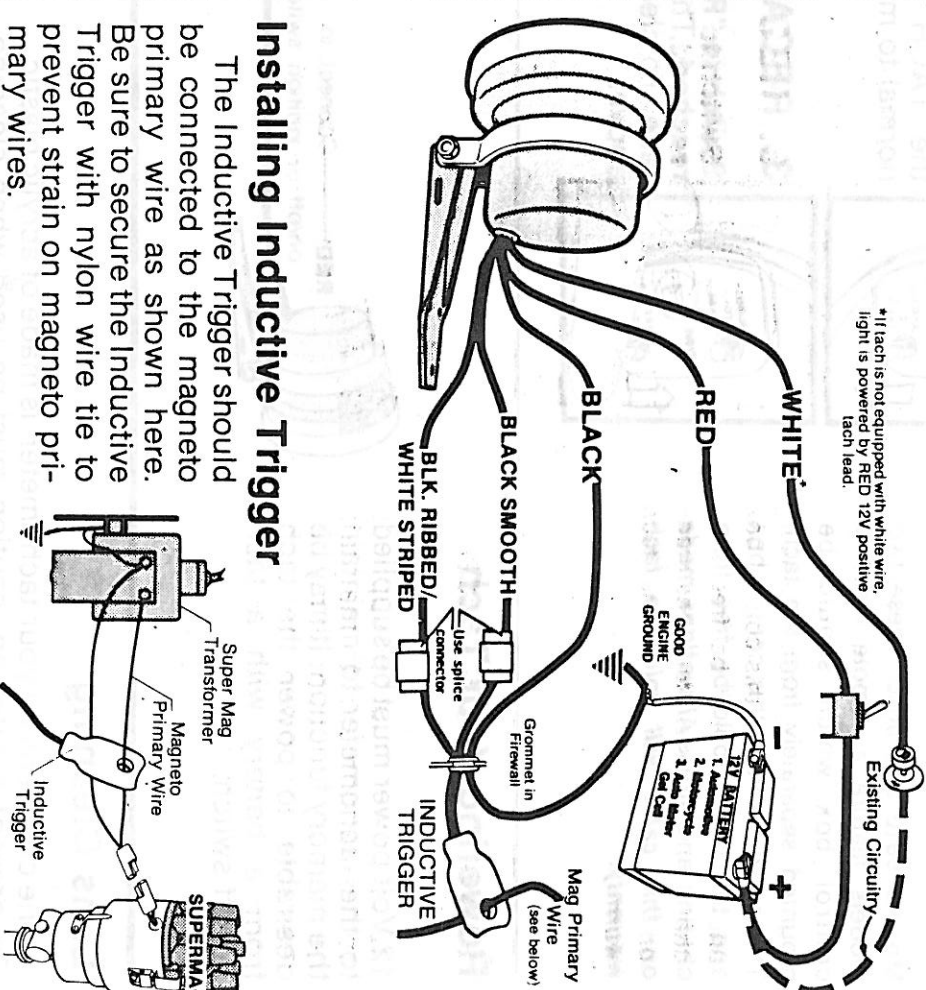
Trouble Shooting

If your tach does not function properly after installation check the following:

1. Are all electrical connections correct and tight?
2. If neither tach nor dial light work, check ground and 12V power connections.
3. Is the Inductive Trigger installed correctly? (On Super Mag models only)

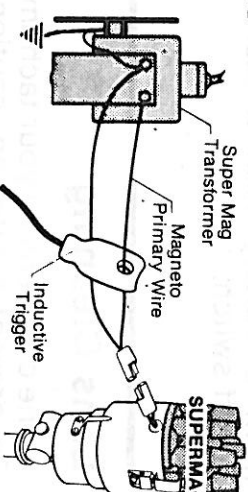
Super Mag Ignitions (Models 5831, 6831 only)

Connect the tachometer wires as shown below. When connecting the Inductive Trigger be sure to use the splice connectors inside the car's driving compartment. All wires passing through firewall should be routed through rubber grommet provided.



Installing Inductive Trigger

The Inductive Trigger should be connected to the magneto primary wire as shown here. Be sure to secure the Inductive Trigger with nylon wire tie to prevent strain on magneto primary wires.



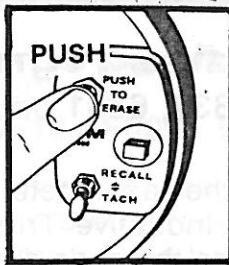
Installation Tips

4. Wherever possible, solder wire connections and avoid crimp-type connectors. This will minimize loose connections that could cause problems later.
5. Make sure you have a good ground to engine and battery negative terminal.
6. Wire installations should be neat and tied down to prevent tugging and fraying of wires at connections.

Trouble Shooting

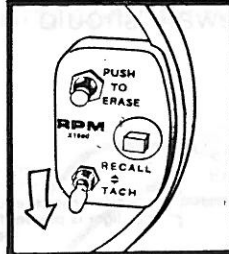
4. Disregard tach readings that occur before engine is started. The Inductive Trigger is so sensitive, it picks up surrounding static until magneto is operative.
5. If problems persist try tach on another vehicle with the same ignition.
6. For changes in ignition type (Super Mag to Standard), send back to Auto Meter for adjustments.

Memory tachometers record the highest RPM reached during each race. The Memory controls are located directly on the tach face and are operated as shown here.



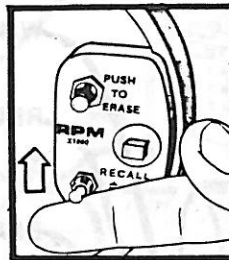
1. ERASE MEMORY

Push "ERASE" button before each race. This clears the Memory from previous runs. You are now ready to record.



2. USE AS TACH

Race with switch in "TACH" position. With the Memory cleared and the toggle switch in the "TACH" position, the tach will function as normal to monitor engine RPM.



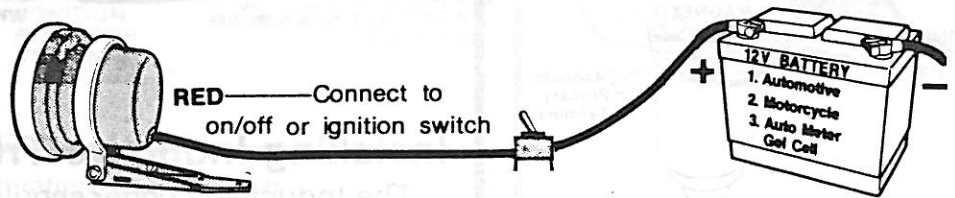
3. RECALL RPM

Switch to "RECALL" to display highest RPM reached. This can be done during or after a race. To clear for next race return to Step 1, above.

Models 6610 and 6620: These two models feature a remote memory control box which should be mounted separately from the tach. The cable between this control box and the tach should be free from chafing and stress. **Alterations made on this cable will void the tach warranty.**

Powering Your Tach

12 Volt power must be supplied to the tachometer to maintain the memory function. It may be desirable to power the tach from a battery with a tach on/off switch.



Lens Cleaning

The clear lens on your tachometer is made of acrylic plastic. To prevent scratching, caution must be used when cleaning. Use a mild, soapy solution and soft cloth to clean. Wipe lightly.



Rush Repair Service, (for all models)

For service send your instrument to address below. Be sure to include a note explaining what the problem is and specify the date you need the instrument back. Normal repairs take approx. 10 days. If you need the instrument back immediately to make a race, then mark the outside of the

box "RUSH REPAIR" and we will return shipment within two days after we receive it. This RUSH REPAIR service is an additional \$3.00 to the cost of the repair. If you are sending the gauge in for Warranty adjustment you must include a copy (or original) of your sales receipt from the retail store where this item was purchased.

12 MONTH LIMITED WARRANTY

Auto Meter Products, Inc. warrants to the consumer that all Auto Meter High Performance products will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this warranty period will be repaired or replaced at Auto Meter's option to the consumer, when determined by Auto Meter Products, Inc. that the product failed due to defects in material and workmanship. This warranty is limited to repair or replacement of parts in the Auto Meter instrument and the necessary labor done by Auto Meter to effect the repair or replacement of the Auto Meter instrument. In no event shall this warranty exceed the original purchase price of the Auto Meter instrument nor shall Auto Meter Products, Inc. be responsible for special, incidental, or consequential damages or costs incurred due to failure of this product. Warranty claims to Auto Meter must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of the product and is non-transferable. Implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the meter seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. Auto Meter Products, Inc. disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by Auto Meter.

FOR SERVICE, SEND TO: Auto Meter Products, Inc. 413 W. Elm St., Sycamore, IL 60178 USA (815) 895-8141