

INSTRUCTIONS

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SPEEDWAY
motors®

910-65029

Tachometer Kit

BEFORE YOU START:

1. Read instructions completely before installation.
2. Install tachometer only when engine is cool and ignition is off.
3. Make sure all necessary tools, materials, and parts are on hand.
4. Refer to your vehicle's service manual for the location of the tachometer sensor port, vacuum system, and/or charging system.
5. Disconnect negative (-) battery cable before installing tachometer

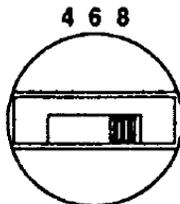
NOTE: It may be necessary to reprogram your radio, clock, etc. after reconnecting the battery.

6. Make sure mounting location does not impair visibility or interfere with driving. Also check behind the mounting location for any wiring or components before drilling.
7. When connecting electrical wires, install crimp terminals and make wire splices as needed. ALWAYS insulate wire splices with electrical tape to prevent shorting.
8. Follow all necessary safety procedures for protection.

ENGINE CYLINDER ADJUSTMENT:

The tachometer is designed for use with 4, 6, and 8-cylinder engines only.

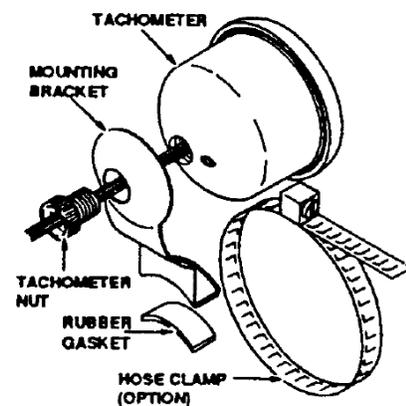
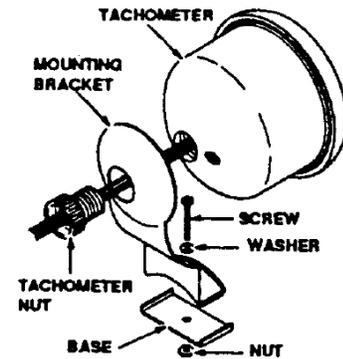
The cylinder select switch on the rear of the tachometer must be set prior to installation. Use your finger or a small screwdriver to slide the cylinder select switch to the appropriate position: 4, 6, or 8



MOUNTING THE TACHOMETER:

For on-dash, under-dash, or on-steering column installation

1. Determine the mounting location and install the mounting bracket. For on-dash or under-dash mounting, drill a 3/16th hole in dash. Install a base and mounting bracket and secure to dash with screw, washer, and nut. To mount on steering column, use large hose retainer clamp (option) and rubber gasket provided.



2. Route tachometer lead wires through mounting bracket and tachometer nut.
3. Make necessary connections to tachometer (see step 4)
4. Install tachometer on mounting bracket and secure with tachometer nut.

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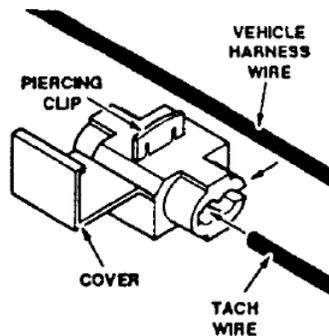
TACHOMETER CONNECTION:

The tachometer will operate on vehicle equipped with distributor ignition systems or distributor-less ignition systems. Connection of tachometer power (red), ground (black), and lighting (white) wires is identical for either ignition system. Connection of tachometer signal (green) wire will vary with vehicle make, model, and type of ignition

Note: When connecting tachometer wires, install crimp terminals and make wire splices as needed. Always insulate wire splices to prevent shorting.

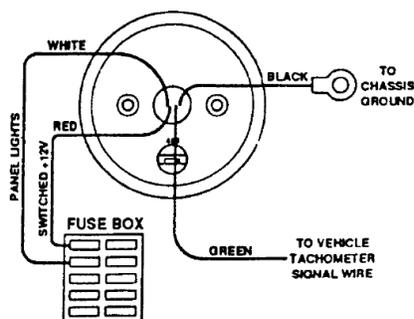
SPLICE CONNECTOR

If necessary, use a splice connector (provided) when connecting tachometer wires to the vehicle's wire harness. Insert the tachometer and vehicle wires as shown, press down on piercing clip to pierce wires, then close and latch splice connector cover.



1. Determine routing for tachometer lead wires. Use an existing firewall grommet, or drill a 3/8" hole through firewall to accommodate lead wires. Install a rubber grommet (provided) in hole, or wrap with electrical tape, to protect lead wires from chaffing or other damage.

2. Install and crimp or solder terminal lug (provided) on tachometer ground (black) wire.



3. Connect tachometer ground (black) wire to negative (-) battery terminal or to a good chassis ground.

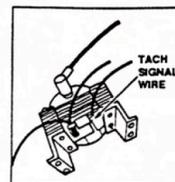
4. Connect tachometer power (red) wire to a switched +12V circuit at fuse box, or splice into any vehicle harness wire which is energized only when ignition key is in on (run) position.

5. Connect tachometer lighting (white) wire to panel lights circuit at fuse box, or splice into any vehicle harness wire connected to the panel lights circuit.

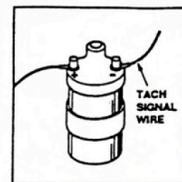
6. Connect tachometer signal (green) wire to appropriate vehicle tachometer signal source.

IMPORTANT:

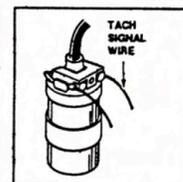
Tachometer signal (green) wire connections may vary with vehicle make, model, and ignition type. Typical tachometer signal source locations are shown in the accompanying illustrations. Always consult the service manual for the vehicle you are working on to ensure proper connection.



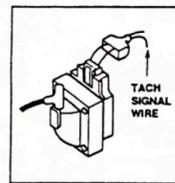
GM EXTERNAL COIL
HEI (1974-1986)



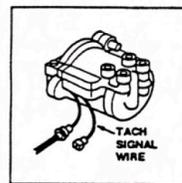
CHRYSLER 6 AND 8
CYLINDER (1972-1986)



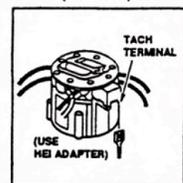
FORD DURASPARK AND
SOLID STATE
(1975-1986)



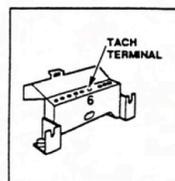
FORD TFI SYSTEMS
(1981-1986)



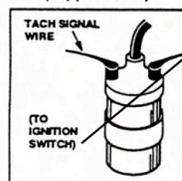
TOYOTA INTEGRATED
IGNITION ASSEMBLY
(IIA) (1983-1986)



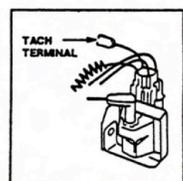
GM INTEGRAL COIL
HEI (1974-1986)



GM DIAGNOSTIC
CONNECTOR AND HEI
(1976-1982)



FORD ALL BREAKER
POINTS AND ELECTRONIC
IGNITIONS (1974)



DELCO EXTERNAL COIL HEI
WITH SEALED CONNECTOR
(1986-PRESENT)

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7. Secure lead wires along their route to prevent damage from sharp edges, moving parts or hot engine components.

8. Turn on ignition. **DO NOT START ENGINE.** Tachometer pointer should rotate to minimum or "0" when ignition is turned on.

9. Start and run engine. Rev engine several times and verify tachometer indication changes as RPM increases and decreases. Make sure tachometer pointer operation is smooth and even.

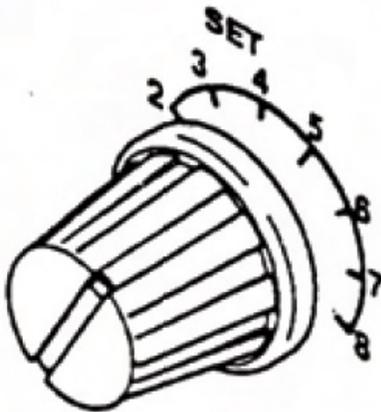
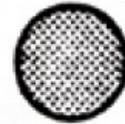
Shift Light Operation (For Shift Light Tachometers Only)

The Shift Light can be used to provide a visual indication of engine "Red Line" (maximum safe engine speed) or engine maximum torque RPM (for maximum horsepower when shifting) Operation of the Shift Light is controlled by the SET knob located on the lower left side of the tachometer.

Rotate the SET knob to the desired engine RPM. When the tachometer reaches the SET point, the Shift Light will turn on.

The Shift Light will remain on until engine RPM falls below the set point.

Shift-Light



IMPORTANT

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SHORTAGES Please check the contents of your delivery to ensure that all parts ordered are received. Refer to your invoice to cross check all items received and inspect all packing materials for contents of small items. Retain original shipping box and packing materials. Orders may be split into multiple boxes which can be delivered on different days. Contact Speedway Motors for instructions regarding shortage claim within 5 days of receipt. Speedway Motors assumes no liability after this 5 day period.

REFUSALS All refused packages will be billed the freight to and from the destination and refused COD orders will be billed a 15% restocking charge plus freight to and from destination.

WARRANTY CLAIMS If the item is used or installed and a warranty claim request is submitted, warranty work is done by the manufacturer and may take up to 30 days for processing. Speedway Motors will be required to follow the manufacturer's warranty instructions to allow for a credit refund or exchange when specified.

RETURNS We want you to be satisfied with your purchase. If you are not satisfied, you may return your new, unused item within 60 days for refund or exchange.

All exchanged or returned merchandise must be in original factory condition with no modifications or alterations. Returned merchandise must include original packaging materials, warranty cards, manuals, instructions, etc. If the returned item requires repackaging, your refund / exchange will be subject to a repackaging charge. Return/Exchange transactions less than \$99 are excluded from the free shipping offer.

HOW TO RETURN AN ITEM Please re-pack the item in a sturdy box, include a copy of your invoice and completed return form. Returns must be shipped prepaid. CODs are not accepted. Shipping costs for exchanged merchandise will be charged to your credit card.

Items that are returned after 60 days are subject to a 15% restocking charges. Fiberglass items returned will be subject to a 15% restocking charge. We are unable to accept returns on electrical parts, video tapes, DVD's, books, special order or closeout merchandise.

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