

**TACHOMETER, GASOLINE INBOARDS & STERN DRIVES**

Check all wire connections again to see that they are tight and not corroded.

Some older style tachometers operate with only sender and ground connections. Veethree tachometers must also have 12vdc to the 'IGN' terminal (usually the ignition switch's accessory terminal).

Voltages with the engine running should be:

- 'IGN' to 'GND' terminals- 12 v dc minimum
- 'SEND' to 'GND' terminals- Approximately 12 volts DC (400 v dc "spikes" may also exist, measure this only if your test meter can handle this voltage range).

Arrow on black rotary switch slot must point directly at setting or the tachometer pointer will go to the end of the scale. It will return when the switch is returned to a position.

Inboard or stern drive tachometers- point switch arrow at 4C, 6C, or 8C corresponding to the number of engine cylinders.

The tachometer does have a potentiometer feature to fine tune the tachometer a few hundred RPM or to synchronize two tachometers.

Mixing brands/types on dual stations may cause operational problems (such as 2 wire/3 wire tachometers).

Tachometer part number is inked on cylindrical part of case.

The tachometer light socket is replaceable- 1/8 twist & pull.

Tachometer will also operate on most outboard engines with 4 through 12 magnetic pole in the alternator.

Fogging: see the separate trouble shooting page regarding fogging and condensation.

Engine manufacturer electronic ignition is compatible.

Aftermarket brand solid state ignitions have not been tested with Teleflex tachometers. Check with the ignition manufacturer for compatibility data.

