

INSTRUCTION SHEET

10,000 RPM RECALL TACH



CALIBRATING

The Tach will function on 4-, 6-, and 8-cylinder engines. To calibrate:

- **8 Cylinder Engine:** Factory preset for 8 cylinders; no calibration needed.
- **6 Cylinder Engine:** Cut Brown OR Orange looped wire on back of tach.
- **4 Cylinder Engine:** Cut BOTH Brown and Orange looped wire on back of tach.

REMEMBER: Be sure to put electrical tape or some sort of insulator to prevent cut wires from touching. **Do not** push cut wires into the case of the tach!

MOUNTING

The tach can be mounted on a pedestal (purchased separately), or by cutting a 3-1/2" hold in a mounting plate. Be careful to route wires so they will not rub on sharp edges, or near coils (due to interference).

WIRING

Make sure all connections are very good, and tight. Poor connections, bad crimps, cheap connectors will cause the tach to not work properly!

- **Black Wire:** Ground
- **Red Wire:** 12V switched power
- **White Wire:** 12V Back Lighting (it is common to combine the white and red wire, and put on top screw of the ignition switch)
- **Green Wire:** Signal Input - On MSD style ignitions using an ignition box, connect to signal port on box. On HEI style ignitions, connect to TACH port on distributor.



CLEANING

Lens is plastic, and should only be cleaned with a mild soap and soft rag. **Do not** pressure wash tach!

REV.10-24

 **WARNING:** This product can expose you chemicals including lead, which is/are known to the state of California to cause cancer, birth defects or other reproductive harm. For more information, go to: www.P65Warnings.ca.gov



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