



*The #1 Choice in
Performance Boating!™*

IGNITION TACHOMETER

Model # GL10000, GL6000, GL8000 - All Colors
Installation Instructions

Wiring:

NOTE: Cutout size - standard 3 3/8", bezel size 3 3/4"

1. Connect terminal marked **SIG** to the coil negative (-) on standard ignitions or to the tach terminal on electronic ignitions.
2. Connect terminal marked **GND** to a good engine ground.
3. Connect terminal marked 12V D.C. through an ON/OFF switch to the positive (+) terminal of a 12V battery.

NOTE: In order to protect electrical wiring, fuse this connection.

4. Connect terminal marked **LIGHT** to 12 volt lighting source.

NOTE: The pointer on your tachometer may not always rest at zero when the 12V power is off. This is normal. When the engine is started, the pointer will register the correct rpm.

Engine Application Adjustments:

This tachometer is factory set up to operate on 8 cylinder engines. For 4 and 6 cylinders engines, or 12 pole applications, it is necessary for you to make the proper adjustments. To do this, first remove the switch access cap on the back of the tachometer. Then, using a small pointed instrument, adjust the switches to match your application.

| APPLICATION | SWITCH SETTINGS | | |
|------------------------------------|-----------------|-----|-----|
| | 1 | 2 | 3 |
| 4 Cyl / 2 Pulse | OFF | OFF | OFF |
| 6 Cyl / 3 Pulse | ON | OFF | OFF |
| 8 Cyl / 4 Pulse | ON | ON | OFF |
| V-6 OUTBOARD 12 Pole / 6 Pulse* | OFF | OFF | ON |

*NOTE: Includes Mercury, OMC, Yamaha and Outboards.

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Trouble Shooting

STEP ONE (this usually solves the problem) - Before you do anything else, check for defective wiring or grounds, as this is the most common cause of failures. Inspect all wiring and terminals. Also, look for corroded or missing engine ground strap connections.

STEP TWO - If pointer in receiver does not move when ignition switch is turned on, check to see that current is actually being carried from the ignition switch to the terminal "I" on the receiver. Also, check to see that paint or corrosion does not prevent proper ground. If pointer still does not move, receiver is defective and must be replaced.

STEP THREE - If receiver meter is not accurate with sender, check the receiver to be sure it is the correct OHM and VOLTAGE.

| QUICK- CHECK TROUBLE LOCATOR | |
|--|---|
| NO INDICATION AT FAR RIGHT | <ol style="list-style-type: none">1. No current to ignition terminal because of broken or disconnected lead.2. Grounded wire between sender and receiver.3. Receiver not grounded.4. Sender defective. |
| EXCESSIVE POINTER FLUCTUATION | <ol style="list-style-type: none">1. Loose wire connections.2. Defective sender |
| LOW READING AT ALL TIMES | <ol style="list-style-type: none">1. Wire to sender broken.2. Sender not properly grounded.3. Defective sender. |
| INDICATES IN ACCURATELY | <ol style="list-style-type: none">1. Incorrect sender.2. Low voltage at receiver terminals.3. Defective sender. |
| POINTER FLUCTUATES WHEN LIGHTS ARE TURNED ON | <ol style="list-style-type: none">1. Engine not properly grounded. |