

INSTALLATION INSTRUCTIONS

FOR HOOD MOUNTED TACHS

Please read all of the instructions prior to beginning installation. Failure to follow the instructions may void your warranty. Your hood tach is a quality product that should give many years of service with a little care during installation.

Template: Use the template to cut the holes in the hood. The Template has instructions for a 68-70 Pontiac GTO. Installation on other makes, models, and/or years may require placement in a slightly different position in order to clear the under hood braces. If in doubt, measure before you cut.

Mounting: this is very important. Your hood tach is carefully sealed to be water tight. When attaching the hood tach to the hood, be careful NOT to over tighten the nut on the studs. Over tightening may cause the base of the tach to warp and destroy the water tight seal. Remember, it is not necessary to “torque it down”.

Electronic hook up: The black wire with the attached metal connector should be securely attached to the firewall or other source of a good ground. The second black wire (Without the metal connector end) is connected to an ignition controlled 12 volt power source, such as the black or yellow wire leading to the windshield wiper or washer motors. This connection is made with the included blue plastic connector. The brown wire is connected to the negative terminal of the ignition coil. The plastic male connector of the wiring harness fits into the female portion of the plug, which is part of the tach unit.

Note: The case of your tach is painted with a dark lacquer primer. You may want to mask it off with masking tape prior to painting to match your car. This will avoid the problem of scraping paint off the glass face.

Enjoy Your Tach!



!!! IMPORTANT !!!

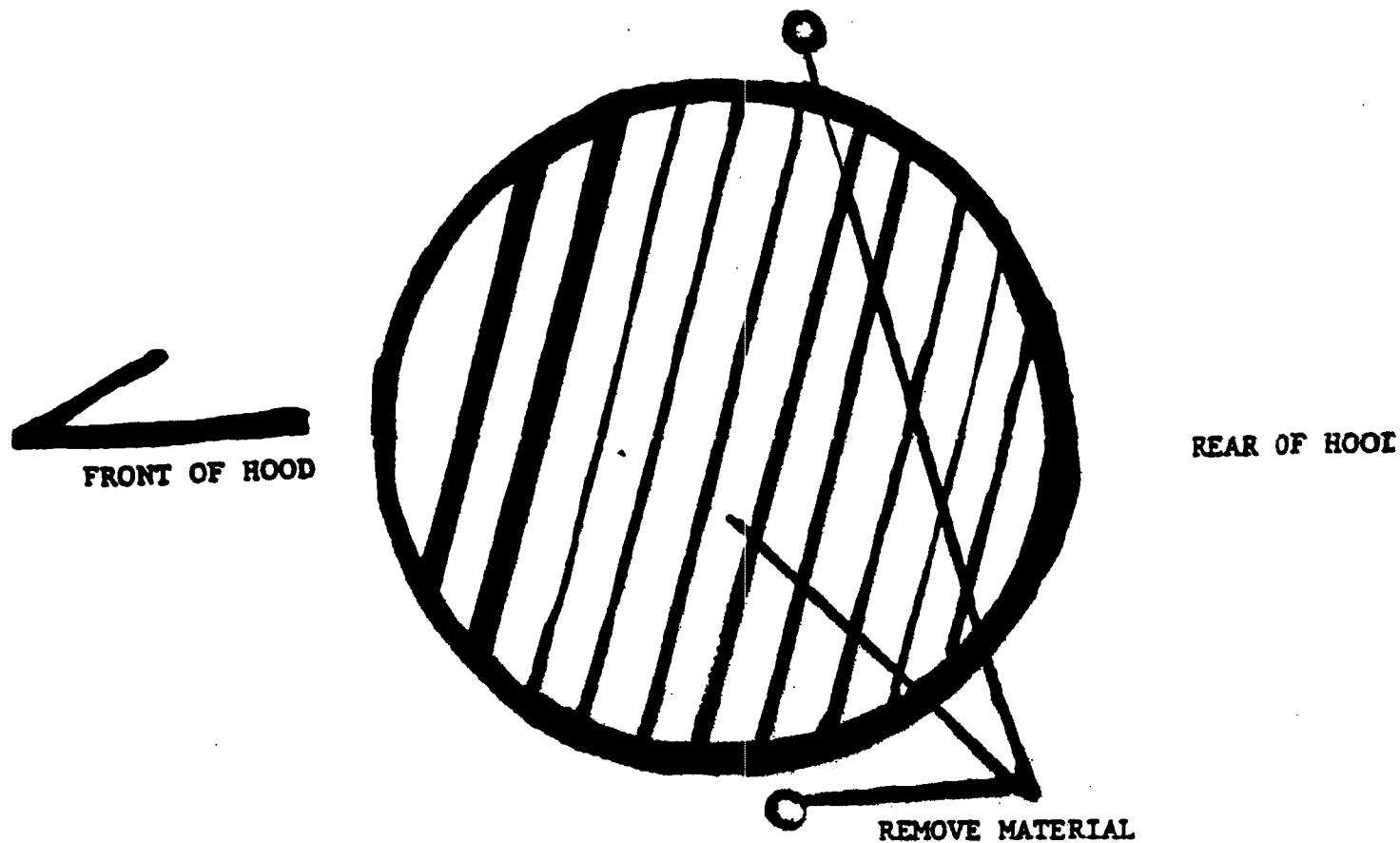
**ALWAYS TEST YOUR TACH BEFORE
YOU INSTALL IT, PAINT IT, ALTER IT, OR
CUT THE HOLE IN YOUR HOOD.**

Tachs that have been installed, painted, or altered in any way cannot be returned for replacement or refund. Some cars may require special adapters or may not work with this tach. This tach was not designed to work with OHC-6.

So be sure to test all connections first.

This tach uses new electrical parts. We do NOT recommend using old wiring as it may damage to your tach.

All tachs are properly calibrated before they are sealed. On occasion we get a tach that the needle sticks. This is usually because a bit of silicone is in the way. We suggest the True Mechanic's Method to fix it...VERY GENTLY "bump" the top of the tach with the side of your fist to free the needle. Be extremely careful when doing this for three reasons: the face of the tach is real glass, you don't want to break the silicone seal, and you don't want to offset the calibration. If the mechanic's method doesn't correct the issue, and you have already double checked your connections, contact us for help.



Carefully attach the template to the hood with tape in the indicated position. (2 inches from the drivers side of the hood and 12 inches forward of the rear corner.) Mark and carefully remove metal from the darkened areas.

