

Resettable Tach/Hour Meter Installation Method

Use for: Motorcycle, ATV, Marine or any gasoline engine.

When the engine is started, the display will indicate the RPM of the engine. When the engine is shut down, the display will show hours and minutes.

Operating

1. Push "SELECT" button several times until display shows 1P1r "DO NOT RELEASE BUTTON" until "SET" appears in the upper right corner of display. Once "SET" appears release and press "SELECT" button to toggle through all degree settings.
2. Stop at correct degree setting for your engine (i .e. 1P1r, 3P1r, 4P1r etc.) see figure 1.
3. Wait for 30 seconds and the display will return to "TOT" Total Hours.
4. TACH/HOUR METER is now ready to use.



Default setting

TIP: Most single cylinder air cooled engines idle around 1400 RPM, if the RPM displayed is too low set the value to 1P2r, If the RPM is too high set the value to lower Degree number 2P1r or lower.

To Decrease RPM Reading

8P1r = 8 SPARK PER REVOLUTION

6P1r = 6 SPARK PER REVOLUTION

4P1r = 4 SPARK PER REVOLUTION

3P1r = 3 SPARK PER REVOLUTION

2P1r = 2 SPARK PER REVOLUTION

1P1r = 1 SPARK PER REVOLUTION

1P2r = 1 SPARK PER 2 REVOLUTION

FIGURE1

TOTAL TIME

TOT=Total Hours of operation

This is always displayed when the engine is off.

TOT time CANNOT be reset.



RPM

1. Typical RPM display when engine is running.



JOB TIMER A RESET FUNCTION USED FOR INTERVAL TRACKING

- JOB=Hours of operation since the timer was reset.
- To view "JOB" time push the "SELECT" button once.
- To reset "JOB" time: Push and Hold "SELECT" button display shows "RESET" and show hours that have accumulated on the current job.
- When you RELEASE the "SELECT" button the "JOB" display will reset to "000:00". You will begin to record the next job interval.



Installation

1. Wire damage (cuts or burns) will cause the wire to short and the TACH/HOUR METER will stop working. Wire damage is not covered under warranty.
2. The RED WIRE should be slipped over an insulated section of the spark plug wire using about 5* turns. PLEASE BE CERTAIN YOU DO NOT WRAP THE RED WIRE TOO CLOSE TO THE SPARK PLUG THAT ENGINE VIBRATION WILL ALLOW IT TO COME INTO DIRECT CONTACT WITH THE METAL PORTION OF THE SPARK PLUG. Most engines have a spark plug cap and will prevent this from happening. After the connections are made, any excess wire can be coiled up and taped to a convenient area.
3. *If the signal is not strong enough, you can add one wrap at a time until your signal is clear. The signal strength is controlled by the number of wraps (too many wraps will pick up electronic noise and give a faulty reading.)

