

Installation Manual for Tachometer w/ Oil Lamp

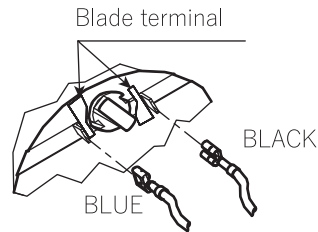
< Applicable Models >

MFS 6/8/9.8, MFS 9.9/15/20, MFS 25/30

M 40/50 (Auto-mixing model)

< Components >

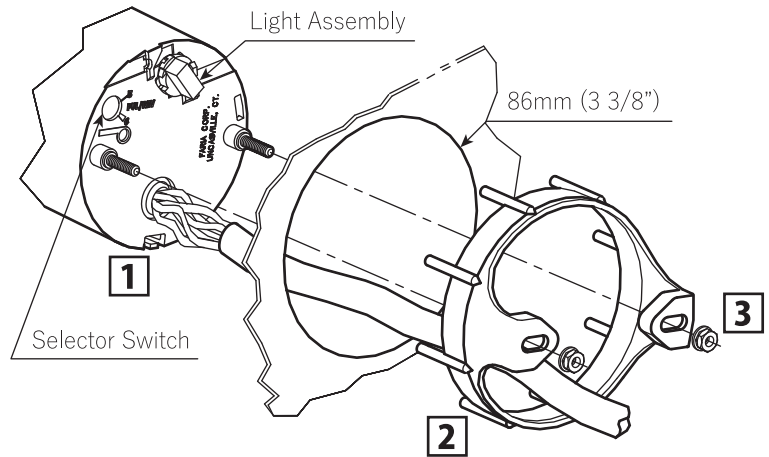
No.	Description	Q'ty
1	Tachometer w/ Oil Lamp	1
2	*Back Clamp	1
3	*Mounting Hardware	1



P/N: 3PA-72638-1
Face color: Black



P/N: 3PB-72638-1
Face color: White



< Light Functions >

OIL Light indicates an abnormality occurs on the engine.

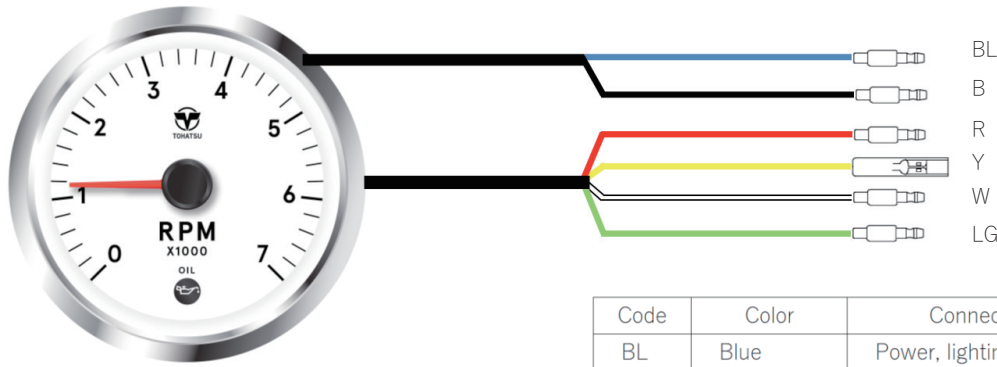
< General Safety Information >

Please read this manual and follow its instructions carefully. The following safety alert symbols may be used in this manual:

⚠ WARNING
Failure to observe could result in severe personal injury or death, or property damage.
⚠ CAUTION
Failure to observe could result in personal injury or property damage.

Note

Indicates special information to make maintenance easier or instructions clear.



Code	Color	Connect to	Meter Lead Wire's Tag
BL	Blue	Power, lighting circuit	
B	Black	Ground, lighting circuit	
R	Red	Power	BAT+
Y	Yellow	Ground, Tachometer	TAC-
W	White	Signal, Tachometer	TAC+
LG	Light Green	Signal, Oil lamp	OIL

Trouble	Inspection	Diagnosis	Action
Gauge Sticks	Back clamp may be too tight.	Slightly loosen nuts holding back clamp. Check operation.	If gauge works and is not loose in panel continue using gauge.
			If gauge continues to stick, replace gauge.
Gauge Inoperative	Is power applied to gauge?	Switch the instrument power supply switch on and off. As power is supplied the pointer should jump slightly.	Check wire to ensure they were installed on the correct terminals and power is actually supplied to gauge.
			If pointer jumps (indicating power supplied), replace tachometer or Engine ECU.
Gauge is Erratic	Inspect the connection between the wire and the ring connector.	Check for insulation that may have been pushed into connection.	Fix connection.
	Check for excessive electrical noise caused by an electrical appliance set too close to the gauge. I.e. compass, radio .	Check wires by connecting one wire at a time to the Tach directly from the battery or the signal source on the engine.	Relocate the appliance creating electrical interference with gauge. Please refer to installation manual.
	A high rpm reading may indicate an incorrect pole position.	Check the switch on the back of the tachometer.	Set the selector switch to 6P (M 40/50, MFS 6/8/9.8) 12P(MFS 9.9/15/20,MFS25/30)

< Installation >

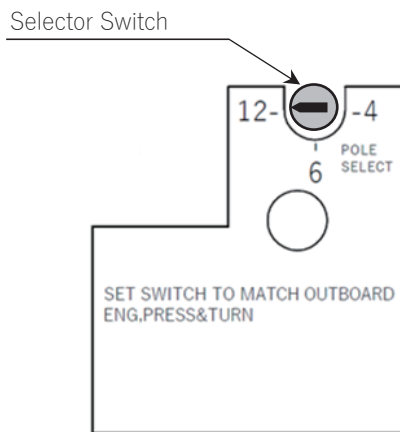
⚠ CAUTION

Disconnect battery during installation.

Tighten nuts on back clamp only slightly more than you can tighten with your fingers. 0.7 N-m(6in-lbs,7kg-cm) is sufficient.

Over tightening may result in damage to the instrument and may void your warranty.

1. Location: The tachometer should be located at least 450mm(18") from a magnetic compass.
Some interference (erratic operation) may be noticed on the tachometer during radio transmissions.
This will neither damage the tachometer nor affect accuracy when not transmitting.
2. When using the boat instrument light switch, be certain to use stranded, insulated, wire not lighter than 18 AWG that is approved for marine use.
3. Set the selector switch to specified pole on the back of the meter.



Model	No. of Poles
M 40/50, MFS 6/8/9.8	6
MFS 9.9/15/20, MFS 25/30	12

4. Cut a 86mm(3 3/8") diameter hole in dash and mount the tachometer with the back clamp supplied.
5. Connect the meter lead wire and the tachometer.
6. Connect the Blue and Black wires for meter back light to the boat instrument lighting circuit, if it is necessary.
7. Reconnect the battery.

Note

To change light bulb, twist the Light Assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of the Light Assembly. The tachometer requires a GE No.194 instrument lamp.