



ISSPRO, INC. 2515 N.E. RIVERSIDE WAY, PORTLAND, OR 97211
Telephone: (503) 288-4488 • Toll Free (800) 888-8065
FAX: (503) 249-2999

ISSPRO 3 3/8" DIA. ALTERNATOR TACHOMETER

GENERAL INFORMATION:

OPERATING VOLTAGE: 11-30 VDC: **NOTE:** Instrument comes equipped with a 12V lamp.
Replace lamp with one of proper voltage when installing instrument on 24V systems.

24 Volt Lamp is part number 656.

INPUT SIGNAL: Alternator Tap

TRANSIENT PROTECTION: +100 V, -400 V

REVERSE VOLTAGE PROTECTED

HOUR METER (optional) operates only when engine runs

CALIBRATION RANGE:

Calibration of the alternator tachometer requires that the alternator poles and pulley ratio's be within the ratio's in the following chart:

<u>NUMBER OF ALTERNATOR FIELD POLES</u>	<u>PULLEY RATIO</u>
8	2.6 to 5.4
12	1.7 to 3.6
14	1.5 to 3.1
16	1.3 to 2.7

CALIBRATION: (To be done before installation into dash.)

Remove the hole plug by pressing above the center enough to allow a small coin, screwdriver, etc. to be inserted in the slot behind the upper edge. Twist to remove. It is necessary to run the engine at a known RPM determined by either a "Master Tach" or an instrument such as ISSPRO's R1620C Digital Photo Tach. While running the engine at the known RPM, adjust the calibration pot until the meter reads correctly. Reinstall the hole plug.

INSTALLATION:

Mount the tachometer in the dash panel and connect the wires as described below:

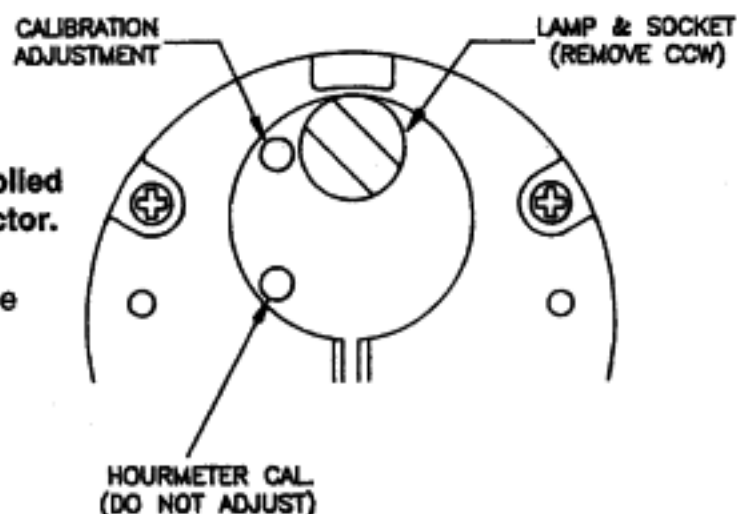
Make all of your connections to the Black plug supplied and then plug it in to the tachometer's white connector.

RED - Connect to ignition switched power source

BLACK - Connect to ground

WHITE - Connect to Alternator Tap

GREEN - Connect to dash lamp power.



TROUBLESHOOTING:

- 1.) When power is applied, the needle should go to the zero position. If it doesn't, there may be a bad connection in the "hot" (red wire) or ground wire circuit. Check power to the meter by measuring with a voltmeter at the plug (meter leads on the pins that attach to the red and black wires.) If there is power at the plug, the problem is in the gauge.