



SHIFTWORKS® In-Dash Tachometer Series

Applications: SHIFTWORKS® In-Dash Tachometers are engineered to replace the Clock or the Blank in your existing stock dash. These Tachometers feature a 7,000 RPM range and designed to be complimentary to the stock gauges. Further information on applications available may be seen at www.shiftworks.com.

Instructions:

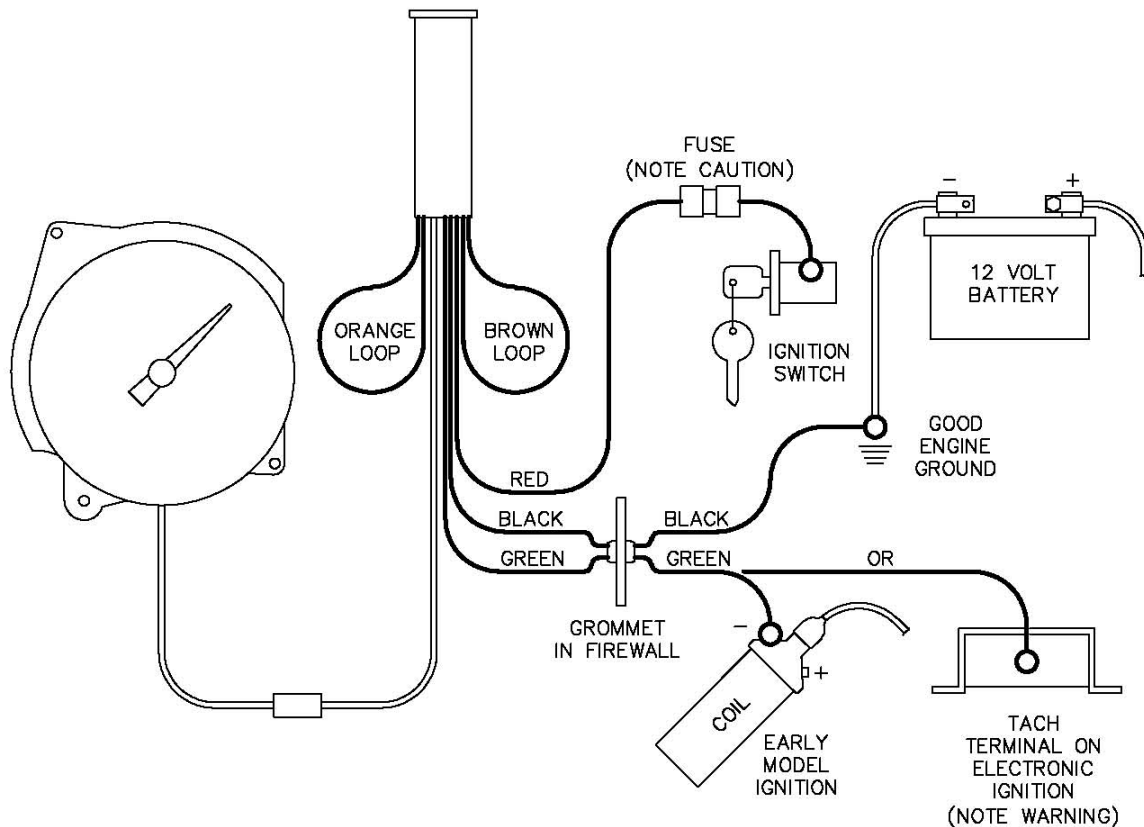
1. Read all instructions before beginning the installation.
2. Disconnect the (-) negative battery terminal.
3. Remove the factory Clock or Blank in your dash. Follow the manufacturers recommended procedures for removal found in the Chassis Service Manual for your year car or other similar resource.
4. Your Tachometer will work with 8, 6 or 4 cylinders. It is preset for 8 cylinders. If you have a 6 cylinder cut one of the looped wires. If you have a 4 cylinder cut both looped wires.
5. Your Tachometer is designed to use the factory lighting already existing in your dash. Note: Now is a good time to replace your old dash bulbs.
6. The Brains of your Tachometer are located in the Red Shotgun Shell. There are (3) three wires exiting it:

Red Wire	12V Ignition Switch (Fused Ignition port on Fuse Panel)
Black Wire	Ground
Green Wire	Negative side of the Coil (or Tach Terminal on Electronic Ignitions)

Zero Set: The Tachometer will point to Zero with the ignition on and the motor not running. You can check the setting prior to installation. The Tachometer will not return to zero when the engine is turned off.

Cautions:

1. Disconnect the battery during the installation.
2. Read the instructions and follow the diagram.
3. Connections need to be clean and tight.
4. **Tachometer requires a minimum of 10 volts. Voltage must be steady.**
5. Check pointer prior to installation to make sure it does not hit screw heads on face of Tach.



Caution!

As a safety precaution this Tachometer must have the RED wire connected to a battery positive (+) **fused** Ignition 12V power source. If the RED wire is connected directly to the ignition switch as shown then we recommend using a 4 Amp, 3 AG fast-acting type cartridge fuse in line with the RED wire. *Often there is an empty "fused ignition" spade connection in the vehicles fuse panel that may be used in lieu of the ignition switch connection. ONLY use Fused Ignition source for power!*

Warning!

Warranty will be void if connected to coil on MSD ignitions. Attach only to Tach terminal (see Note). Follow ignition manufacturer's directions as to location of Tach Signal wire.

Note: Some newer MSD "direct replacement" HEI ignitions can have Tach connected to the coil. Contact MSD directly or visit their website if you have questions.

http://www.msdisignition.com/pdf/tech%20bulletins/tb_top_10.pdf