



CAUTION: Disconnect the battery during installation. Tighten nuts on the back clamp only slightly more than you can tighten with your fingers. Six inch-pounds of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty.

1. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the gauge, except the light which requires a 1/4" female blade terminal.

2. Connect a wire to stud marked "S" (signal) and secure with nut and lock washer. Connect the opposite end of the wire to the signal's source (a terminal or wire).

3. A) **GAUGE:** Connect the adapter to the stud marked "I" (ignition) and secure with a nut and lock washer. Connect the stud of the adapter to a 24VDC circuit that is activated by the ignition switch.

B) **TACH / SYNC:** Connect the adapter to the studs marked "BAT" (battery) and "GND" (ground), and secure with nuts and lock washers. Connect the stud of the adapter to a 24VDC circuit that is activated by the ignition switch.

4. Connect a wire to stud marked "GND" (ground) and secure with a nut and lock washer. Connect the opposite end of the wire to the boat's electrical ground, generally available in several locations at or near the instrument panel.

5. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the instrument lighting circuit. No separate ground is required for lighting. Reconnect the battery.

NOTE: To change the light bulb, twist out the black socket assembly one-eighth turn counterclockwise until it pops out. The bulb pulls straight out of the socket assembly. It is a GE No. 657 (24V) instrument lamp.