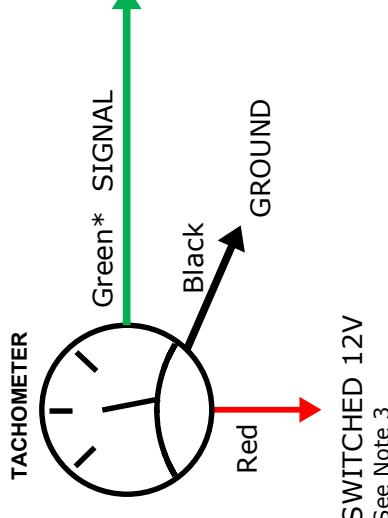


- Disconnect battery ground.
- Remove the instrument cluster.
- Remove the clock or delete.
- Install the new tachometer.
- Wire per diagram.
- Reconnect battery ground.
- Use 20 gauge or larger wire



WIRING:
 Red = 12V+ switched
 Black = Ground
 Green* = Ignition Signal

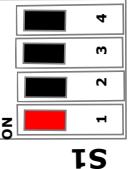
SIGNAL

*Wire per ignition manufacturer's instructions for an aftermarket tach (except for MSD RTR distributors).

Some common signal hook ups:
 Points = - side of coil
 Pertronix = - side of coil
 Duraspark = - side of coil
 HEI distributor = Tach port in cap
 MSD = tach port or gray wire
 Mallory Hi-Fire = yellow wire

Your tachometer is configured for 8 cylinders.

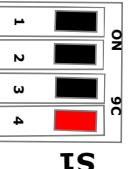
Type 1



#1 ON = 8 cylinder

#1 OFF = 6 cylinder

Type 2



#4 ON = 8 cylinder

#4 OFF = 6 cylinder

Important:

To change the number of cylinders:
 - Disconnect ground wire.

- Peel back sticker on back of case.

- Identify S1 orientation.

- Select cylinder count per chart.

- Re-install sticker.

- Reconnect ground wire.

Test the tach 'under the hood' prior to installing.

Your tach is set to read an industry standard signal. Given the wide range of modern electronic ignition systems it is recommended that you verify that your signal is compatible with the tach prior to installation.

1. The metal hood that holds the lens in place on 67 and 68 models may be filled to remove the flat section of the opening to improve dial visibility.
2. Beginning with S/N 5000 (2019), tachometers perform self tests and calibration. A buzzing sound and some needle shake is normal during these events.
3. Tachometers **MUST** have at least 12 volts switched power when engine is running.
DO NOT connect to coil + side for switched power.
4. If no sticker the cylinder count cannot be changed.

WIRING DIAGRAM - without factory tach

Rocketman Tachometer - S and M series digital

DRAWN BY	CHECKED	DATE	SCALE	SHEET NO.
RWM		30 APR 20	n/a	1 of 1