

**TACHOMETER, ALTERNATOR SIGNAL, DIESEL ENGINES**

The engine is usually a diesel, but can be a low RPM gasoline stern drive or inboard.

If installed and not working, check all wire connections to see that they are tight and not corroded. NOTE- some other styles of tachometers operate from only ground and sender connections. Veethree tachometers must have 12 VDC (from the ignition switch, "ON" when the engine is running) to the IGN stud.

Test Voltages:

IGN to GND terminals - 12 VDC  
SEND to GND terminals - 4.0VAC Min.

Arrow on rotary selector switch must be pointed directly at the setting or the tachometer will go full scale. Some tachometers have a 5 position switch, others a 3 position switch.

Some alternators do not have an output terminal for a tachometer signal. A local alternator repair shop can install a wire tap to the internal rectifier as a signal wire.

If the number of alternator poles is not known, measure the actual RPM with a master or shop tachometer. Rotate the selector switch to the letter that puts the tachometer closest to the actual RPM. Speed the engine RPM to 1500-2000 RPM and using a jeweler's type screwdriver, adjust the calibration adjustment carefully in the hole marked CAL, bringing the tachometer in agreement with the master tachometer. Over torque-ing of adjustment will damage calibration mechanism. Turning clockwise increases tachometer reading, while counter-clockwise decreases. If tachometer can not be brought into calibration, the selector switch may not be in the correct letter.

Alternator belt slippage can cause some error on the alternator.

Dual stations- mixing brands/types (such as 2-wire versus 3-wire connections) may cause problems. 24 and 32 volt systems can be accommodated with a voltage reducing resistor, 100 ohms, 5 watt power rating installed between the power wire and the IGN terminal. The lamp will need to be charged to a 24 volt lamp.

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Tachometer part number is on the side of the nylon case.

