

ENGINE HOUR METER

For All Engines With Battery Operation

The hour meter operates on voltages between 10 and 32 volts DC.

Voltmeters for AC current are not available.

The hour meter's indicator wheel should index every 3.6 seconds or every 36 seconds, depending on the hour meter style you have.

The hour meter is not and cannot be lighted.

Time recorded can not be erased or altered backwards.

Real time can be added by connecting it to a power source (10 to 32 volts DC). Time added can not be accelerated. The hour meter is easy to wire and can be connected to the ignition switch and ground or to another gauge's "hot" terminal and ground. The hot side should be switched on and off when the engine is not in use. Be aware this connection method allows the hour meter to record time whenever the ignition is on, even though the engine may not be running.

There is an alternative wiring method. It requires a pressure switch, normally open (NO), 1/8-27 NPT, 6 or 10 PSI rating is adequate. Instead of wiring the negative side of the hour meter to ground, wire it to the switch input. The switch must be inserted into an oil pressure port in the engine. When the engine is running, the switch will close (completing the circuit) and allow the hour meter to ground and operate. In this manner the hour meter runs only when the engine runs. Not all engines have an additional port (outboards do not).

Tees for both oil pressure gauge sender and pressure switch are not recommended as the weight on a vibrating engine can cause fatigue breakage.

