



SMITHS

IMPULSE TACHOMETER FOR CARS

For the real enthusiast, it is essential at all times to know the R.P.M. of the engine. Only by having this information can the expert driver be fully aware of engine and gearbox behaviour.

The use of transistor and printed circuit techniques and the vast experience of SMITHS instrument engineers have led to the development of this attractive and reasonably priced tachometer; it has none of the installation disadvantages previously associated with a mechanical "optional extra" revolution indicator.

Supplied as a kit complete with instrument head, mounting bracket and requisite leads, these new instruments for 12 volt, 4 or 6 cylinder vehicles with positive earth coil ignition I.C. engines, have many advantages.

simple installation
(see instructions overleaf)

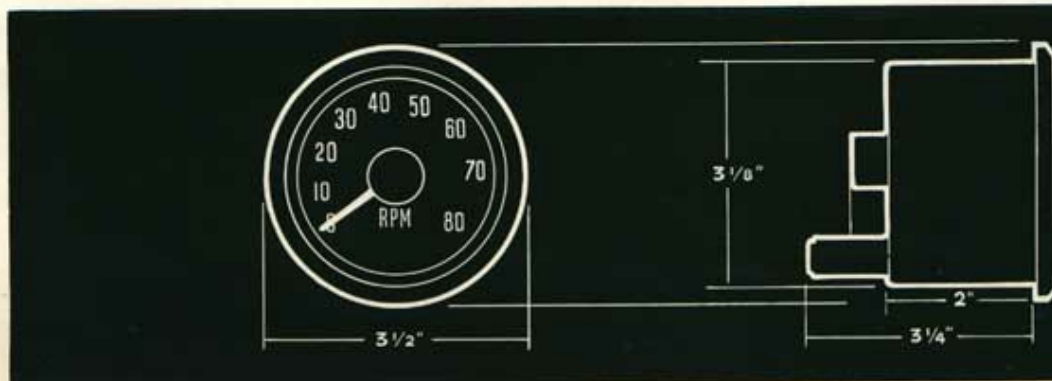
accurate and reliable

no take-off from engine

internal illumination

retail price £9 - 15 - 0

cannot be affected by eddy currents in the H.T. lead, by the distributor contact setting, by erosion of the sparking plug points or differences in gap setting.



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FITTING INSTRUCTIONS

The instruments for 4 and 6 cylinder vehicles are identical in size and method of fitting. Each has a black dial, white figures, white pointer, chrome bezel and internal illumination. CALIBRATION: 0-8000 R.P.M. only.

FOR 4 CYLINDER I.C. ENGINES (and 2 cylinder 2 stroke) I.C. petrol engines employing a 6 v. or 12 v. coil-ignition system. Code No. KP1250/00 80 mm. diameter, positive or negative earth operation.

FOR 6 CYLINDER I.C. ENGINES (and 3 cylinder 2 stroke) I.C. petrol engines employing a 6 v. or 12 v. coil-ignition system. Code No. KP1250/01 80 mm. diameter, positive or negative earth operation.

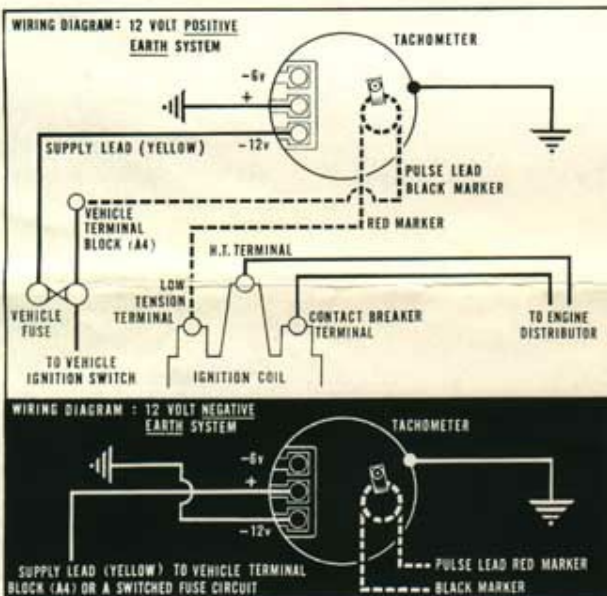


INSTRUMENT MOUNTING

Every tachometer is supplied complete with the bracket illustrated. If there is insufficient room on the existing dashboard to cut an aperture of $3\frac{1}{2}$ " diameter, this bracket can be used to mount the instrument in a convenient position under the dashboard.

POSITIVE EARTH CONNECTIONS

Locate the battery feed lead which runs from the ignition switch to the low tension (S.W.) terminal on the coil. Disconnect this lead from the coil and connect the white lead, identified by a red marker, in its place. Connect the other end of the white lead, identified by a black marker, to the lead that has been removed from the coil, making certain that this connection is properly insulated. Determine the vehicle battery voltage and cut the yellow lead supplied to required length and connect from appropriate terminal, i.e. -12 volt or -6 volt, located on the rear of tachometer and thence to A4 terminal on the vehicle terminal block or to a switched fused circuit. *It is most important to determine the correct voltage and to exercise care in selection of the appropriate instrument terminal as incorrect connection will damage the movement within.* From the centre terminal on the tachometer marked '+' connect the balance of the yellow lead and earth instrument to a suitable point on the engine frame. Finally connect the lead from the bulb holder, supplied with the tachometer, to a suitable point in the existing instrument illumination circuit.

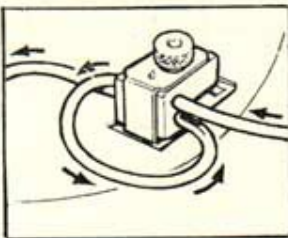


NEGATIVE EARTH CONNECTIONS

To operate the instrument on a vehicle with a negative earth electrical system, the ignition impulse lead and electrical supply lead are connected as follows:

Impulse Lead: black marker to ignition coil terminal, red marker to disconnected cable.

Electrical Supply: lead from -12 volt or -6 volt terminal (as applicable) to earth. Lead from terminal marked '+' to A4 terminal or a switched fused circuit.



IMPORTANT

If it should be necessary to adjust the length of white pulse lead on either side of the plastic moulding at the rear of the instrument *do not remove* the white lead, but make any adjustment by moving the lead through the block as indicated in the sketch.

SMITHS

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