

Introduction

These instructions describe the process to calibrate the 550-1000-20 tachometer. This tachometer can be used to replace both the standard tachometer (550-1000-01) and the low frequency tachometer (550-1000-05).

Tools Needed

- Handheld tachometer
- DIP switch setting tool
- Calibration tool or small straight blade screwdriver ($\frac{1}{16}$ " or $\frac{3}{32}$ ")

Calibration Steps

1. Remove the rectangular rubber seal on rear of gauge to reveal the DIP switches (Figure 1).
2. Remove the label located above the DIP switches to access the potentiometer.
3. Set DIP switches (Figure 2) as indicated in Table 1.

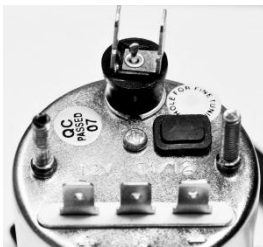


Figure 1 Back View

Pulses/Rev	SW1	SW2	SW3
6 to 11	↓	↓	↓
12 to 17	↓	↓	↑
18 to 24	↓	↑	↓

Table 1 Switch Settings



Figure 2 Detail

4. Determine engine speed using the handheld tachometer or other reliable method.

Note

Calibrate the tachometer at 1800 to 2000 RPM for best accuracy.

5. Use the calibration tool to adjust the potentiometer until the reading matches the engine RPM.

WARNING

A stop may limit potentiometer rotation!
Forcing the potentiometer past the stop or
bending the wiper will damage the tachometer!

Reverse the rotation direction immediately
if the reading changes abruptly or drops to zero.

6. Replace the label and DIP switch seal once the calibration is complete.

Document Revision History

Initial: 07-Sep-2011

Rev A: 15-Feb-2012 Changed format, added image for DIP switch for orientation