

**Your tachometer is configured for 8 cylinders.**

- Disconnect battery ground.
- Remove the instrument cluster.
- Remove the original tachometer.
- 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).

Common hook ups:

Points = - side of coil

Pertronix = - side of coil

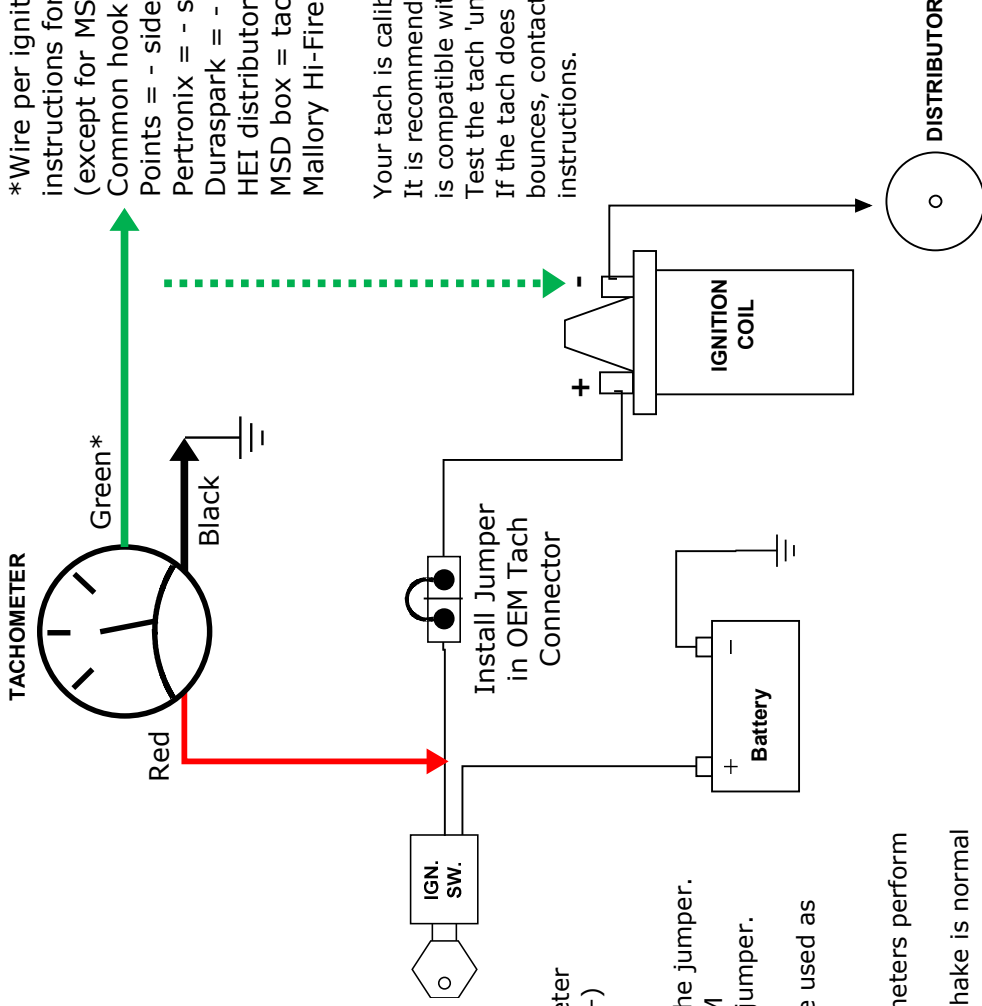
Duraspark = - side of coil

HEI distributor = Tach port in cap

MSD box = tach port or gray wire

Mallory Hi-Fire = yellow wire

Your tach is calibrated for a standard 12V signal. It is recommended that you test that your signal is compatible with the tach prior to installation. Test the tach 'under the hood' prior to installing. If the tach does not display RPM or the needle bounces, contact RCCInnovations for tuning instructions.



**Notes:**

1. Install jumper in factory tachometer connector(s) to complete ignition (+) circuit to coil.  
On 1965 - 1968 models the OEM tach plugs are connected to make the jumper. On 1969 and later models the OEM tach plug can be used to make the jumper.
2. OEM tach wiring and plug may be used as the switched 12V power source.
3. Beginning with S/N 5000, tachometers perform self tests and calibration. A buzzing sound and some needle shake is normal during these events.
4. Tachometers **MUST** have at least 12 volts switched power when engine is running. **DO NOT** connect to coil + side for switched power.

**WIRING DIAGRAM - with OEM Tachometer**  
Rocketman Tachometer Conversion - Digital

DRAWN BY

RWM

CHECKED

DATE

21 JUL 19

SCALE

n/a

SHEET NO.

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