

MODELS

These instructions are for all functions, read only those that apply to your meter. To determine what features your meter has, look at the model/serial # tag located on the back of the meter. The model # consists of one or more of the following abbreviations/features:

Model: STS 5000 (SHOP TACH)

One Function Meter (supplied with alligator clip)

- Tachometer

Model: FS 500 (FAST TACH)

Three Function Meter

- Hour Meter • Tachometer • Job timer

Model: FSA 600 (FOUR FUNCTION RACING METER)

Four Function Meter

- Hour Meter • Tachometer • Job timer • Service Alert

INSTALLATION INSTRUCTIONS:

- Find a suitable place to mount the meter where it is in view of the operator, or can be easily accessed. Be sure the pick up wire will reach the spark plug wire. If installation requires, you may substitute the pick up wire with a standard 18 gauge-stranded wire up to 6 feet long. **DO NOT** mount the meter on any surface you cannot comfortably touch when the equipment is at operating temperature. **DO NOT** mount the meter any closer than 4 inches to the spark plug wire.
- Use the meter as a template to mark the mounting holes then drill using a 7/64-drill bit. **DO NOT DRILL INTO GAS TANKS OR ENGINE CRANKCASE.** If in doubt, contact your dealer. If you are panel mounting the meter, drill a 3rd hole for the pick up wire to pass through the panel.
- **FIGURE 1:** Attach wire to meter (fig. 1) by inserting it from the back of the meter up through the hole then down the 2nd hole (dead end hole) and draw tight. **DO NOT** strip insulation of the pick up wire. The lead does not have to make contact or electrical connection. Fasten the meter down using the enclosed screws.
- **NOTE :** Route the pick up wire to the coil/spark plug wire. **DO NOT route the pickup wire with other wires or along metal framing, as it may effect meter operation.**
- **FIGURE 2 STYLE HOOKUP:** The easiest method for hookup is to wrap the pickup wire around outside of the spark plug wire 4-5 times and secure with enclosed ty wrap or rental crimp.
- **FIGURE 3 STYLE HOOKUP:** For the STS5000 Only. Simply clamp the alligator clip on the spark plug wire.
- **FIGURE 4 STYLE HOOKUP:** For direct Magneto or Battery Ignition hookup, the cleanest spark reading is at the Point side (or Primary side) of the ignition coil. This requires a wire-to-wire connection: strip the insulation on our pickup wire to make a wire-to-wire connection.
- The pickup wire may be shortened if necessary by simply cutting the

Installation

View of meter (cut away) with wire in U-shaped channel.



fig. 1

View of spark plug wire with pickup wire wrapped around 4 times.

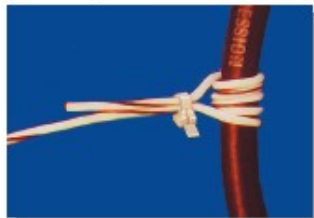


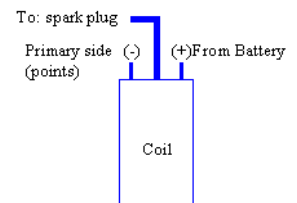
fig. 2

View of spark plug wire with alligator clip.



fig. 3

BATTERY IGNITION



MAGNETO IGNITION

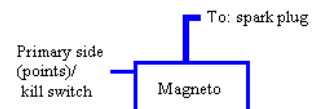


fig. 4

OPERATION / FUNCTIONS:

Push and release mode control to toggle between Hour Meter, Tachometer, Job Timer and Service Alarm (SVC TIME, SVC SET).

Two things to remember:

1. Depressing and releasing the mode button is less than 3 seconds advances to the next function.
2. Holding the button down for more than 3 seconds allows a change within that feature to occur.

Hour Meter: indicated by "TOT TIME" on display, (non-resettable accumulated running hours).

Tachometer: upon entering this function you will see P1, P2, or P3 for 3 seconds on the right hand side of the display. This is the current programmed firing pattern. To access **MAXTACH** (highest engine RPM) be in the RPM mode and hold the mode button down for at least 3 seconds, to erase the high RPM continue holding down for at least 9 seconds (will see 0000). To change the firing pattern, be in the RPM mode and hold mode button down for more than 10 seconds, release button on desired firing pattern (P1, P2, or P3).

Firing Pattern/ RPM ranges:

P1 - 1 spark: 1 RPM.....16,000RPMs

P2 - 2 sparks: 1RPM.....8,500RPMs

P3 - 1 spark: 2 RPM.....16,000RPMs

Resolution:

P1.... 40RPMs – Most air-cooled 1-2 cylinder engines

P2.... 20RPMs – Specialty engines, dual point ignition

P3....80RPMs – Engine ignition driven from camshaft or distributors

Display update time - 1.5 sec.

Job Timer: To view the JOB TIME, push and release the mode button until the display reads "JOB TIME". To reset to zero, depress the mode button for 3 seconds (time will clear to 0.0).

Service Time: (FSA 600 Only) This is the time built up since your last maintenance. To view the Service Time, push and release mode button until the display reads" SVC TIME". When this time exceeds what you set in SVC SET, the display will start flashing (alarming you to perform maintenance). After the maintenance is performed, hold down the mode button for 3 seconds; this will clear the SVC TIME to 0.0 and the alarm will stop flashing. (You are now ready to go toward your next maintenance interval.)

Service Set: (FSA 600 Only) This is where you set the desired maintenance interval. To view the set maintenance interval, push and release the mode button until the display reads "SVC SET". To set a different service interval, push and hold the mode button until the desired interval appears on the display, then simply release the mode button and that is your new set interval. (The mode button must be