

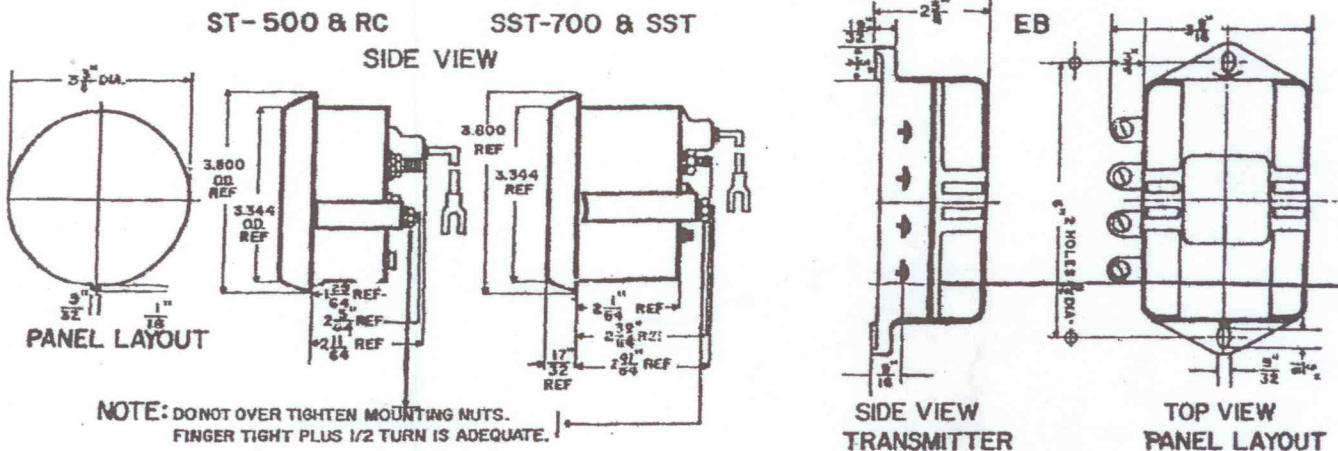
SUN TACHOMETER INSTALLATION INSTRUCTIONS.

ST-500 SERIES, SST-700 SERIES, MODELS RC, SST, AND TRANSMITTER EB

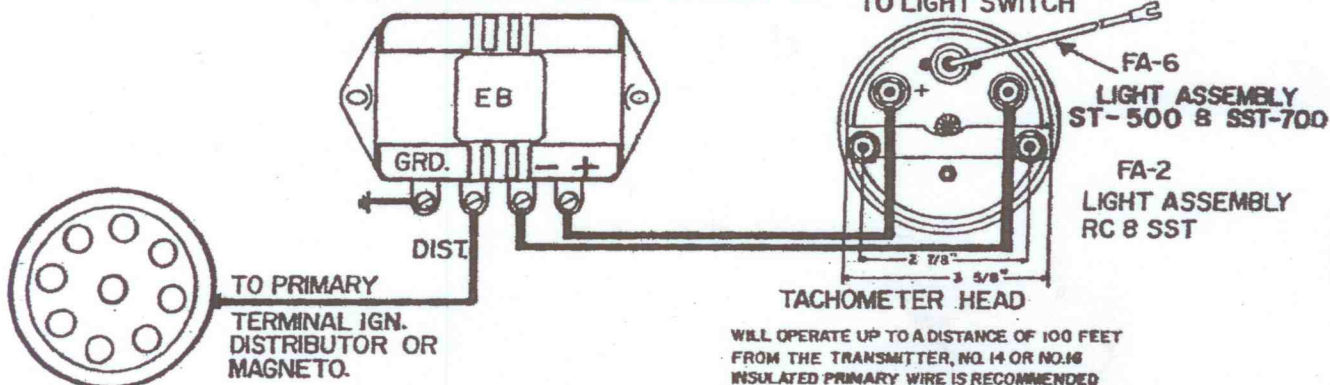
In addition to the standard or conventional type ignition systems, many makes and types of transistorized ignition systems are also available. To insure the proper and accurate function of your new Sun Tachometer, carefully review the following information.

These instructions contain information pertaining to most systems on the market. Most other systems are similar to those shown and will require like tachometer connections.

MOUNTING DETAIL



STANDARD IGNITION SYSTEM CONNECTION



TRANSISTOR IGNITION SYSTEMS

Connect your Sun Tachometer as indicated for the specific ignition system installed in your vehicle. Some transistor ignition systems do not utilize breaker points in the distributor.

Others may or may not provide a terminal to which your tachometer can be connected. When terminals are nonexistent, it will be necessary to splice into the vehicle's wiring loom.

SYSTEM	REFERENCE
Motorola TR-12N*	1
Precision Specialties 12V	1
Wico	1
Radatron	1
Prestolite 250	1
Tungsistor #12	2
Prestolite 201*	3
Delcotronic (Pulse Type)	4
Delco (Contact Controlled)*	4

SYSTEM	REFERENCE
Holley TPI*	5
Nell	6
Motion TI-1*	7
Mallory Photo Cell*	8
Ford H & A	9
Judson*	10
Mallory T-12N	10
Echlin T-38N	10

*6 Volt Transmitter must be used on this system.

SUN ELECTRIC CORPORATION

Harlem and Avondale

TACHOMETER DIVISION

Chicago, Illinois 60631

U.S.A.

SUN TACHOMETER TRANSMITTERS SPECIAL APPLICATIONS

Vehicle or Ignition Type	Transmitter For 12 Volts	Transmitter For Volts
DKW - 3 Cyl. - 2 Cycle	EB-27A	EB-26A
SAAB - 3 Cyl. - 2 Cycle	EB-7A	EB-2A
NSU Prins	EB-27A	-
4 Cylinder - Dual Points - Dual Coils	EB-27A	EB-26A
6 Cylinder - Dual Points - Dual Coils	EB-23A	EB-24A
8 Cylinder - Dual Points - Dual Coils	EB-14A	EB-5A
Spalding Flame Thrower	EB-14A	EB-5A
Mallory Mini Magneto - 8 Cyl.	EB-12A	
Mallory Mini Magneto - 6 Cyl.	EB-8A	
Mallory Mini Magneto - 4 Cyl.	EB-6A	
Mallory Super Magneto	EB-45A	
Schiefer Magneto	EB-37A	
Vertex Magneto - 8 Cyl.	EB-37A	
Vertex Magneto - 6 Cyl.	EB-38A	
Vertex Magneto - 4 Cyl.	EB-39A	

MARINE APPLICATIONS

Engine Type	Engine Cycles	No. of Cyl.	Ignition Type	Transmitter Model No.
All 2-cycle engines with flywheel magnetos	2	1,2 or 4	Flywheel Mag.	EB - 44A
Mercury Mark 30, 40, 55, 58, 300, 400, 450, 500 and 650	2	4	Ext Mag.	EB - 12A
Mercury Mark 75, 78, 600, 700, 800, 850, 900, and 1000	2	6	Div 12V Ign.	EB - 7A
West Bend - Shark 40, 45 and 80	2	2	Div 12V Ign.	EB - 27A
Johnson V50, V60, V75, V80 Evenrude V50, V60, V75, Gale 60 Sea King 60	2	4	Ext. Mag.	EB - 12A
1959 and earlier Flying Scott 60 H.P. Elgin 60 & 75 H. P.	2	3	Div 12V Ign.	EB - 27A
1960 and later Flying Scott 60 & 75 H. P. Elgin 60 & 75 H. P.	2	3	12V Ign.	EB - 7A
1960 Scott 40 H.P.	2	2	Div 12V Ign.	EB - 27A
1961 - 1966 Johnson 75, 80, 100 Evenrude Starflite 75, 90 Gale 60 - Batt. Ign.	2	4	12V Ign.	EB - 9A
Homelite Series 55	4	4	12V Ign.	EB - 14A

TACHOMETER OPERATION AND SERVICE INSTRUCTIONS

Sun Tachometers using the EB transmitters can indicate certain ignition system troubles by erratic or unstable operation. The cause of this condition is usually poor distributor point condition or improper dwell adjustment. (Dwell is the number of distributor degrees that the points remain closed).

The tachometer is triggered by the "open and close" signal pulses from the breaker points in the ignition primary circuit. The tachometer transmitter must sense these pulses and activate the tachometer meter movement. These pulses can vary in time and duration, depending on the point condition and dwell adjustment. If the points have excessively long dwell periods, there will not be sufficient time for the transmitter to react completely. When this condition occurs, the meter movement will not receive the proper signal from the transmitter. The result will be erratic operation of the tachometer. Therefore, it is essential that the manufacturer's specified dwell setting be maintained at all times.

Due to the reaction time required by the transmitter, maximum dwell settings for proper tachometer should not exceed the following: 8 cylinder engines 36°, 6 cylinder engines 48°, and 4 cylinder engines 72°.

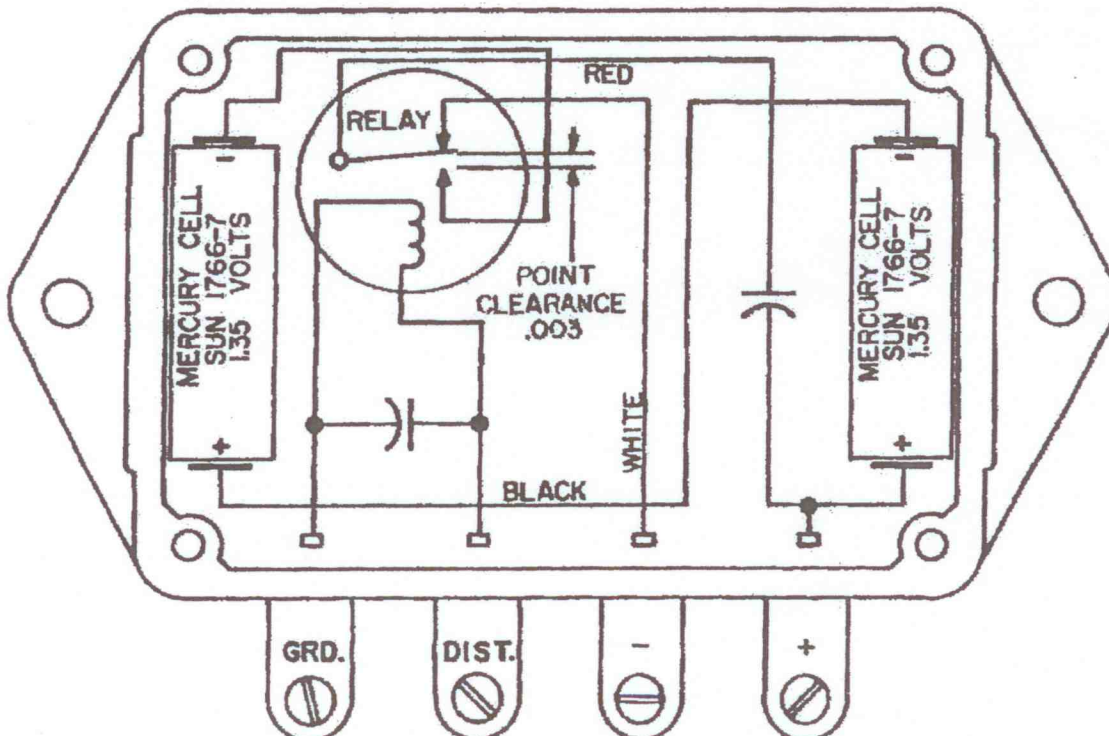
Erratic tachometer indications, caused by ignition point bounce, can indicate a broken contact point spring or a point spring with insufficient tension.

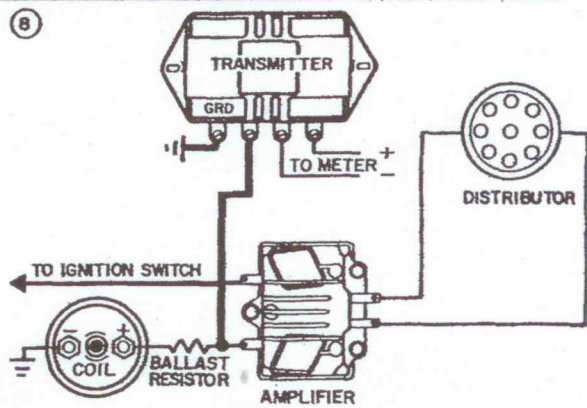
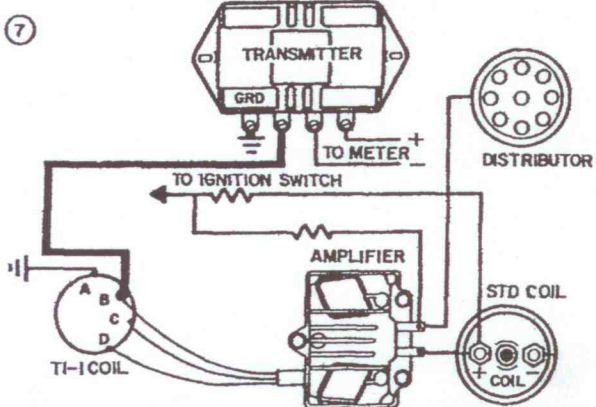
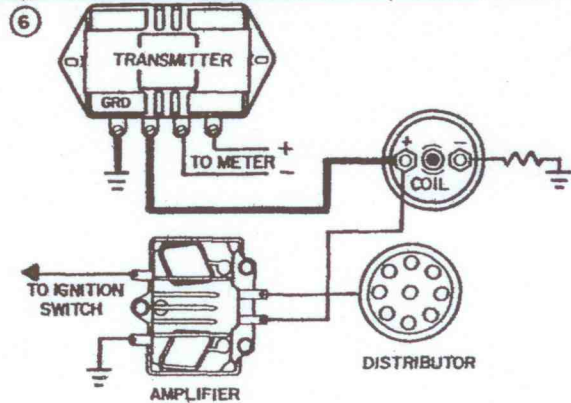
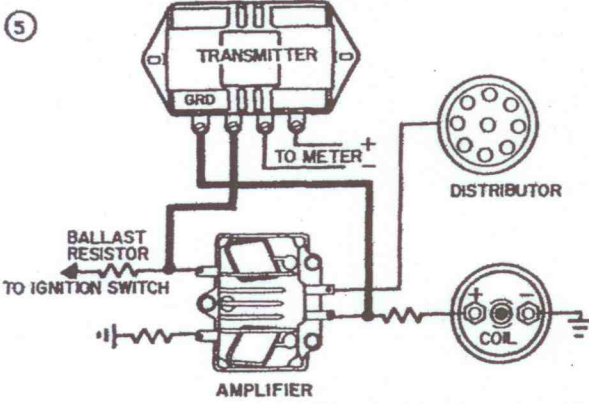
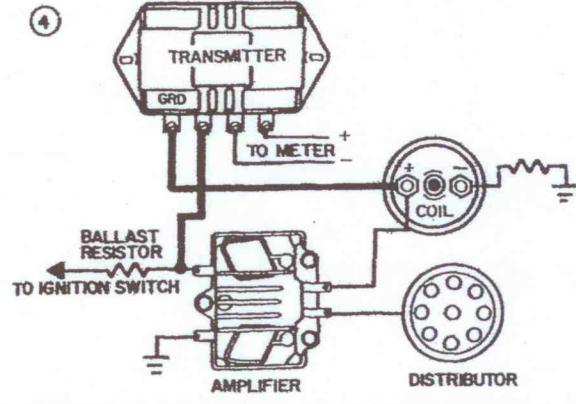
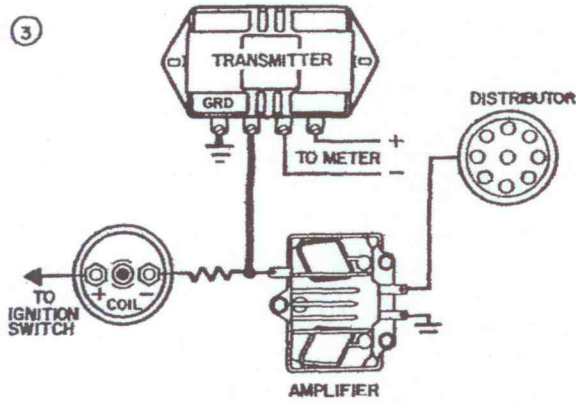
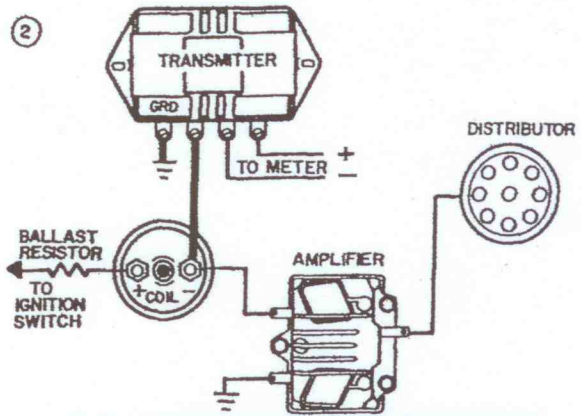
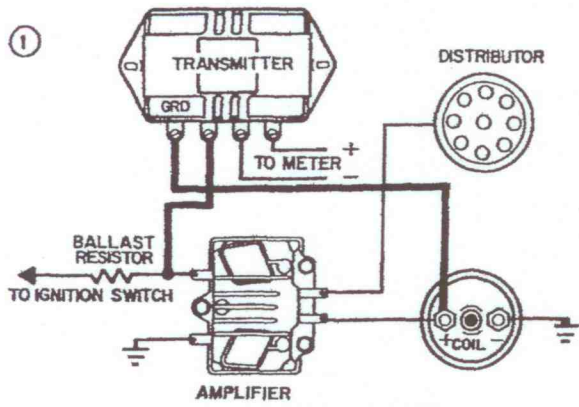
SERVICE INSTRUCTIONS

Model EB-A transmitters are factory adjusted to operate on standard ignition systems. If for any reason the tachometer indication is erratic, a slight adjustment of the relay spring tension should be made as follows: Remove large chrome screw on top cover. Then with a small screwdriver turn the hex nut clockwise or counterclockwise until the tachometer reading is steady at high engine speeds with units connected.

MERCURY CELL REPLACEMENT

Remove cover held in place by four screws through the transmitter base. Take out the old mercury cells and snap the new cells in place as shown below. Sun Part #1766-7 is required for all, Model EB-A transmitters. (Older Model EB requires Sun Part #1766-2A with solder tab).





⑨ Connect DIST. Lead of Transmitter to Red Terminal of Tach Block Provided on Vehicle and GRD. Lead to Black Terminal of Tach Block.

⑩ Connect DIST. Lead of Transmitter to DIST. Points and GRD. Lead to Good GRD. on Engine.