

Make / Year	Model	# of Poles	
<b>Chrysler</b> 1968 - 1983	35 HP, 70 HP & up	12	
	55 & 60 HP	20	
<b>Force</b> 1984 - 1999  Some older Force engines are 20 pole (see note f.)	50 HP through early 1987 (A,B models)	8	
	35 HP (1986 & later)	12	
	40 HP (1991 & later)		
	50 HP (1992 B models & later)		
	70 HP (1991 & later)		
90 - 120 HP L-Drive (1991 B & later)			
<b>Honda</b> Through 2004 <input type="checkbox"/> Older tiller models <input type="checkbox"/> require Honda jumper <input type="checkbox"/> wire 32197-ZH8-003, <input type="checkbox"/> BF 40/50 HP require 06383-ZV5-316 Tach Kit	BF-75/100A, BF 8A, BF 9.9/15A HP	4	
	BF-25/30, BF 75/90 HP		
	BF-115 /130 HP, BF 200/225 HP		
	BF-35/45, BF 40/50 HP	6	
	BF-8D/9.9D BF 15D/ 20D (Includes Power Thrust Models)	12	
<b>Mercury/Mariner</b> 1977 - 2004 (See note "e") *Use Tach adapter #17461A9 <input type="checkbox"/> Service #17461T9 <input type="checkbox"/> **Use Tach adapter MM #17461A8 or A10 <input type="checkbox"/> Service #56-883040A1	18,25,48,60HP Mariner through 1983 8, 9.9, and 15 HP(4stroke)(after1998) Less than 40 HP - All Before 1999	4	
	40 HP(serial# 582399 and before)	6	
	8, 9.9(Before 1999)& 50HP (4 stroke)		
	6 to 25 HP 1999 & up. *2002 & up	10	
	25 HP & 30 HP (4 stroke)	12	
	40 HP (after serial # 582399)		
45 HP (1987), 50-60 HP (4 stroke EFI)			
50 HP & above, ** 75, 90,115 HP (4 stroke EFI)			
135, 150, 200, 225 HP, DI 3.0L EFI 225 & 250 HP Pro Max 3.0L 300 HP EFI			
<b>Evinrude/Johnson</b> 1977 - 2004 for 88 HP {90} & 112 HP {115} a voltage reg. kit is recommended. <input type="checkbox"/> A System Check Tach or 2" gauge is required	All 2 cylinders less than 70 HP	10	
	9.9 HP & 15 HP (2 cylinder, 4 stroke)	12	
	25-35 HP 3 CYL		
	40-50 HP, 2 cylinder (1993 & later)		
	60 HP, 3 cylinder (1985 & later)		
70 HP & greater, including sea drives All FICHT models			
<b>Suzuki</b> through 2004 <input type="checkbox"/> A System Monitor Tach or 2" gauge is required	Less than 55 HP - All 60 HP, 65 HP thru 1985	4	
	50 - 60 HP Cabrea	6	
	DF 4 through 30 (4 stroke)		
	25 HP & 30 HP (1993 & later)		
	55 HP & 65 HP (1985 & later)		
75 HP & up (1985 & later) 75 HP and up (Cabrea) 115 HP and up (1988 & later) DF 40 through DF 250, DFV6 (4 strokes)	12		
	<b>Tohatsu / Nissan</b> through 2004 (See note "e").	8 HP thru M40C (all 2 cylinder)	4
		M40D thru M90A (all 3 cylinder)	6
		115 HP, 120 HP, 140 HP (all 4 cyl.) 8, 9, 9.9, 15, 18, 25 & 30 HP (4 strokes)	12
<b>Yamaha</b> 1984 - 2004		6 HP - 25 HP (2 cyl '84-'87), F/T 9.9 ('85-'91) C25 - C55 (2 cyl) Except C30 (2cyl '93-'97)	4
	F/T 9.9 (MID '92 on), C30-C70 (3 cyl)	6	
	C30 (2 cyl '93-'97), 25 HP (3 cyl), 25 HP (2 cyl '88-'01)		
	30HP-70HP, 50EJ, 50-70, F15		
	F/T 25-F225, HPDI 150-300, 80-SX250 F/T 9.9 (early '92), C75-C150, P75, V/VX150-250, VZ 225-300	12	

### Notes:

a. 6000 RPM tachs are for Inboard & I/O gas engine applications only

b. 7000 RPM & 8000 RPM tachs are for all outboard motor applications only. 20 Pole Tachs are no longer available.

c. Electrical pulses per revolution are equal to 1/2 the number of alternator poles.

d. Older model outboards (prior to 1977) may have the tach signal wire originating at the ignition system though they are alternator equipped. All alternator tachometers may be used on these systems by disconnecting the tach signal wire at the engine and connecting that wire to the unrectified alternator signal at the rectifier. Be certain the number of alternator poles match the tachometer pole setting of the tach.

e. TOHATSU recommends using only their diagnostic tach on fuel injected and TLDI engines, and infusing an aftermarket tach and three light warning gauge. Strong alternator interference on some TOHATSU / NISSAN outboards and some pre 2001 Mercury 90HP outboards may require wiring a .1mf, 100 volt non-polarized capacitor between the signal and ground stud terminals.

f. Faria no longer makes a 20 pole tach.