

The Early Tachometer

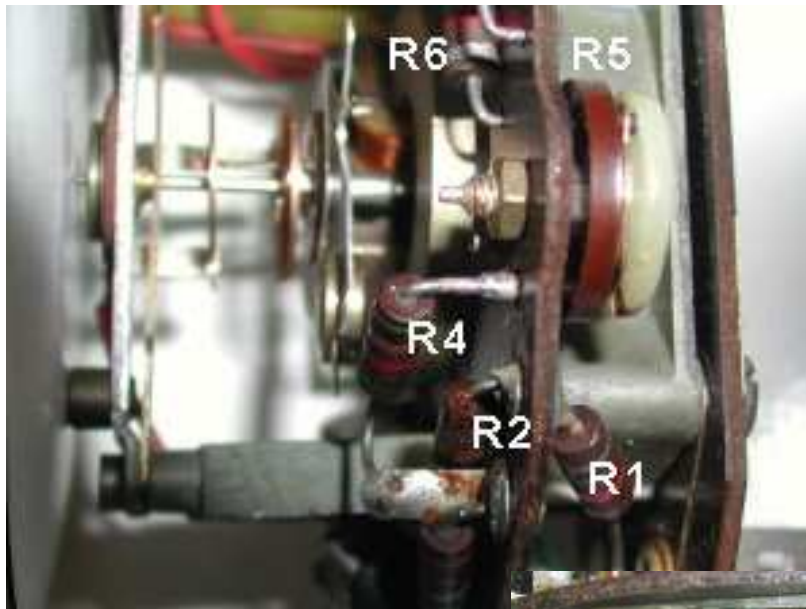


Changing

Polarity

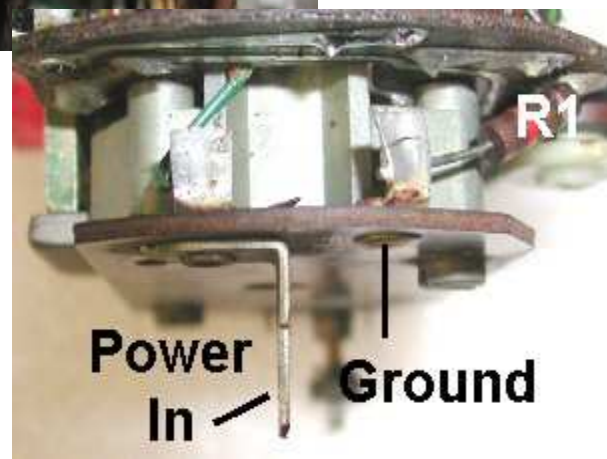
The original polarity is shown on the front of the instrument. There are 2 changes that are required.

1. The power input polarity to the circuit.
2. The current direction of the signal input.

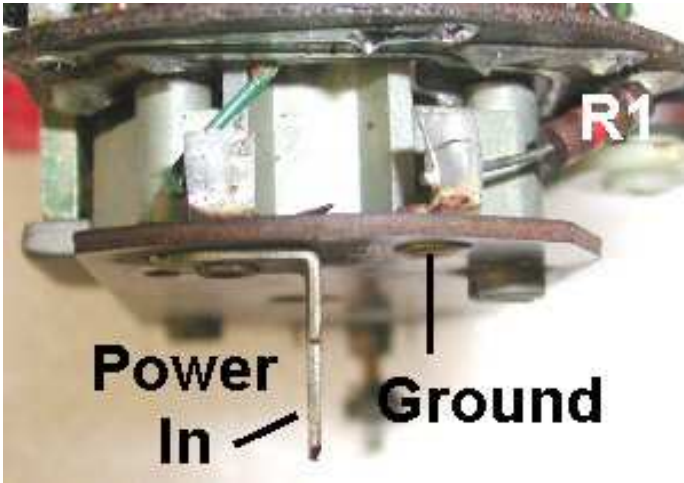


Power Change

The picture shows a *Negative* grounded Tachometer. Note that R1,

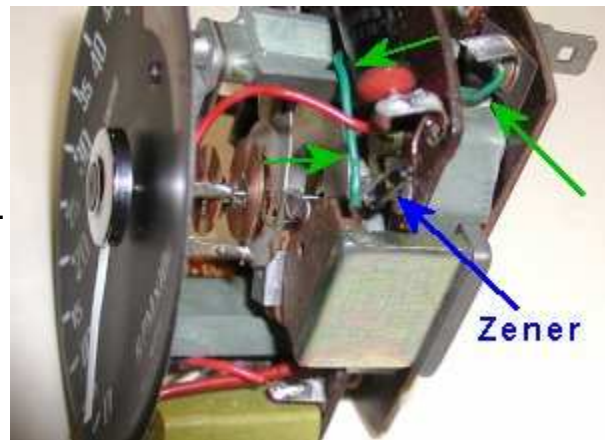


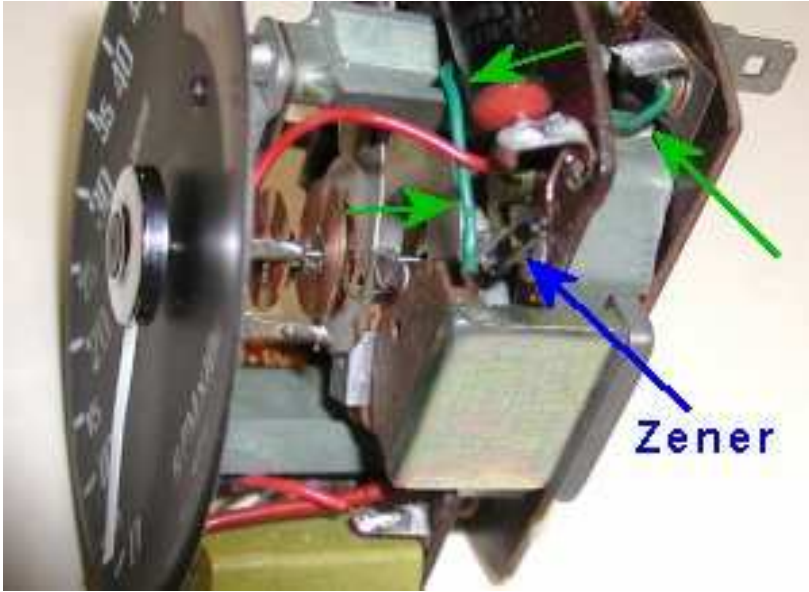
the Negative input (see also the circuit diagram) goes to the *Ground* rivet. The wire from the Zener Diode goes to the *Power In* terminal.



On a *Positive Ground* car, the connections for *R1* and the wire are reversed. However, as most reconnection is done from positive ground to negative ground, this illustration shows the most usual desired arrangement.

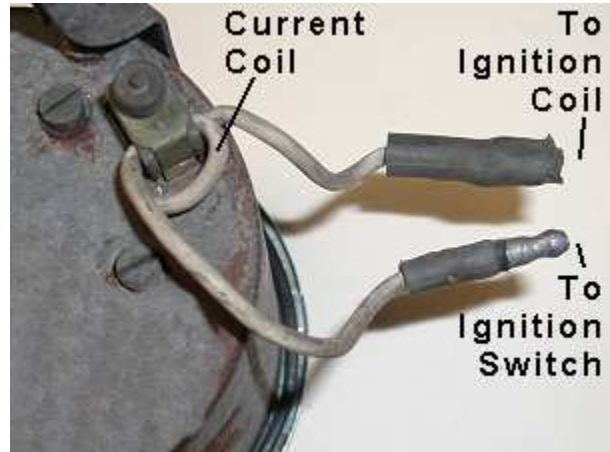
The course of the wire from the positive side of the circuit to the terminal is marked with the green arrows. The position of the Zener Diode from the cathode of which the wire starts, is shown with a blue arrow.

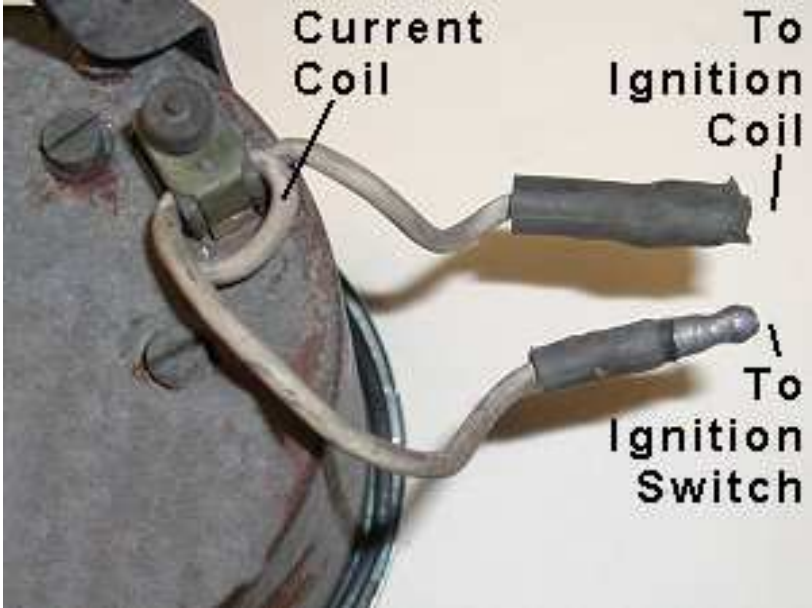




Signal Change

The signal wires need reversing so that the current pulse is in the right direction. It is possible to wind the white wire forming the Current Coil in the opposite direction so that it looks like the picture here, which is a tach from a negative ground car. However, the easiest way is to reverse the sex of the two connectors.





Here a short wire has been terminated at both ends with male bullet connectors. This can be plugged into the female connector of the Tachometer and thus allow that wire to be connected to the female wire from the vehicle harness.



A female connector can then be pushed onto the male connector from the Tachometer so that it will accept the male connector from the harness.

