

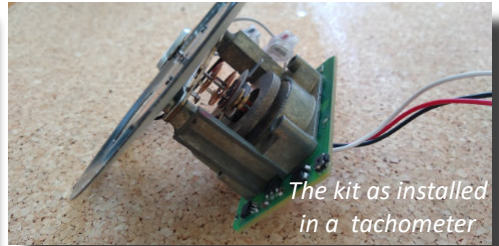
# *Fastback Tachometer Repair*

The tachometer on my recently re-commissioned Fastback had ceased to function due to being 'upset', by the live feed used to power the electric fuel pump. This was sorted and another tacho. fitted, but the replacement was somewhat optimistic, showing 7000 RPM at 60 MPH in overdrive top!

Coincidentally around the same time, Mark Willows of Clocks4Classics made contact with the club; alerting us that repair kits for the type of tachometers fitted to Fastbacks were available from his company.

He hadn't been aware of one being used on a Fastback, so I volunteered, thinking it would be a good opportunity to test out the kit on a Rapier installation and a really good test it would be, with such an inaccurate gauge.

There will be a more detailed article about the work I undertook in the next issue of Cut & Thrust; including removal and re-fitting of the unit in the dashboard, together with what is involved in carrying out the actual repair to the gauge. For now I will just say that the kit was dispatched promptly, full fitting instructions were supplied. Additionally there were videos available on-line to assist you. The job can be completed by most DIY mechanics and is straightforward. Working on the dashboard itself is likely the most tricky bit and it took a little longer than expected, but I was noting down each step & taking lots of photos for the article I will produce.



As I write I have completed my static test and it looks to have done the job. I need to do a proper road test, but it is looking like its a great way of making your tachometer 'spot-on'. The tacho. on my H120 that I have owned for 45 years, has never been accurate, so it looks like another kit will be winging its way to my home once I have completed and fully tested this first installation.

Mark's kits can be viewed on the Clocks4Classics website [www.clocks4classics.com](http://www.clocks4classics.com)

Note that the Fastback was fitted with different types of gauge over the course of production. Mine is an early model with the looped wire and sensor. Later models did away with this and had a wire to the coil via bullet connectors. There were two slightly different types of these latter gauges, but the operation is essentially the same.

Glen Mason