

# Clock4Classics Tachometer Repair Kit

## Vehicle Installation Instructions

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### 1. Important Note – Ignition Coil Supply

On RVI Gen 2 tachos, the supply to the ignition coil runs through the tacho itself. When the tacho is removed from the car this connection is broken and so the coil will have no supply and the engine will not be able to run. To overcome this please follow the directions below:

The tacho will have a supply from the ignition switch running into the tachometer and a feed to the ignition coil running out of the tachometer. To allow the engine to run with the tacho removed these two wires must be connected together on the car side. The wires are usually white and are usually connected to the tacho by two bullet connectors (one male and one female) so they can simply be plugged together on the car's wiring harness.

The repair kit circuit board does not use this wiring and so the wires should be left plugged together on the car wiring harness when the tachometer is re-installed.

### 2. WARNING - Wiring To Electronic Ignition Modules

When installing your tachometer be careful not to accidentally change the wiring to your electronic ignition module. These modules often take their supply from the ignition coil feed and can be easily damaged if the polarity is reversed or if the output of the module is connected to the same terminal as the ignition coil feed. See your ignition module instructions for the correct wiring.

### 3. Installing the Tachometer

The wiring connections to the tachometer will depend on whether your car's electrical system is positive or negative earth and whether you have a standard ignition system (with contact breakers) or electronic ignition. There are three possible configurations which are shown in the following wiring diagrams. It is recommended that you also refer to your car's wiring diagram to identify the correct connection points. To determine whether your car is positive or negative earth check the battery terminals. One terminal will be connected to the car chassis or bodywork – if this is the positive terminal then the car is positive earth, otherwise it is negative earth.

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## Vehicle Installation Instructions

### **For ALL NEGATIVE EARTH cars (with contact breakers or electronic ignition)**

Refer to the wiring diagram in Fig 1 and connect the three tacho wires as follows:

- Connect the RED tacho wire to a fused +12V supply which is switched by the ignition switch.
- Connect the BLACK tacho wire to a good vehicle earth (chassis).
- Connect the WHITE tacho wire to the negative (-) coil terminal (may be labelled "CB"). To help identify the correct coil terminal note that on a car with standard ignition this will be the terminal connected to the distributor. For cars with electronic ignition first identify which coil terminal is connected to the ignition switch or ballast resistor (if fitted) and then connect the white tacho wire to the other coil terminal.

### **For POSITIVE EARTH cars with STANDARD IGNITION (contact breakers)**

Refer to the wiring diagram in Fig 2 and connect the three tacho wires as follows:

- Connect the RED tacho wire to a good vehicle earth (chassis).
- Connect the BLACK tacho wire to a -12V fused supply which is switched by the ignition switch.
- Connect the WHITE tacho wire to the positive (+) or "CB" coil terminal. This will be the terminal connected to the distributor.

### **For POSITIVE EARTH cars with ELECTRONIC IGNITION**

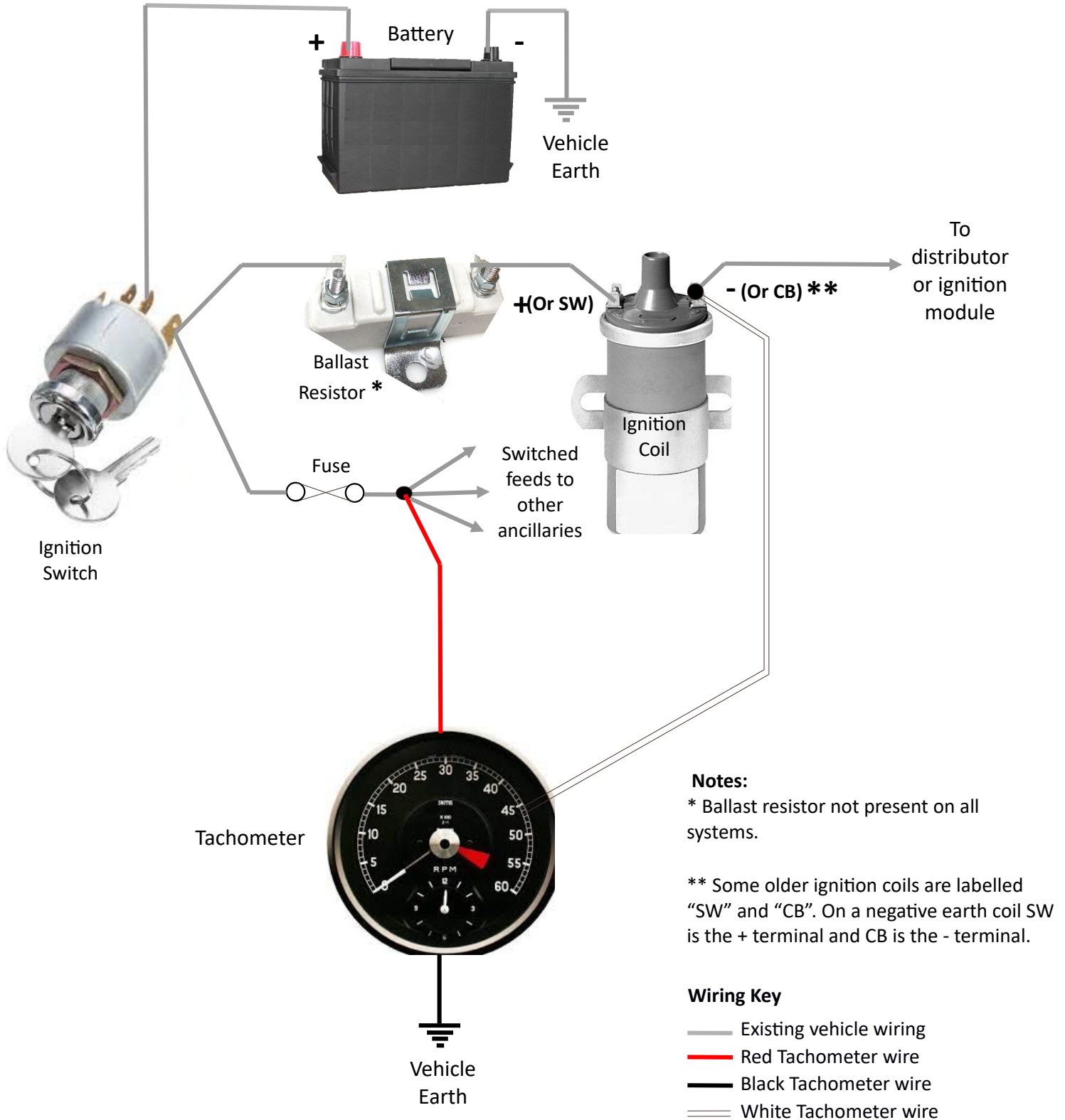
Refer to the wiring diagram in Fig 3 and connect the three tacho wires as follows:

- Connect the RED tacho wire to a good vehicle earth (chassis).
- Connect the BLACK tacho wire to a -12V fused supply which is switched by the ignition switch.
- Connect the WHITE tacho wire to the negative (-) coil terminal (may also be labelled "SW"). To help identify the correct coil terminal note that one terminal is permanently connected to vehicle earth – you should connect the white tacho wire to the other terminal.

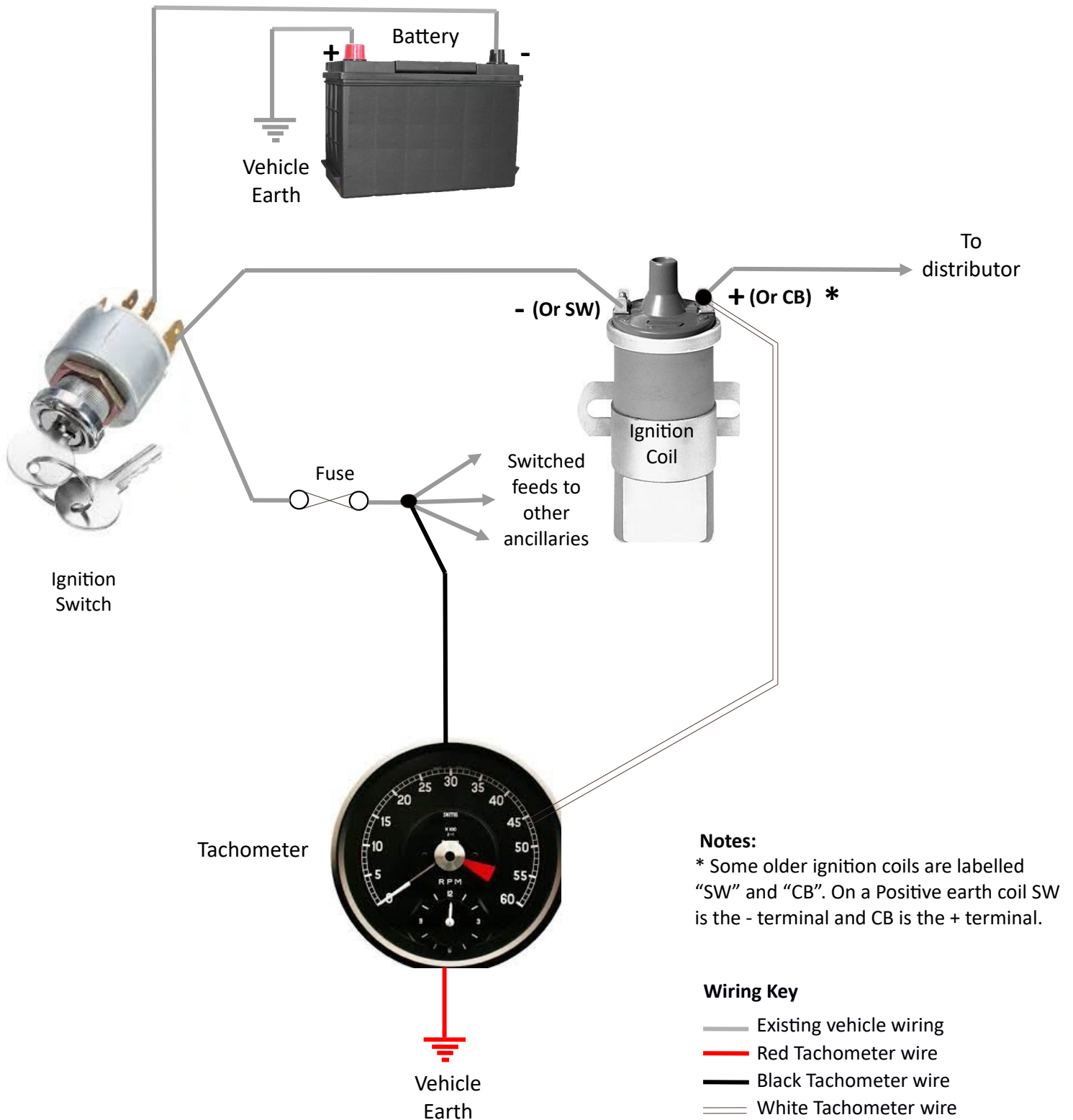
## **4. Protecting the wiring against chaffing**

On some tachometers the wiring will exit close to the tachometer mounting bracket and there is a possibility that the wiring could rub against the bracket and damage the wire insulation. In this case you should protect the wiring with some suitable sleeving and / or secure it so that it cannot rub against the bracket.

**Fig 1: Tachometer Wiring For All Negative Earth Vehicles**  
(with contact breakers OR Electronic Ignition)



**Fig 2: Tachometer Wiring For Positive Earth Vehicles with Contact Breakers**



**Notes:**

\* Some older ignition coils are labelled "SW" and "CB". On a Positive earth coil SW is the - terminal and CB is the + terminal.

**Wiring Key**

- Existing vehicle wiring
- Red Tachometer wire
- Black Tachometer wire
- White Tachometer wire

### Fig 3: Tachometer Wiring For Positive Earth Vehicles with Electronic Ignition

