

TACHOMETER FILTER INSTRUCTIONS

Application

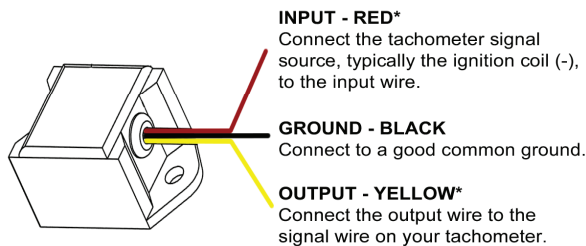
This filter is not required and may not be necessary for your application. It is designed for point style distributors with external coils. We suggest installing your gauges and testing prior to installing this unit. If your tach needle is erratic or inconsistent try installing the filter as a solution.

Filter is installed between the tachometer and the tachometer signal source (usually the coil). The filter eliminates signal noise and surges caused by many ignition systems. The filter modifies the sharp up-and-down spikes into a semi-square wave signal for steady pointer readings and faster pointer response.

Can also be used as a direct replacement for the original GM tachometer filter which is no longer available from GM (replacement for 1975-1989 Chevrolet Corvette tachometer filter, and many other 1975-1989 GM vehicles).

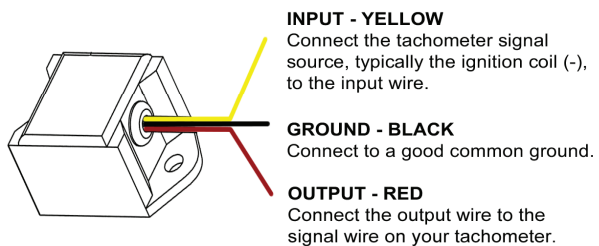
Wiring Diagram

Standard Wiring



*Alternate Wiring for Increased Filtering

For increased signal filtering use the YELLOW wire for the INPUT and the RED wire for the OUTPUT.



Wiring Summary

Wire Color	Purpose	Notes
Red	Input	Connect to tachometer signal source, typically ignition coil (-).
Black	Ground	Connect to a good common ground.
Yellow	Output	Connect to tachometer signal wire.

Wiring

- Connect the tachometer signal source (typically the ignition coil negative terminal) to the RED input wire.
- Connect the YELLOW output wire to the tachometer signal wire.
- Connect the BLACK wire to a good common ground.

Alternate Wiring - Increased Filtering

For increased signal filtering switch the input and output wiring. Use the YELLOW wire for the INPUT (from the tachometer signal source) and the RED wire for the OUTPUT (to the signal wire on your tachometer). See above wiring diagram.

Use 20 AWG stranded or heavier wire for installation. Secure wires firmly along their route.