

Tach Trouble

I have a 67 Mustang convertible which I am restoring, and I have run into a problem. The problem is that I came across an instrument cluster with an 8000 R.P.M. Tach. I am trying to incorporate this into my instrument panel for my convertible.

Problem #1, in my shop manual it shows the wiring that incorporates a resistor wire. I took the car to the electric shop and we hooked up a resistor wire with a resistor block and all, but the tach still does not work. We found a wiring diagram for a 67 XR7 that shows that the tach resistor wire is also hooked up with the dual brake warning light. My question is, can you show me how to wire the tach so it will work? Because now when we connect the tach up, the engine won't fire.

I would appreciate any help you can give me.

Otto D. Roberts
Belleville, IL

Dear Mr. Roberts:

It sounds as if you were wiring the Tach correctly, however, a car equipped with a factory Tach requires a different wiring harness than one without.

It is possible to install the Tach in a standard car by wiring it in series with the wire from the ignition switch to the coil.

If you accomplish this and the engine does not run, I would assume that the circuit board in the tach is faulty and is not allowing current to reach the coil from the ignition switch. In that case, you would need to find a replacement tach.

If I can be of any further assistance, please feel free to contact me.

Frederick R. Glazier, Jr.
Technical Advisor



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