

Late model tach

Posted by rd7839 - 08 Apr 2009 06:40

Thanks for the manual Karl, it helped alot and it looks like I may just have a bad tach. I have a ground and 13 volts with the key and it appears I have signal from the motor, although I'm not sure, I read .6 volts when the motor is running but can't read milliamps.

So does anybody have a late model tach they want to get rid of cheap? I will be greatly indebted to someone if they do and I can get it by the 23. You can email me direct if you want at

This e-mail address is being protected from spambots. You need JavaScript enabled to view it

Thanks

Ron

Re:Late model tach

Posted by rd7839 - 10 Apr 2009 05:34

She Lives!!

After hours of staring at the wiring diagram that Karl gave me a link to, and going through all of the wiring I cut out, I found a red plug coming out of the DME with 2 wires going to it. The wiring diagram showed a 4 pin plug after the tach and after going through the scraps I had cut out I found the other end of the red plug with 4 wires coming out of it. One of the wires was green/black which matched the wire coming out of the tach, so being the genius I am I spliced it back together and plugged it in and VOILA!

Moral of the story is: work on the driver, not the car!!!
