

ECKLER'S[®]

Family of Automotive Parts Companies

Installation instructions 1978-1982 Tachometer Board

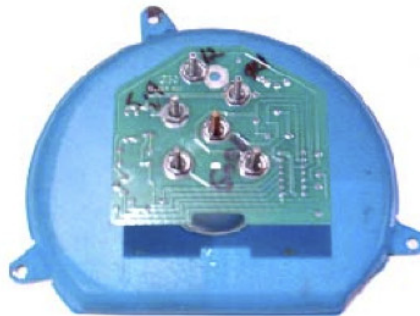
[1978-1979](#) and [1980-1982](#)

If you do not have the tachometer out of your car please refer to our help repair on [removing the tachometer and speedometer housing from your car.](#)

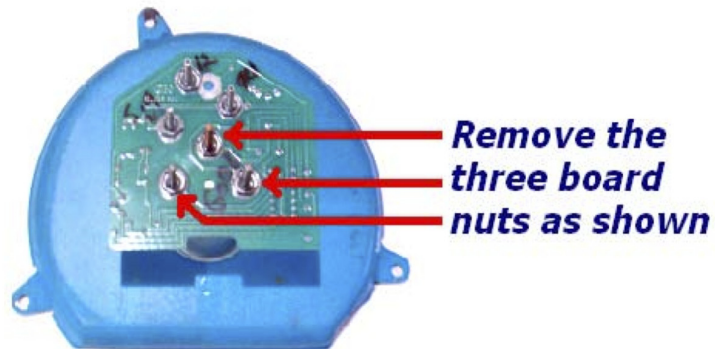
If you are using a NOS Board you will have to send this out for calibration. All our tach boards are pre-calibrated and tested.



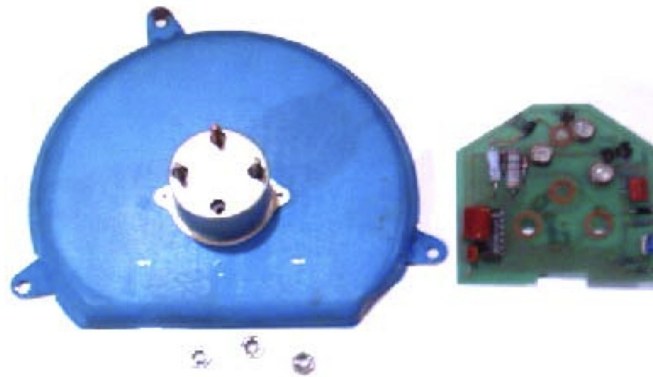
Once you have the tachometer out of the car you will need to flip it face down on a work bench.



Remove the three nuts that retain the tach board to the tachometer. This is done with a 5/16" nut driver.



Remove the old tach board and sit the nuts off to the side.



The new board may look a little differently than the one you are replacing. This should not be cause for concern. The new board will come with three new fiberboard red insulators not used on the original board. You should have the parts show below once you receive your new board.



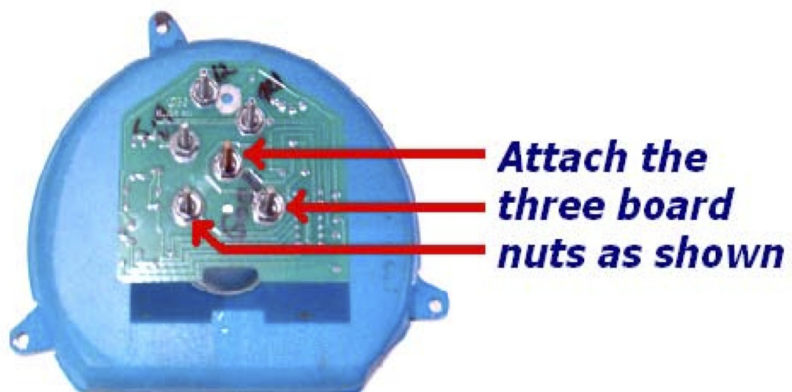
Install the three fiberboard washers on the tach back of the tachometer housing over the three studs shown.



Once you have the insulators on the back of the tachometer, install the new board over top of them as shown.



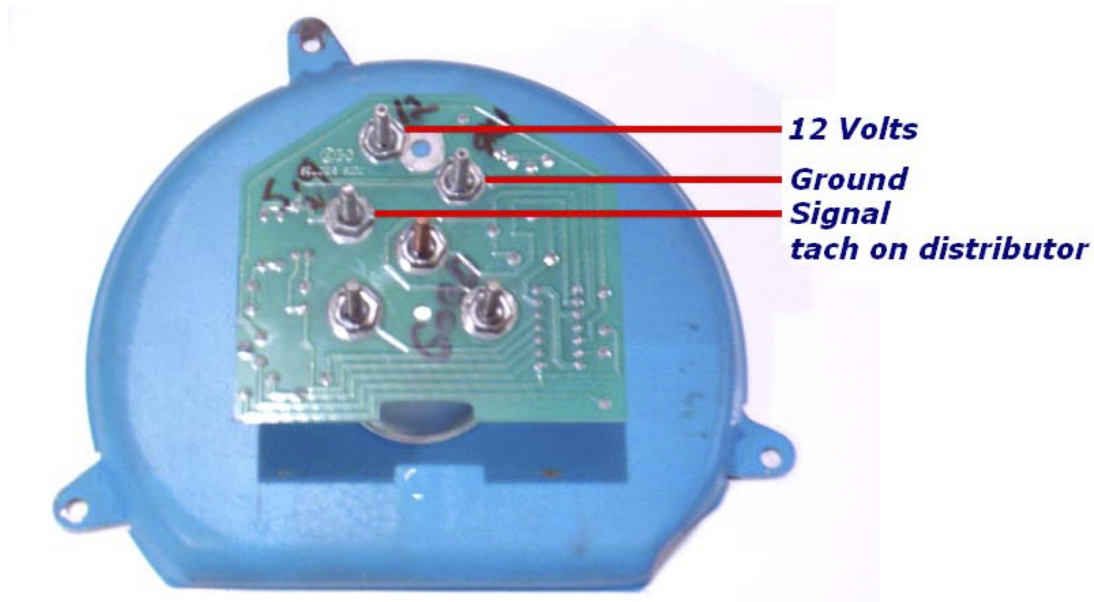
Attach the three board nuts as shown below and you are now finished.



Your board installation is complete!

You can and should test your tachometer before installation in the car. Testing your tachometer is pretty simple once you know how to do it.

Make three jumper wires and run 12 volts, a ground and a signal wire to the studs shown below. The signal wire should run from the stud on the tachometer to the connection on the distributor marked "Tach". Be very careful not to arch the positive to the ground when testing this can and probably will short out the board. Once the tachometer is hardwired you should start the car and see a reading on the tachometer.



Things you should know about the tachometer.

Powering up the tachometer with 12 volts and a ground will make the needle go to zero with the engine not running.

Before powering up the tachometer make a note of the needle position. If the needle fails to go to zero, check to make sure it did move.

If the needle does not go to zero when powered up you'll need to do a zero set. This is done by gently pulling the needle off the front of the tachometer and powering up the tachometer without the signal wire being attached. Remember, the tachometer will go to zero internally when powered up so with the needle removed, power up your tach (no signal) and install your needle to the zero position. This may take a few attempts before it is in the exact position, but with practice zero can be obtained.

The signal that powers your tachometer is a square signal and can be split multiple times. This will also allow you to test your tachometer for accuracy and if needed make adjustments before you install it in the car. This can be done by simply attaching your own Tach meter to the car. The both tachometers will read!

You shouldn't need to adjust your new board, they are pre-calibrated. If an adjustment is needed you can fine tune your new tachometer by turning the resistor shown in the picture below.



***Turning this resistor
will allow you to adjust
the tachometer.***

We have sold over two hundred of these in the last year with ZERO returns. The bottom line is this part WORKS!