

## TACH-ADAPT PRODUCT DESCRIPTION AND SPECS

**TACH-ADAPT** makes your existing tachometer display correctly when used on any 4, 6 or 8-cylinder engine.



*Avoid replacement or rebuild of your stock or vintage tachometer. Instead, use TACH-ADAPT to properly drive your old tach from the new engine or ignition system you converted to.*

Great for engine or ignition conversions. **TACH-ADAPT** corrects gross measurement errors that occur when you try to use a tachometer with an engine or ignition system it was not designed for. For example, you want to use your 4-cylinder tach with a 6 or 8-cylinder engine. Or you installed a new ignition system and now your tach doesn't work.

Originally developed for use in vintage Porsche vehicles, the applications of this Tachometer Adapter quickly expanded across a wide variety of vehicles.

**TACH-ADAPT** goes in-line with your tachometer signal to change and restore the proper voltage, pulse shape and adapt the pulse rate to your tachometer so it will read correctly. Simple to install, it's a small device that can be easily mounted in the engine compartment or hidden under the instrument panel. It accepts input from traditional points, electronic ignition, CDI and many Engine Control Modules. **TACH-ADAPT** avoids the hassle of the difficult and expensive alternative of tachometer removal, replacement, or a permanent re-calibration or adaptation by an outside service. Use **TACH-ADAPT**, the Tachometer Adapter that works!

**NOTE:** **TACH-ADAPT** works with 12V systems. (Special order for 6V modification.) **TACH-ADAPT** uniquely addresses tachometer incompatibility resulting from an engine swap where different cylinder count and/or a modified ignition system has been installed. It is not designed to compensate for accuracy errors caused by defective or poor tachometer design. **TACH-ADAPT** is not compatible with current-triggered tachometers. Such techniques were used in some older (60's) Ford and Chrysler products that run battery feed to the coil *through* the vehicle tachometer. **TACH-ADAPT** does not interface directly to a CAN-Bus, however (if available) it will accept a discrete (dedicated) tachometer signal from most ECUs, including CAN-Bus versions.

### SPECIFICATIONS:

<b>Signal Input:</b>	Points, Electronic Ignition, CDI or Engine Control Module
<b>Tach Output:</b>	Current limited 12V square-wave with selectable leading edge high voltage pulse (for most vintage tachs)
<b>Rate Selection:</b>	Switch settings adapt a 4, 6 and 8 cylinder input to 4, 6, or 8 cylinder tachometers.
<b>Power:</b>	12V, approximately 25 mA.
<b>Connection:</b>	4 wires (power, ground, signal in, signal out) connect to screw-down block.
<b>Case Size:</b>	2 x 1.5 x 1 inches. (51 x 38 x 25 mm), flanges for easy mounting.
<b>Temperature:</b>	-40 to +180F (-40 to + 80C)

*Satisfaction guaranteed! Product is returnable in undamaged condition for full refund excluding shipping.*