

# HOT SPARK® PERFORMANCE PRODUCTS

## Fixes for 12V Signal Style Tachometers

**If your tachometer needle is bouncing or reading too high:**

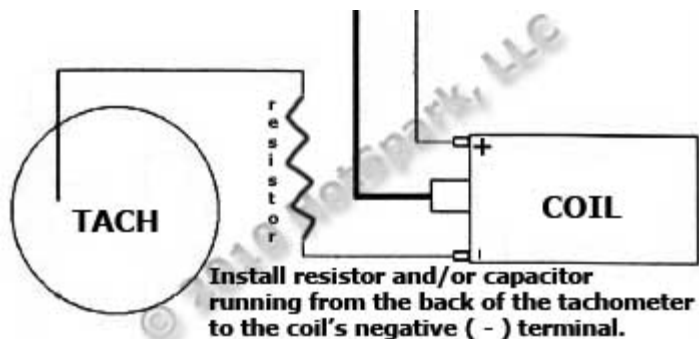
### Problems with Early 12V Signal Style Tachometers

If your tachometer needle is bouncing or reading too high:

If the car's tachometer RPM reading is too high when the engine is running, or the tachometer works OK to a certain RPM, then stops or starts reading incorrectly, we recommend installing a resistor in line with the tachometer wire and coil's negative (-) terminal. This helps to lower the voltage spike at the coil's negative terminal to resemble a set of points, allowing the tachometer to read the ignition module's signal correctly.

The type of tachometer will determine which resistor is needed. We have found that a 10K ohm ½ Watt resistor fixes most problems and suggest starting with one of these. If you find it doesn't fix your problem, you might need to use one with higher resistance, like a 15K ohm ½ watt or 20K ohm ½ watt.

A resistor will work in the vast majority of applications, but there are a small number of tachometer designs that will require a capacitor. We recommend using a .01 Microfarad 500VDC or 1000VDC capacitor.



### Using Hot-Spark Ignition with VDO Tachometer:

Connect a diode #1N4005 between the negative terminal (- or 1) of the coil and the wire that goes to the tachometer. The cathode end (silver band) should be nearest the tachometer side, not the coil side. You should be able to buy a diode #1N4005 at Radio Shack or other electronic supply store.

Click [here](#) for *Hot-Spark Ignition Installation Instructions*