SMITHS ELECTRONIC TACHES

5. Reinstall each in instrument panel. Check all wire connections.

Troubleshooting

1. Remove the Smilings each from the instrument panel. The each has two threaded studs that are retained from the rear of the panel. Label all wires to record those upon reinstallation. WARNING: Improper connection may damage the each.

2. Locate the extremal current pickup on the rear of the each. Refer to Figure 27. If your each does not resemble this current sensing each, due to the higher coil current, modification of the current pickup to reduce the signal level will usually eliminate the problem. Current sensing eaches are a wire loop with two limbs that passess the coil current through a pickup at the each. Some older British vehicles use Smiths current sensing eaches. These works from the coil positive terminal to the ignition switch.

3. Modify the current pickup by removing one loop of wire as shown in Figure 28. Note the direction that the wire passes through the pickup. If this direction is reversed, the each will not function.

4. Recalibrate the each for best accuracy. Connect a test lamp and have a helper rev the engine. Hold the each in the position it is mounted (if mounted near the ignition). Adjust the calibration screw on the back of Smiths each so that the back of the each can easily be adjusted to give correct readings. If the back of each still reads high, add a resistor in the back of each. In some cases the each will not read the correct RPM after installation of an electronic ignition. A calibration screw on the back of each will have the correct reading, however.

5. Older Smiths eaches may vary as much as 500 RPM throughout the RPM range. This variation is not the fault of the ignition system. Older Smiths eaches may vary as much as 500 RPM throughout the RPM range. This variation is not the fault of the ignition system.