INSTRUCTIONS

RVI Buffer module

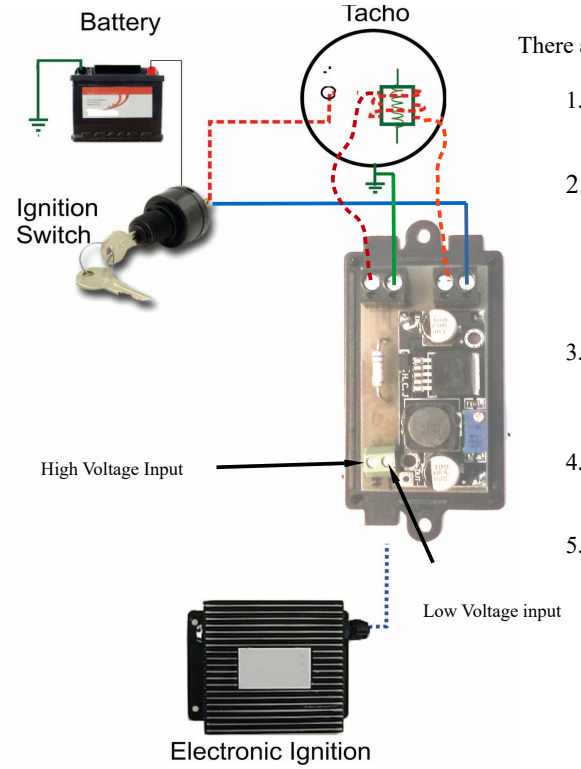
General

This module is designed to convert voltage pulses into the high current pulses needed to drive fit the Smiths RVI tachometers made around the 60s and 70s.
It may also work with other current driven tachometers.

Protected against reversed polarity

Suitable for 12V negative earth vehicles only (except when using a 123 ignition module, see FAQ on website)
Suitable for 12V negative earth RVI tachometers.

Connections..



There are 5 connections as shown in the diagram.

1. +12V and ground are pretty self explanatory. +12 can be provided by any connection that is live when the ignition is on.
2. For connection to Coil -ve (negative) terminal, connect to the high voltage terminal, the green terminal nearest the edge of the circuit board. If you are connection to a low voltage input such as the “Tach Out” terminal of an ECU or electronic ignition system, connect to the green terminal furthest away from the edge of the circuit board.
3. The connection to the tachometer is a single wire (current loop) that loops through the sense coil on the tachometer. There are several versions of the tachometer with different connection arrangements. See the diagram below.
4. If the tachometer does not work right away, reverse the connections to the current loop as they are polarity sensitive.
5. If the tachometer still does not work, try increasing the number of turns the current loop is looped through the sense coil on the tachometer, but do not exceed 5 turns. You will need to reverse the current loop connections again in case of reversed polarity.

The low voltage input is suitable for input voltages up to 14V, do not connect to the Low Tension coil terminals as the collapsing magnetic field can generate voltages in excess of 100V. To connect to the coil -ve terminal use the high voltage input.

Note -: the blue trimmer is factory set and should not be adjusted.

More information can be found on our website www.spiyda.com