



## *Installation Instructions*

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### #1599 **1975-1991 Tachometer Filter**



Tools Required

1. Wire Cutter / Stripper
2. Wrenches
3. Soldering Gun & Solder

In most cases, the tach filter is held to the intake manifold with a bolt. Remove this bolt with 1/2" wrench. Since this tach filter has open ends, you have two options:

#### **Option 1**

Cut the brown & white wires of the old tach filter, allowing enough wire to splice in the new one.

#### **Option 2**

This filter includes 2 connectors that can be resoldered to the bare end of the new filter, allowing a more stock-like installation. Now connect the brown & white wires as required.



The white wire leads to the tach wire; the brown wire leads to the distributor connector. Bolt the filter casing to a suitable ground (i.e. intake manifold or nearby ground source).

#### **Troubleshooting**

The tach filter eliminates voltage spikes & produces a steady signal for the tachometer. This will produce accurate, steady readings of the needle. To test the filter, first disconnect it on both ends then use an ohm meter across the brown & white wires. You should get a reading of around 15,000 ohms. A reading between the brown wire & the ground and the white wire & the ground should be close to 0 ohms. If the tach filter passes these two tests & the tachometer fails to work, further testing needs to be done as the problem has now been proven to not be the tach filter.

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