MSD RPM DROP: See Note #3

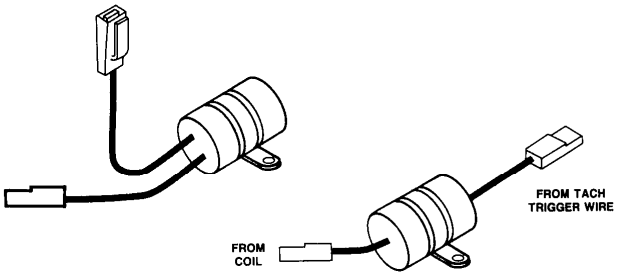
SECTION IX - TACHOMETER OPERATION (Continued)

NOTE #3: General Motors Corporation vehicles have an inline filter that should be bypassed when the factory tachometer drops back to zero as the engine RPM is going up.

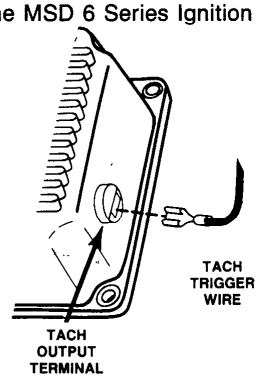
The drawings at the right show what the filter might look like.

Locate the filter by tracing the wire from the TACH Terminal on Vehicles equipped with an HEI Ignition System.

On vehicles equipped without an HEI, trace the wire from the coil negative terminal until the filter is found.



Disconnect both wires from the filter and leave disconnected. Connect the wire going to the tachometer to the MSD 6 Series Ignition Unit Tach Output Terminal as shown in Figure below.



NOTE #4: **IF THE TACHOMETER IS CONNECTED TO THE POSITIVE SIDE OF THE IGNITION COIL, DO NOT ATTEMPT TO CONNECT THIS TACHOMETER TO THE TACH OUTPUT TERMINAL ON THE MSD 6 SERIES UNIT.**

See **NOTE #1** for a diagram of a **CURRENT TRIGGERED TACH.** The tachometer is connected to the POSITIVE side of the ignition coil. The ballast resistor or resistance wire can be on either side of the coil.