



# Electronic Tachometers

PART# 440-604 and 440-605

## Supplemental Information Negative Ground Vehicles

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**The Digital Tachometers will work on Negative Ground vehicles ONLY!**

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**Before installation, check that your coil connections are correct. The car will run fine with the wiring backwards, but hooking the new tach or electronic ignition incorrectly will cause damage**

**The + terminal of the coil should have a White, or pair of White/Green wires**

**The – terminal of the coil should be connected to the distributor**

For British applications, the dash illumination wiring is Red/White – Connect to Digital Tach – Red/White

**Electronic Tachometers to approximately 1968 with a white sensing loop wire on back of unit. RVI Type (external loop)**

Green wire – ignition switched power to circuit board – Connect to Digital Tach – Green wire – Make certain that the vehicle has been converted to Negative Ground!

Black wire – ground to circuit board – Connect to Digital Tach – Black wire

White wire formed into loop around sensing post – Slip off the old tachometer, but leave intact. This wire provides power to the coil from the ignition switch.

Run a new wire from the Negative side of the coil (this is the side the Distributor point lead or electronic ignition switching lead connect to) to the location of the new tachometer. This is a sensing wire that detects pulses on the negative side of the coil.

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**Make absolutely sure you are connecting this wire to the Negative side of the coil and that the only other wire connected to the coil is the switching lead from the distributor. (white/black – original distributor, black – Pertronix) – IF YOU HAVE ANY QUESTIONS CONTACT OUR TECH DEPARTMENT BEFORE HOOKING UP!**

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Connect this new wire to the Red/Blue wire of the Digital Tach. Run the engine and ensure that the tach works smoothly. If the tachometer sweep is erratic, disconnect the new wire from the Red/Blue and connect it to the White/Black wire of the Digital Tach.

(These two inputs have different sensitivities)

## Supplemental Information

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### Electronic Tachometers from approximately 1968 to 1972 with two white wires going to the back of unit. RVI Type (internal loop)

Green wire – ignition switched power to circuit board – Connect to Digital Tach – Green wire

Black wire – ground to circuit board – Connect to Digital Tach – Black wire

One White wire will have a male terminal, the other will have a female terminal. Unplug these from the old tachometer and plug the two together. This wire provides power to the coil from the ignition switch.

Run a new wire from the Negative side of the coil (this is the side the Distributor point lead or electronic ignition switching lead connect to) to the location of the new tachometer. This is a sensing wire that detects pulses on the negative side of the coil.

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**Make absolutely sure you are connecting this wire to the Negative side of the coil and that the only other wire connected to the coil is the switching lead from the distributor. (white/black – original distributor, black – Pertronix) – IF YOU HAVE ANY QUESTIONS CONTACT OUR TECH DEPARTMENT BEFORE HOOKING UP!**

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Connect this new wire to the Red/Blue wire of the Digital Tach. Run the engine and ensure that the tach works smoothly. If the tachometer sweep is erratic, disconnect the new wire from the Red/Blue and connect it to the White/Black wire of the Digital Tach.

(These two inputs have different sensitivities)

### Electronic Tachometers from approximately 1972 through 1980. RVC Type

Green wire – ignition switched power to circuit board – Connect to Digital Tach – Green wire

Black wire – ground to circuit board – Connect to Digital Tach – Black wire

White/Black wire - Connect to the Red/Blue wire of the Digital Tach. Run the engine and ensure that the tach works smoothly. If the tachometer sweep is erratic, disconnect the new wire from the Red/Blue and connect it to the White/Black wire of the Digital Tach.

(These two inputs have different sensitivities)

Mechanical Tachometers, or vehicles not fitted with a tachometer.

Find a source of ignition switched power, either from the fuse box, or another solid Green wire circuit – Connect to Digital Tach – Green wire

Find a good ground connection, this would be a Black wire circuit – Connect to Digital Tach – Black wire

Run wire from the Negative side of the coil (this is the side the Distributor point lead or electronic ignition switching lead connect to) to the location of the new tachometer. This is a sensing wire that detects pulses on the negative side of the coil.

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**Make absolutely sure you are connecting this wire to the Negative side of the coil and that the only other wire connected to the coil is the switching lead from the distributor. (white/black – original distributor, black – Pertronix) – IF YOU HAVE ANY QUESTIONS CONTACT OUR TECH DEPARTMENT BEFORE HOOKING UP!**

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Connect this new wire to the Red/Blue wire of the Digital Tach. Run the engine and ensure that the tach works smoothly. If the tachometer sweep is erratic, disconnect the new wire from the Red/Blue and connect it to the White/Black wire of the Digital Tach.

(These two inputs have different sensitivities)

## Calibration

The tachometer is calibrated/programmed by setting a combination of seven switches located under the grommet on the back case. Remove the grommet to access the switches.

### Notes:

- The switch setting must be completed with the power off.
- Set the switches prior to installing the tachometer.

**Use the following switch settings for 4 or 6 cylinder applications.**

**4 cylinder:**

sw1	sw2	sw3	sw4	sw5	sw6	sw7
1	1	0	0	0	0	0

**6 cylinder:**

sw1	sw2	sw3	sw4	sw5	sw6	sw7
0	0	1	0	0	0	0

*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes and photos) are welcome. These instructions were developed and written by Moss Technical Support. If you have any questions or difficulties with your installation of this product, telephone 800-667-7872 between 7:00 a.m. and 4:00 p.m., Pacific Time for assistance.*

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