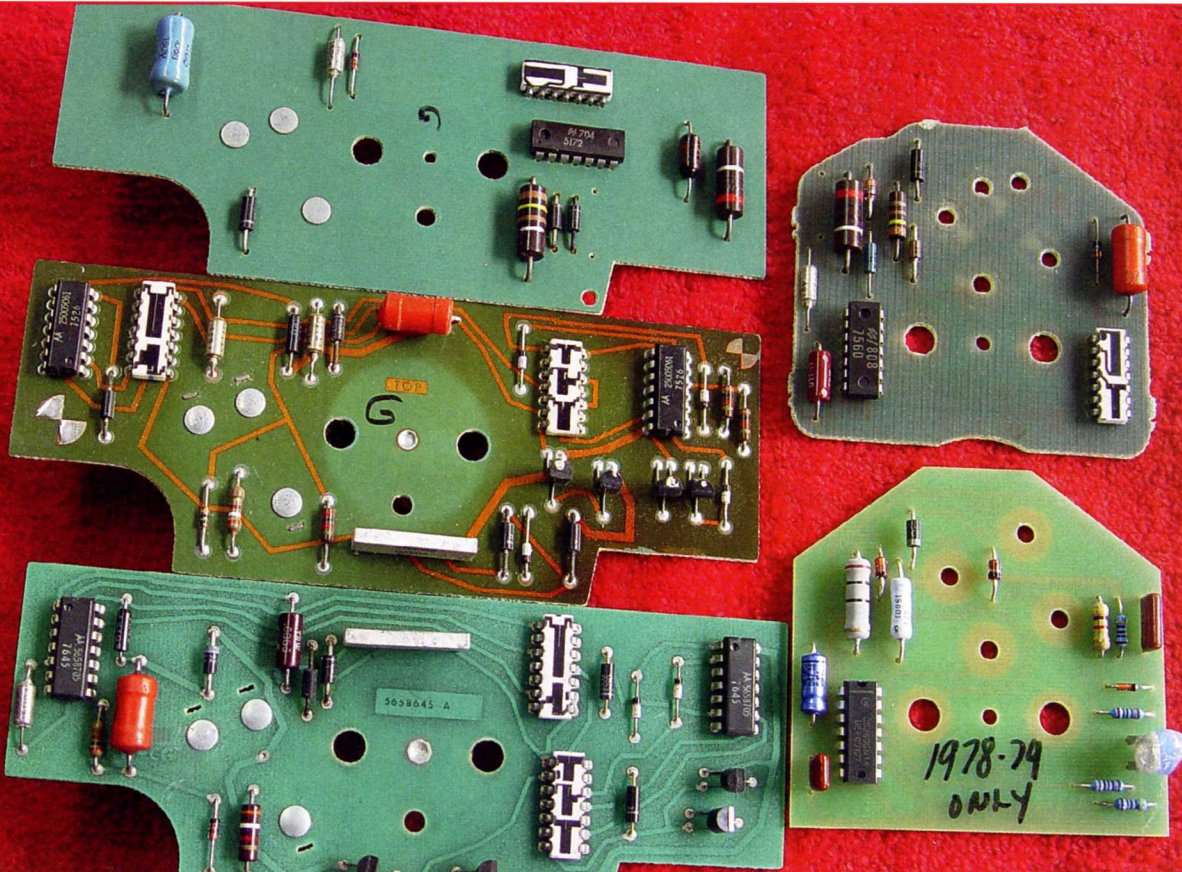


MEMBERS OF THE BOARD

YOUR TACH SAYS A LOT. MAKE SURE IT'S RIGHT.

BY TOM RUSSO



ABOVE: Four boards in this photo are original tach circuit boards installed in 1975-82 Corvettes, but only one is a restoration board. Which is a reproduction?

HIGH-ENERGY IGNITION (HEI) WAS INTRODUCED IN 1975 AND “SPARKED” 35-PERCENT HIGHER VOLTAGE THAN THE CONVENTIONAL IGNITION COIL. THE RESULT WAS A HOTTER AND MORE RELIABLE SPARK THROUGHOUT THE COMBUSTION CYCLE, CONTRIBUTING TO A HIGHER PERCENTAGE OF HYDROCARBONS COMBUSTED, WHILE PRODUCING FEWER EMISSIONS.

Today, we see Corvettes with dramatic horsepower gains, still keeping with emission standards. But to match HEI in the mid 70s, Chevrolet had to mate a circuit board that could handle those “high-tech” electronics and keep rpms reading normally. Today’s later-model C3 owners enjoy Corvette’s foray into electronic ignition but also deal with its circuitry limitations.

Many C3 owners have been

plagued by many items, like a dash design that discourages access, lack of precise tach board calibration (or none at all), boards that do not work, boards that short out and other “low-tech” glitches. In all fairness, many of these problems have been worked out, but boards are still sold and owners still have problems. Plus, many are still not clear how best to proceed after board installation when

that tachometer needle doesn’t reflect engine rpm. We’ll explore the issues of buying a 1975-82 tach board, troubleshooting tips, what is meant by calibration and steps for installing a 1978-82 board.

WHAT’S THE PROBLEM? The first challenge is to correctly diagnose the cause for a non-functioning tachometer, but if you go with board replacement,

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