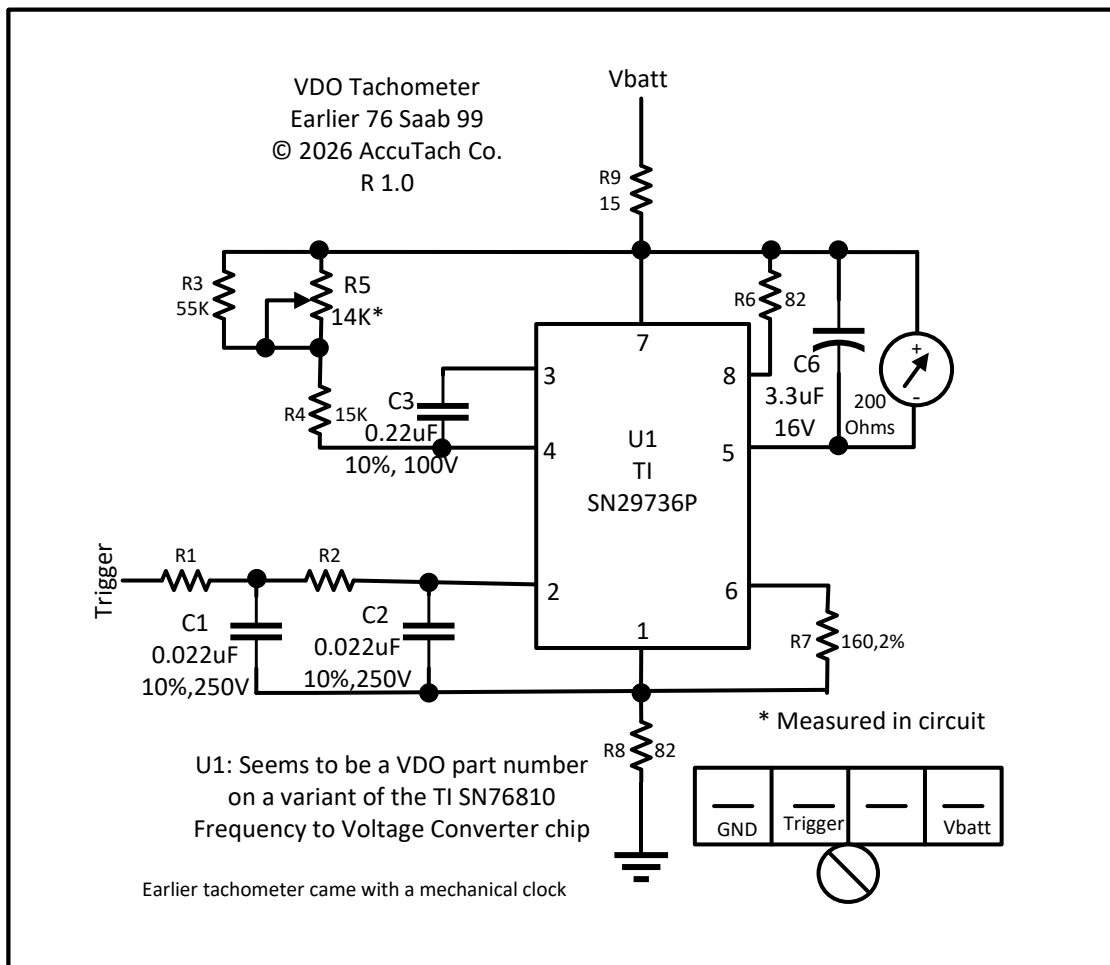


1976 Vintage Saab 99 EMS Tachometer
Reverse Engineering Report
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R1.3

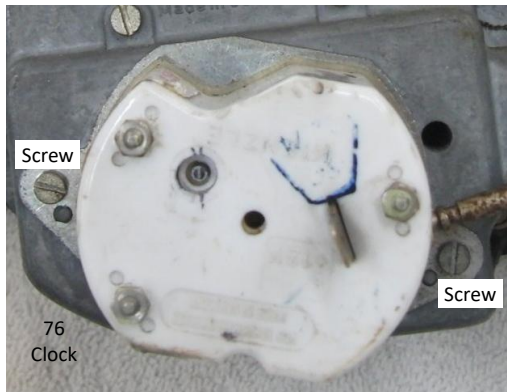
I had the rare opportunity to work on two new-to-me vintage VDO tachometers (with clocks) at the same time. One was from the owner of a 1976 Saab 99 EMS. The other was from a dealer so the car it was from is unknown. From the outside, both were identical. But inside, they had slightly different tachometer circuits and the clocks were very

The following are the schematics of the older 76 circuit. The heart of the design is the TI SN29736P Tachodriver integrated circuit.

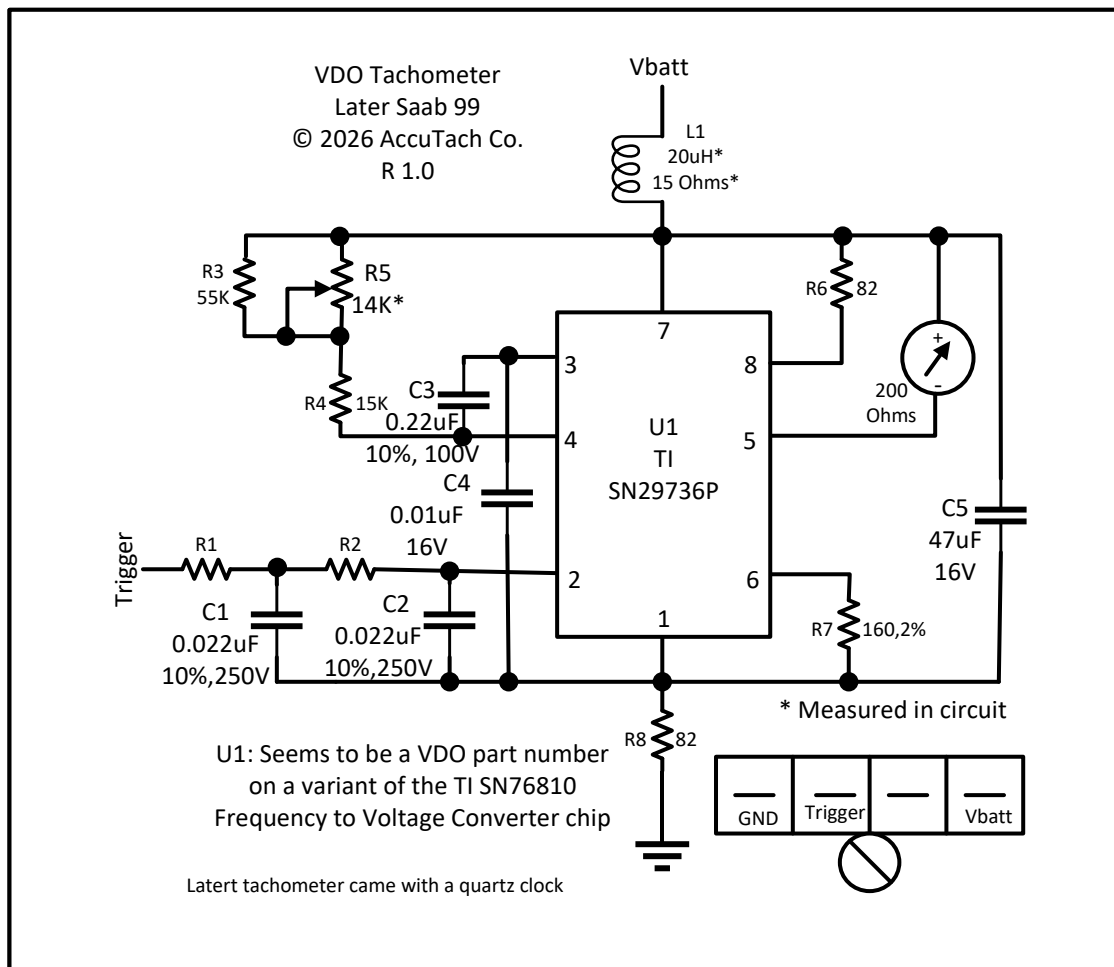


The owner of the earlier 76 tachometer/clock repaired his own non-functional mechanical clock. He says poor solder joints in the clock are a common failure mechanism. He shared these photos of his 76 mechanical clock with me.

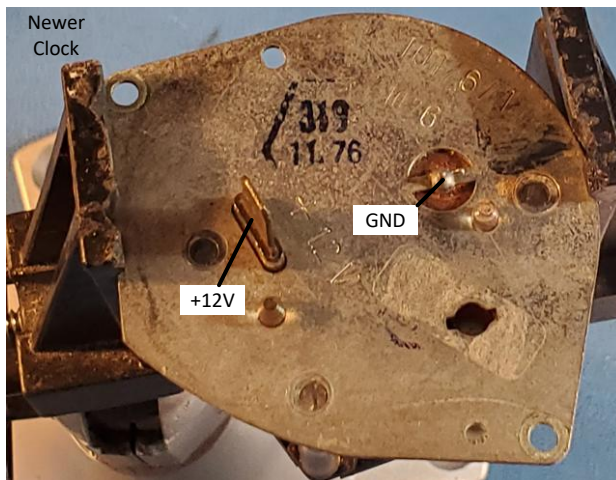
Remove the clock from the case by removing these two screws. The clock will then come out of the case.



The following are the schematics of the newer tachometer's circuit. The heart of the design is the TI SN29736P Tachodriver integrated circuit.



The newer quartz clock is removed from the case by removing the same two screws as with the mechanical clock in the older unit. Note that there is a ground wire for the quartz clock that is soldered to the plate to provide the ground connection to the case. This connection must be unsoldered to get access to the clock's PCB for repair.



Here is an AI opinion (Thanks to Pete's Vintage Gauges) about which possible European tachometers may have used the Texas Instruments SN29736P IC. Those tachometers would have likely used a similar design. Hopefully, this document will help people with those tachometers as well.

AI Opinion:

I dug into VDO tachometers containing the Texas Instruments SN2