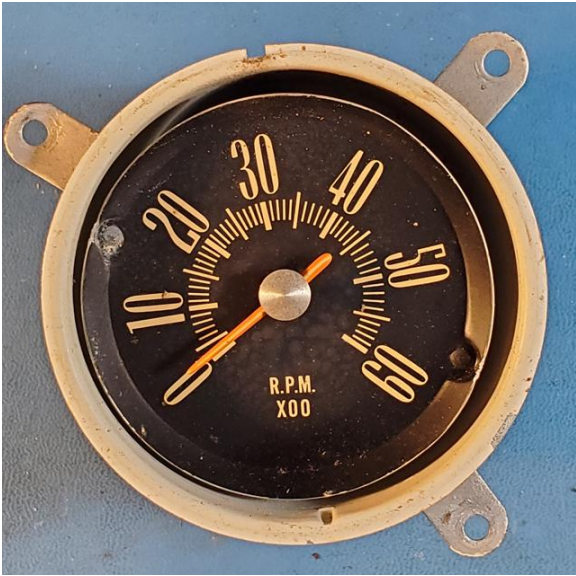
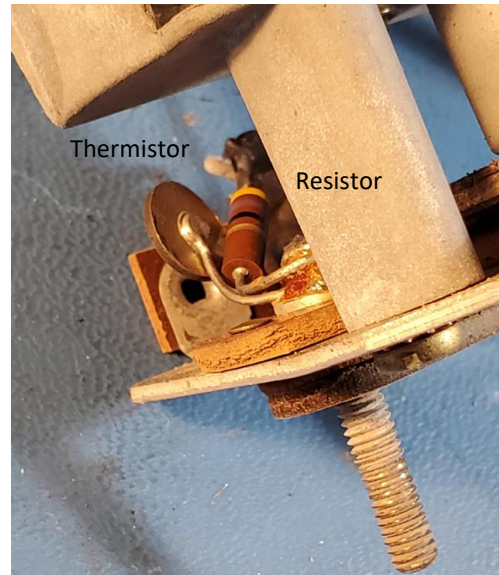
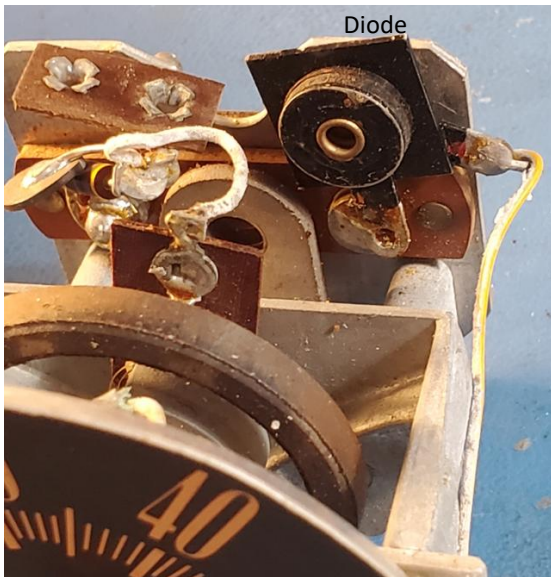


65-69 Mopar B & C Body Car
Tachometer Reverse Engineering
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V1.0

I received a tachometer head unit out of a '65 to '69 Mopar B & C Car to try to repair.



I removed the head unit from the case to see what was inside. I observed what looks like a selenium rectifier diode. It tested as having a 0.35V diode drop with a diode tester. I also observed a thermistor with a 47 ohm, 10% linearizing resistor in parallel with it. Together they measured 17 Ohms at room temperature. This circuit is designed to compensate for the changes in temperature in the ammeter winding resistance due to copper's temperature characteristics. The meter resistance is 133 Ohms.

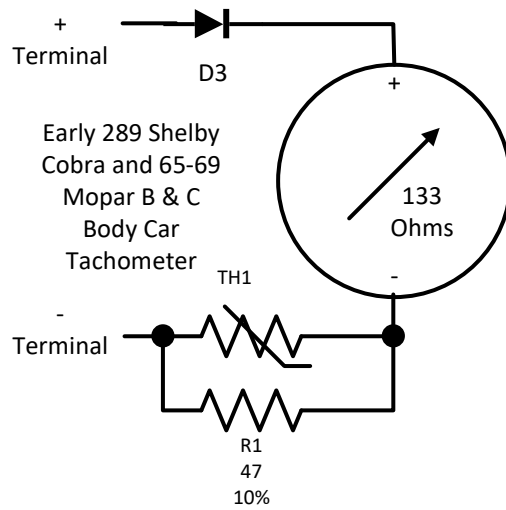


I did an internet search and learned that these tachometer head units were driven by the same transmitter unit that was used in the early 289 Shelby Cobras. Since I have never taken a Cobra head unit apart, this was a good opportunity to learn what is most likely in the Cobra head unit too.

This particular head unit is missing the terminal through-hole insulators to prevent the head unit signals from shorting out to the case. I will be 3-D printing replacement insulators for this head unit.

With this unit, the circular magnetic bar that the needle's deflection winding rotates around had been shifted, jamming the needle in place. After rotating the bar a bit, the needle was able to move freely across the scale.

This is the circuit drawn from the head unit.



If the stock transmitter is lost, a good alternative to drive this head unit is the TechnoVersions TachMatch unit in Vintage mode.