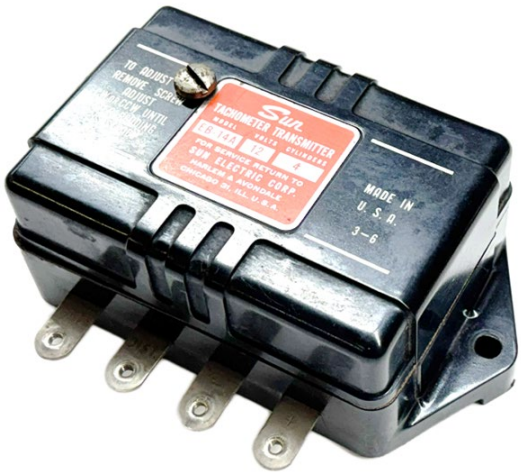
www.TechnoVersions.com

Sun EB-Mounting Kit

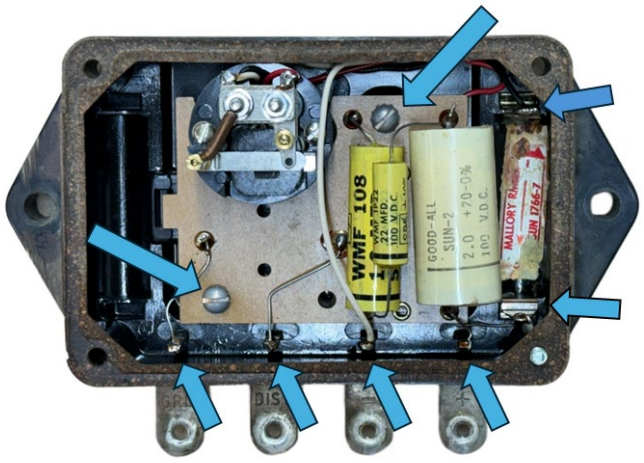
A TachMatch TM-03, when configured in “Vintage Tach” mode can directly drive your early Sun tachometer, eliminating the need for the original EB Tachometer Transmitter.



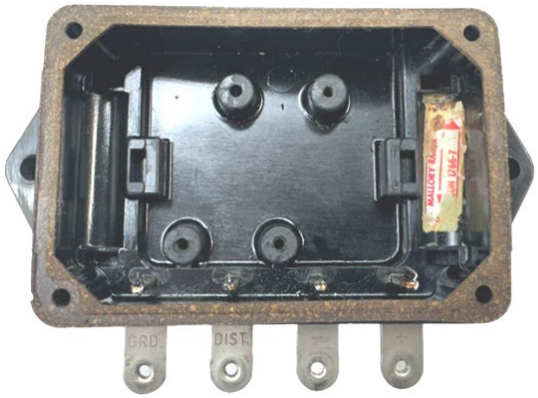
To maintain the original look, this kit allows you to mount a TachMatch TM-03 inside the original Sun EB interface box to drive your vintage Sun tachometer.

Installation Instructions

To install the TachMatch, first remove the existing internal circuitry. Take the cover off by removing the four screws on the bottom of the EB interface box. Then with the internals exposed, remove the two screws, cut or detach the wires from the posts, and pull the battery terminals out of the enclosure.



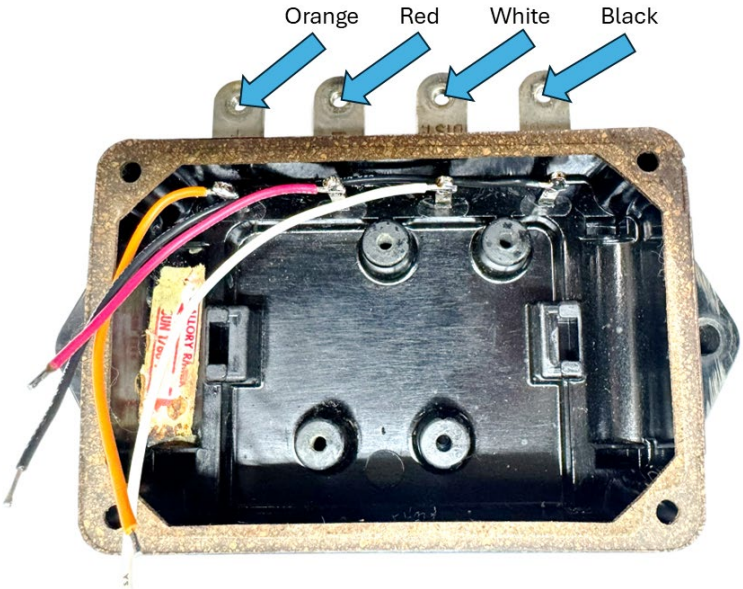
After removal, this is what should be left…



The next step is to solder the wires that come with the kit to the terminal posts:

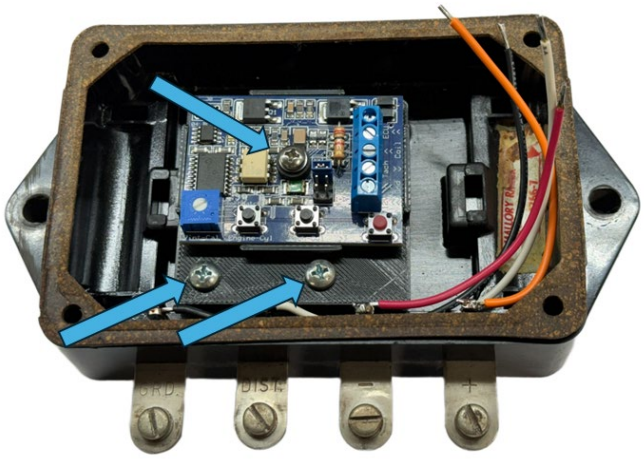
Terminal	Wire color
+	Orange
-	Red
Dist	White
Grd	Black

This takes a fair amount of heat since the posts have so much thermal mass. It is easier to start at the (+) terminal end, working toward the Grd end of terminals.



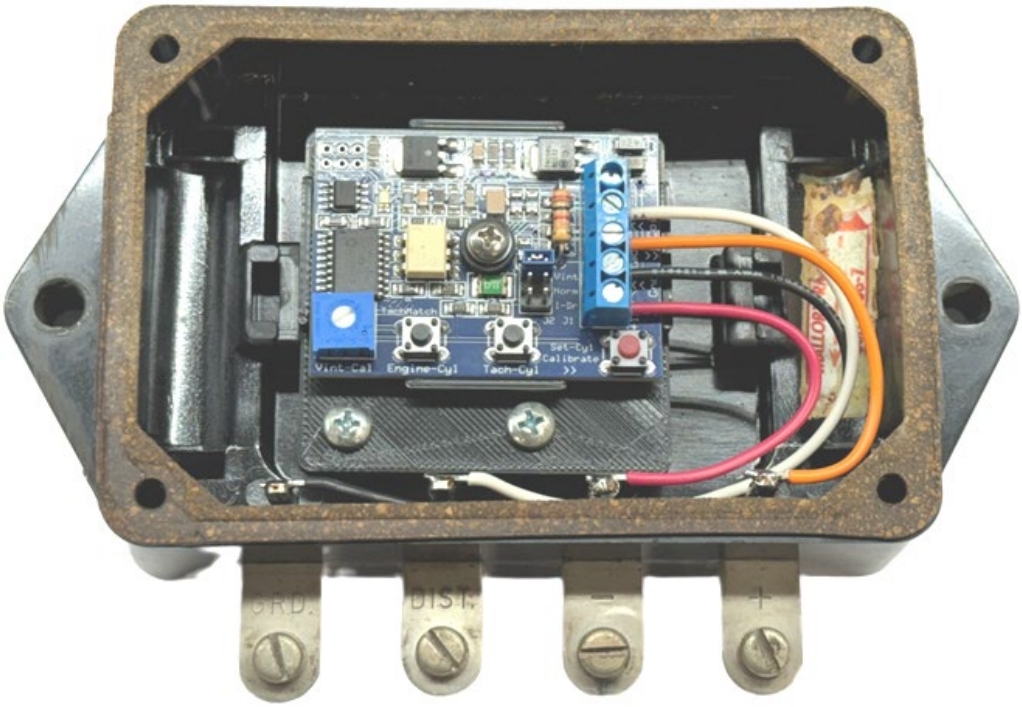
Remove your TachMatch from its enclosure by removing the screw in the back. Next, connect your TachMatch to the adaptor plate with the 6-32 screw, spacer and nut. The spacer should be at the top of the unit, lip facing down.

Next, with the provided 8-32 screws and lock-washers, attach the adaptor with TachMatch to the case.



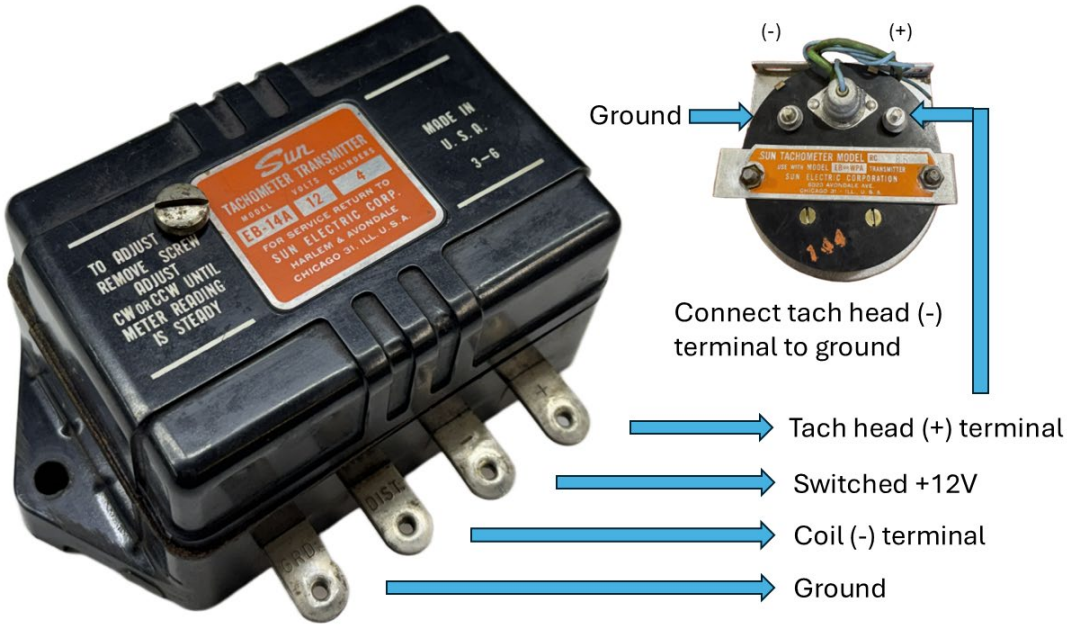
Finally install the wires into the TachMatch terminals.

Terminal	Wire color	TachMatch Terminal
+	Orange	Tach
-	Red	+12v
Dist	White	Coil
Grd	Black	Gnd



External Connections

Here are the external connections that you need to make. Note that these are almost the same as the original connections to the EB interface except the wire originally from the tach head (-) terminal needs to disconnected from the EB, then connected to ground. Once this is disconnected, the – EB terminal needs to be connected to switched 12v. It doesn't use much current, less than ¼ A.



Before installing the + wire to the tach head, make sure the TachMatch jumper is in the "Vint" position, and it is set to vintage tach mode with the potentiometer all the way CCW. A shortcut to put it into 8-cyl vintage tach mode is to power down, hold down the *tach-cyl* button, then power it up. Once powered up and the *cal* button pressed, you can adjust the potentiometer until the tach reads 4,000 RPM and you are done! Put the EB cover back on and make sure you have the adjustment hole at the top plugged.

Here's the wiring summary…

Signal	EB Terminal	Wire color in EB	TachMatch Connection
Ground	Grd	Black	Gnd pin 2
Switched +12v	-	Red	+12v pin 1
Coil (-) trigger	Dist	White	Tach pin 4
Tach head (+)	+	Orange	Coil pin 3
Tach head (-)	To Ground		