



# TECHNICAL BULLETIN

## TACHOMETER/FUEL INJECTION ADAPTER APPLICATIONS

Since there seems to be some confusion and misinformation about the applications of the Mallory 29074 and 29078 Tach/FI Adapters, we've put together a little tutorial that explains why and when each version is needed.

### Background:

Years ago, before electronic ignitions were common (and even after they were, in some cases), tachometer designs were geared toward the existing point-type ignition systems. This meant that a parallel-connection tach (one that was triggered from the coil '-' terminal) usually required a relatively high voltage (50-100v) to trigger properly. The other type of tach commonly used was the "series" tach, which was triggered by the current pulse in the ignition supply line whenever the points closed.

When aftermarket electronic ignitions started becoming more popular, there arose a need for some way to trigger these tachometers, most of which were OEM designs. In addition, more cars were using electronic fuel injection systems, and many of these systems required a HV pulse on the coil '-' terminal to tell them that the ignition was working before they would trigger the injectors. The first "tach/FI" adapters were just a coil of wire that simulated a weak coil primary. Our version is the 29074. When connected between the points trigger lead and the ignition power wire, they would make a HV pulse on the trigger wire when the ignition was triggered. In addition, they drew a couple of amps through the ignition wire, and this was generally enough to trigger a series tach that was in the circuit.

As distributors with magnetic pickups became more popular triggering sources, the 29074 style adapter wouldn't work, because the point lead was no longer available as a trigger lead. In this case, a more complex adapter was designed (the 29078). This unit gets its trigger information from the "Tach" terminal of the ignition box and generates a HV pulse for parallel tachometers or FI systems, and it also pulls a couple of amps on the ignition line to trigger series tachometers.

### Application information:

Some of the problem with applications is because the catalog description for the 29078 is incomplete. **BOTH** adapters can be used for either tach (series or parallel) or FI trigger. The issue that determines which is used is the triggering method:

If you are using the points trigger lead (in other words, points, OEM electronic, UniLite, 50-series, etc.) for the ignition, then a 29074 is the appropriate adapter. It should work with both parallel and series tachometers.

If you are using the mag pickup for triggering the CD box OR if you plan to change from points/OEM electronic/UniLite, etc. to mag pickup in the future, the 29078 would be the choice. In this case, a parallel tach or FI trigger would connect to the output of the 29078, rather than the CD box tach terminal.



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