

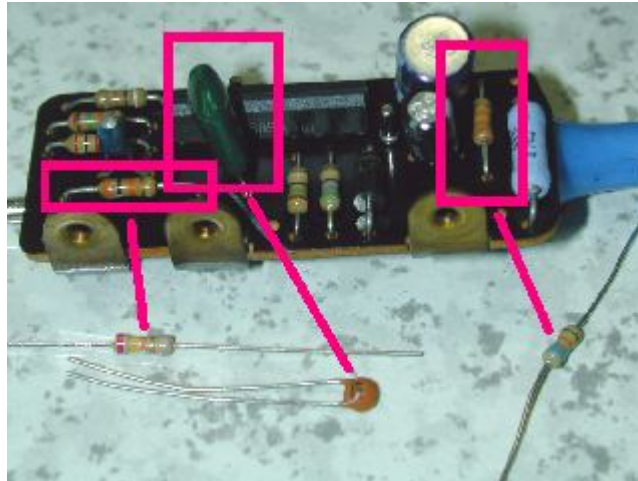
Modification to allow standard tachometer to function with Toyota DLI Ignition



This is the meter of an AE86 used for the conversion.



This is the tach drive from a JDM AE86 cluster. The circuit is very similar to the AE82, AE71 and AW11 N/A



The parts highlighted in pink are replaced with different value components. There are only two resistors and one capacitor that require replacing to allow the GZE igniter to drive the tachometer.

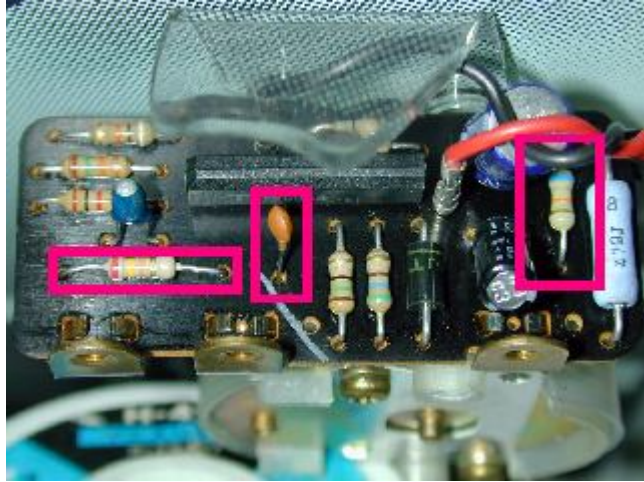
Parts required:

- 24kohm (1/4W) resistor
- 68kohm (1/4W) resistor
- 4700pF/50V capacitor

The 30kohm resistor on the left is replaced with a 24kohm resistor
The 33kohm resistor on the right is replaced with a 68kohm resistor
The 0.047mF capacitor is replaced with a 4700pf capacitor (472 replaced with 473)



Board with components removed



Board with new components in place.
Re-assemble the instrument cluster and enjoy your new working tachometer!

Information courtesy of <http://www.semimaru.com/shmz/car/>
Article re-written by Jason Purcell
<http://www.rollamods.com>