

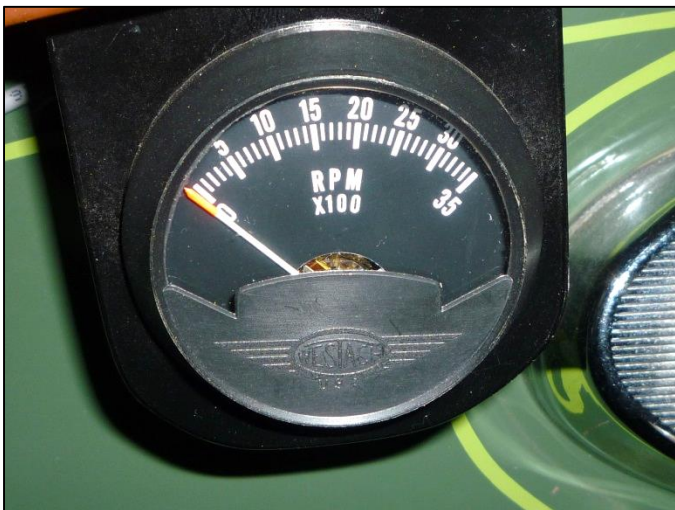
# Tachometer

by Tom Endy

The tachometer was the one thing that Henry neglected to include in the Model A Ford. To remedy this oversight I installed a tachometer in my Victoria. The tach I chose is a model 2CT32-6V by Westach. The tach is designed for a four cylinder vehicle, six volt positive or negative ground. The cost was slightly less than \$150 by the time it showed up on my door step. I mounted the tach using a fabricated piece of angle aluminum attached to existing bolts under the dash rail. Two wire leads from the tach attach to the two coil primary terminals.



The tachometer is on the right side of the steering column mount. A temperature gauge is mounted on the left.



The tachometer has a range from zero to 3500.



This photo shows the modernized Model A dash board. In addition to the tach and temperature gauge there is a backup camera screen on the left and a GPS screen on the right. If that isn't ridiculous enough there is a turn signal switch located below the dash on the left. The shift handle for the Ryan overdrive cannot be seen in the photo.

## Some Vital Statistics (378:1 R&P):

At idle 400 RPM with spark retarded. At idle 500 RPM with nominal spark advance.

## Speeds calibrated by GPS.

### In high gear:

20 MPH - 800 RPM  
25 MPH - 1000 RPM  
30 MPH - 1300 RPM  
35 MPH - 1500 RPM  
40 MPH - 1800 RPM  
45 MPH - 2000 RPM  
50 MPH - 2200 RPM  
55 MPH - 2400 RPM

### In second gear:

15 MPH - 1100 RPM  
20 MPH - 1600 RPM  
25 MPH - 2200 RPM  
30 MPH - 2500 RPM

### In high gear overdrive (23% Ryan)

40 MPH - 1500 RPM  
45 MPH - 1600 RPM  
50 MPH - 1700 RPM  
55 MPH - 2000 RPM  
60 MPH - 2200 RPM