



Converting a tachometer for a V8 Conversion

Carrying out a conversion of an MGBGT to V8 power will require either the replacement or modification of the 4 cylinder tachometer so that it works with the V8 engine. Chris Bound's car is a 1977 MGBGT fitted with one of the last 80mm rev counters, the type RVC1414/00F. Being the RVC type, it works with electronic ignition systems but it still needs modifying to accept the V8 signal. He posted a note on the V8BB seeking views on the options.

Chris Bound launched the thread saying "of course, there are lots of modern replacements available - at a price! But I would really like to keep the look of my existing gauge, which has a long white needle and it matches the speedo pretty well. Earlier MGV8 tachometers look quite different and, of course, by 1977, the Factory wasn't producing V8s any more and there isn't a V8 equivalent to what I've got. I know that it is possible to have the unit modified by companies such as Speedy Cables or Speedograph Richfield but that is also an expensive exercise. I also know that there are also various kits available for converting the old RVI type to the later RVC specification, but that is not relevant as mine is already the RVC type.

My idea is to cannibalise a Triumph Stag (Mark 2) tachometer as these seem to be fairly easy to get hold of and relatively inexpensive. The Smiths reference number is RVC2811/00AF. The problem is that the Stag uses 100mm diameter gauges. However, my guess is that Smiths put exactly the same parts inside the gauges and that only the case and dial diameters differed. Can anyone tell me whether the internal components of the 100mm Stag gauge would fit inside the 80mm outer case of the MG item?

Richard Withington responded with "I can't comment on the Stag tachometer but I had mine in a 1977 MGB converted by John Ostick in March 2017 at a cost of £135, with a 48 hour turnaround. You may find that the cost of the Stag tacho plus the work involved is approaching this, and of course you have no warranty on your conversion. I know Speedy Cables offer similar service but their turnaround is much more extended".

Peter Beadle added "have you tried www.spiyda.com "

Nic Houslip added "Rick Astley's book MGB Electrical Systems covers in detail the MGB electronic tachometers and also how you can convert them to 8 cylinders. The book is available and is ISBN

1-84584-057-7 in case you don't have a copy. (We hope to have a review of this book with details of where it can be obtained)

Chris Bound then posted an update saying "I just thought I would advise that Speedograph Richfield have quoted me a price of £55 plus VAT for converting the tachometer to suit the V8. It seems reasonable and, given that I want to keep the look of my existing gauge, I hardly think it's worth attempting a DIY solution". So he sent the tachometer off for conversion. Less than 10 days later he continued the thread saying "got it back today. They've put a sticker on the outside of the case to say that it's been converted to 8 cylinders, the calibration has been checked and it's guaranteed for 12 months. Great service. Mine didn't need any restoration work but they will do that if necessary".

<http://www.speedographrichfield.com>



Rear view of the unit, showing the blade terminals for the power supply and earth, together with the "bullet" terminal which is connected to the coil and picks up the pulses.



Here is the label which has been attached to confirm details of the work done.