

# How to Convert an RVI Tacho to RVC in a V6 Coupe, SE5/a

By Phil Howard

A little offshoot from my Omega V6 conversion - running an ignition system that isn't compatible with the pass-through RVI type tacho. This shouldn't just apply to engine conversions as Lumention (and maybe other) ignition systems aren't known to be 100% compatible with the original tacho which, as we know, is unique to the Scimitar.

I'm not saying this is the best way to do it, but it was pretty easy and cheap and only took an hour or two.

Shopping/tool list:

V6 Coupe/5/a RVI type tacho.

SE6 onwards RVC type tacho.

A strong fork (I used a steak fork)

Small screwdriver(s)

A selection of drill bits - 2.5 or 3mm up to about 6mm - depends how accurate your marking out is... 😊

Step 1 - Dismantle both units!

Twist off the front bezel (sounds simple..), remove the bezel, glass and diffuser ring.

On the back, remove the screws which hold the unit inside the casing at which point it may fall out so you are prepared. If it doesn't, there's either a screw left or it's stuck to the rubber gasket at the back. If stuck, gently push in the area where the electrical connections are.

You should now have this:







### Step 3 - Modification

Two bits to modify but it only involves a drill but you need to know where to drill...

Firstly the face - I simply laid the RVC face over the RVI one, lined up the 0 and 7000rpm markers and simply dotted through the holes with a marker pen. Gently drill the two new holes for the fixing points. Go gently as the metal is only thin!

Secondly, the case. Both cases are the same depth so its a case of making a template of where the holes are on the RVC case, and marking through to mark where the new holes are going to be. I drilled the holes 0.5 to 1mm bigger than original to allow for an error of margin 😊 Don't forget the rubber gasket...



#### Step 4 - Reassembly

If all is well, then firstly the front side - screw the RVI face onto the RVC mechanism. Make sure you use the right screws as they are different to the RVI ones. Only downside is that you have to use the RVC needle as the shafts are different. Devise your own method of blocking off the two (now spare) holes otherwise you'll have 2 dots of light at night..



Now to fit it in the case - if you've done it right then the two light tunnels will line up, the electrical connectors poke out the back (you might need to relieve the case a little to provide some extra clearance) and the three screws will go in easily:



Again, there are some extra holes to cover up.

Turn it over and admire your work!



Only thing left to do is refit the diffuser ring, glass and bezel then refit to the car.

Wiring changes are quite straight forward but as it will depend on how you may have altered your wiring (or engine!) so I'm not going to list the various methods but you only need the original ignition supply (the spade terminal) and a signal from the -ve side of the coil (or the tacho output if using something with an ECU like me) goes to the bullet connector - something probably not present on the V6 Coupe, SE5 or SE5a. Don't forget the earth ring connection under the fixing leg screws though when fitting it back into the car!