Subject: HEY, WAYNE !
Posted by wunhuanglo on Wed, 16 Aug 2006 06:55:37 GMT
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I was wondering if you might consult on an engine-and-instrument-related question, since you're quite an expert at both.I'm converting a one-lung 4-stroke portable generator from gasoline to natural gas. One thing I need to do is to lean it out to get max rpm under load, so I need a tach.What I'm thinking is that I can wrap a piece of wire around the spark plug lead to get an inductive pulse. I can clip my frequency reading DVM to that lead and ground the DVM to the engine someplace. Then I can read RPM directly. Even if it's a two-spark per rev engine (which I don't know) it really won't matter, it's just that my reading won't be true RPM but it won't affect my finding a maxima.Any thoughts? Am I missing the boat completely? Thanks for taking the time to read this.Charlie

Subject: Re: HEY, WAYNE !
Posted by Wayne Parham on Wed, 16 Aug 2006 14:00:31 GMT
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You could use a pickup like that, you betcha. Connect it to a pulse counter and you're set. You might use a timing light with an inductive pickup. Some even have built-in tachometers.Something like thisDon't use a DVM though. The signal you're reading is a pulse train, and so the DVM will not read it like you want. It won't show the rate of pulses. It will just show the DC level, and maybe bounce a bit occasionally when it happens to sample at the time a pulse flies by.

Subject: Re: THANKS, WAYNE !
Posted by wunhuanglo on Thu, 17 Aug 2006 09:09:31 GMT
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That's perfect.You're the best!Charlie