

Tachometer Install

I got the tach installed and uploaded some pics. I also uploaded the Install Instructions. Not too useful, but at least let you know what each wire needs. It was up to me and y'all to figure out where to hook them up!

afdt2 & carbon_one supplied the expertise to come up with these wiring ideas:

afdt2 helped find which wire i needed:

The wires for the coil are very hard to see. I didn't see how I could tap in at the coil as it is extremely tight, so I tapped in the wiring harness where it runs along the right top frame tubing by the rubber intake. Just peel back some of the wrapping to expose enough of the wiring so that you can remove some of the wire insulation and solder a piece of extra wire to run inside the headlight and splice everything in there. (I actually wired it right there and ran a power wire into the headlight to the Orange/Blue accessory power wire). The wire you are looking for is white with TWO silver (gold on my 2001) squares next to each other and then there is some space and the squares repeat.

And Carbon_One helped me find the power and ground:

...so any power source that has power only when keyed is ok.. As to another power source I think I have found just what you need. Remember some of the VOL members talking about a carb heater? Well under the tank there is a short connector near the carb. Two wires are on it. A B/W, Black w/ white tracer which is a ground and a Black wire which is a power source. Normally with a carb heater there is a manual switch to engage and the heater itself in the circuit. Since we don't have that all is not lost as the system is supplied by the #4 fuse in the fuse box under the left chrome cover below the tool box. (in case you didn't know) ;>) That is power for the neutral switch & side stand switch and also powers the radiator fan. So you see there isn't much of a power draw on that circuit. Just to be safe , before hooking the tach to the power source put a test light or meter on the black wire , then turn on the key, then off. That should tell you if it's powered after the ignition switch and if there is indeed power there. I'm pretty sure of what I described earlier but make sure first. You can even use the test light on the black wire , key on , then pull the #4 fuse to verify which fuse controls that wire.

Well, there isn't any power there, but the ground worked fine. I wound up running a lead into the headlight and got power from the Orange/Blue wire that is on the 10amp accessory switch.

Overall, an easy mod, a little time consuming with tank removal and all, but I had it off to fine tune my rejet anyway...