



DAYTONA ELECTRIC TACHOMETER

Part # : 17-861 (18,000 RPM)
17-862 (14,000 RPM)

Thank you for purchasing our *DAYTONA* Electric Tachometer.

* Features :

- * NOT fit to VFR750F, VF750C/MAGNA.
- * Universal for both 6 volt & 12 volt batteries by adjusting switches.
- * Also available for 9 volt dry-battery on the market.
- * For both single and multi cylinder motorcycles.
- * Made against continuous vibration.

* Caution for installation :

Please read carefully and follow the instructions during installation.
Do not give strong shock to the tachometer.
Make sure all work is done correctly before start an engine.

* When replacing to 9-volt battery for racing (with turning LED light off) :

The battery will last for 1.5-2 hours by continuous use, and the indication will be normal RPM.
(The battery last shorter with turning LED light on.)
Connect more than two batteries in parallel when continuous use for longer than above.

* After Installation :

After finishing the all installation correctly, start the engine and check whether the tachometer works right. If it is not working right, stop the operation immediately and check all wiring and setting of the adjusting switches are correct.

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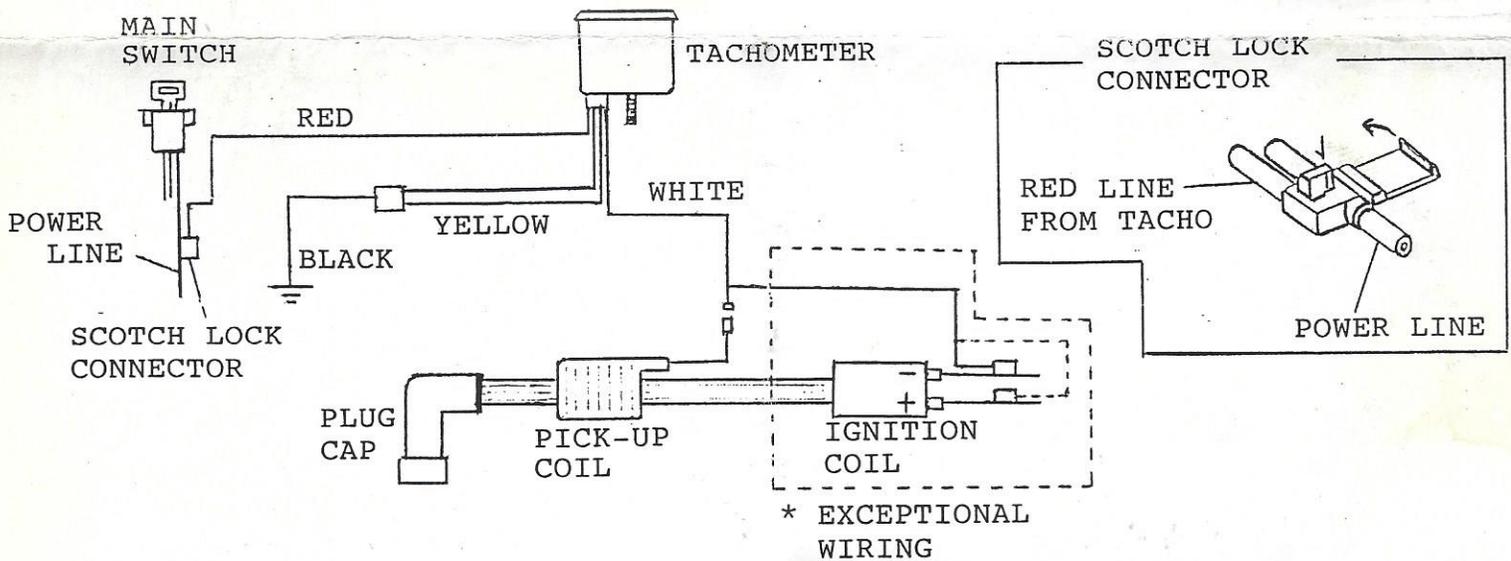
1-1 HOW TO WIRE (with 12 & 6 volt Stock Battery).

* Before wiring on a motorcycle, connect YELLOW wire connector into the terminal on BLACK wire first. See the diagram below.

- (1) Connect RED wire to power line comes from the main switch, with Scotch Lock connector (enclosed with the kit).
- (2) Bolt BLACK wire with one of any Ground lines on unpainted frame.
- (3) Remove one of any plug cables from the plug cap and put it through the pick-up coil (enclosed with the kit), and connect WHITE wire to the pick-up coil. Then, fasten the pick-up coil with adhesive tape at 3 " to 5 " away from the plug cap. (Be sure both the white wire and the plug cable are free from any metal and hot parts.)

1-2 HOW TO WIRE (with 9V Dry-Battery)

- (1) Reset the adjusting switches to 12-V type if it has been set to 6-V type.
- (2) Connect directly RED wire to positive(+).
- (3) Connect directly BLACK wire to negative(-).
(Take either wire off when not riding ; Power will be always on.)
- (4) Connect WHITE wire as same as normal use. See 1. HOW TO WIRE (3)



** EXCEPTIONAL WIRING **

If the tachometer does not indicate, or works but unstable or incorrect RPM, even though set the adjusting switches to different types and also turn fully the pulse signal adjustment volume (on the next page) ;

* Connect WHITE wire directly to (-) negative or (+) positive side of a ignition coil (some models work with only (+) side). See the diagram (framed by dotted line) above.

2. HOW TO SET THE SWITCHES

The tachometer operates by sparking rotation of crankshafts.

The diagrams below show the location of the switches and the adjustment types of each 12-V & 9-V dry battery (A to D), 6-V (E to H). The switch is covered by a plastic cap. Please **DO NOT** forget putting the cap back firmly. The cap will protect the switch from water and dust.

Type A (12-V, 9-V), E (6-V) Sparking once when a crankshaft rotates twice.

Type B (12-V, 9-V), F (6-V) Sparking once with every crankshaft rotation.

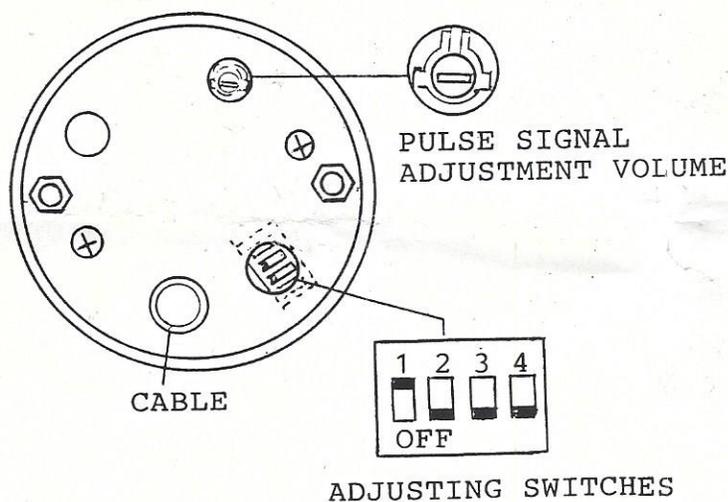
Type C (12-V, 9-V), G (6-V) Sparking three times when a crankshaft rotates twice.
(Only a few motorcycles use this type.)

Type D (12-V, 9-V), H (6-V) Sparking twice every crankshaft rotation.
(YSR50, Later motocross models.)

**** When indicator needle jumps up or unstable, especially in high RPM ****

- (1) Remove a plastic cap and turn Pulse Adjustment Switch (refer to the diagram) counter clock-wise around 30 degree at each time with a small screw driver. Then check whether the indicator works right.
- (2) Repeat step (1) till the indicator become stable.

[THE BACK SIDE OF TACHOMETER]



[SETTING OF EACH TYPE]

