



Scout / Spirit Handlebar Tachometer Assembly

Installing Your Scout / Spirit Handlebar Tach

Tools Required:

- 1/4" allen wrench or socket
- 5/32" allen wrench
- 10mm open end / box end wrench

Parts Included:

- Tachometer Assembly
- 4 - 5/16 -18 x 1, SHCS chrome bolts
- Ring Lug for single fire system
- Loctite

Tools suggested:

- Ft-Lb torques wrench

Remove seat.

Disconnect the negative battery cable from the battery.

Remove the dash / console assembly (unplug 2 connectors, to completely remove).

Apply loctite to the (4) chrome 5/16-18 SHCS (supplied).

Insert the (4) bolts into the tach / handlebar clamp.

Support the handlebars, to keep from scratching paint or damage from dropping.

Remove the (4) bolts retaining the original handlebar clamp.

Align your bolts for your new tach / handlebar clamp, and start the bolts.

Snug the bolts down.

Adjust your handlebars to your desired position.

Torque the (4) 5/16-18 bolts in an x pattern to 30 ft-lbs.

Feed the two connectors from the tach down through the upper triple tree, (with hand control wires).

Feed the connectors between the gas tanks. (the yellow wire stays in between the gas tanks)

Refer to the wiring instructions below for more detail.

The yellow wire is used only in a single fire application. For single fire attach the yellow wire to one of the front console mount bolts.

The two connectors are run from in between the gas tanks down the backbone of the bike frame to the connector that connects the CAM trigger which is tie-wrapped at the bottom of the bike.

Disconnect this connection and connect the two connectors from the TACH wiring harness.

Look over wiring to insure there is no possibility to pinch, burn, or stretch your wiring.

Reconnect the negative battery cable to the battery.

Start engine to check operation of tach.

Turn engine off.

Join the (2) connectors to your dash.

Reinstall your console.

Reinstall your seat.

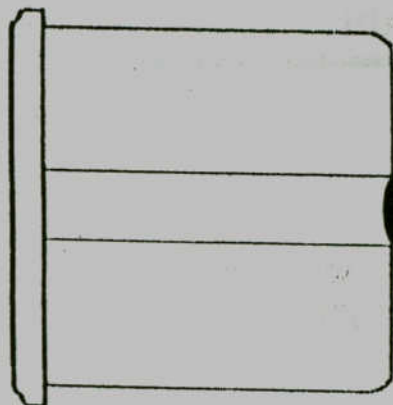
Insure free lock-to-lock rotation of your handlebars.

Test ride bike in a controlled area to insure proper operation of your motorcycle.

WIRING

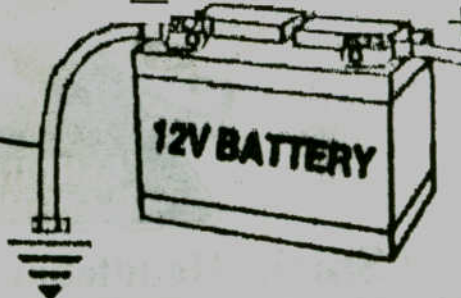
WARNING

Incorrect hookup will damage tachometer and void warranty. Please read these instructions.



YELLOW wire.

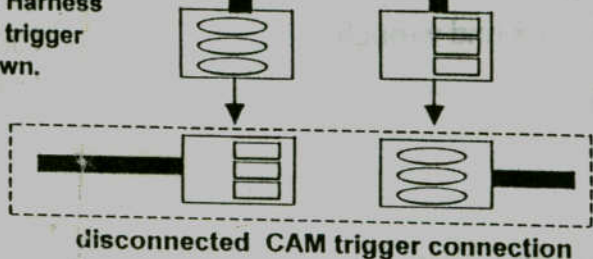
YELLOW wire goes to ground for single fire only.



GOOD ENGINE GROUND

TACH Harness pigtail

Connect the TACH Harness pigtail to the CAM trigger connection as shown.



disconnected CAM trigger connection

Yellow - to lug in between the gas tank, above the EHC, or any good engine ground. (SF GND)
→ **NOTE: Only attach the YELLOW wire for a single fire system.**
(an extra lug is supplied for the Yellow, SF GND wire if needed)

NOTE:

With the ignition switch off, the Tach pointer may not always rest at ZERO. This is normal. When engine is started, pointer will position on the correct RPM