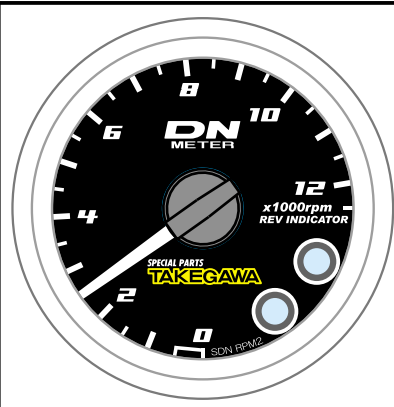


SDN RPM2 KIT SPECIAL PARTS TAKEGAWA

48mm SMALL DN TACHO instruction manual

φ 48 Small DN Tachometer 12500RPM
(White LED) Instruction manual
Product number 05-05-0071

Adaptation For motorcycle
with DC12V battery.



Foreword

Thank you very much for purchasing our products. Thank you so you will comply with the following matters at the time of use. Before installation, please check your always kit contents. If there is a point of notice event, Please contact us the dealer of purchase.

© If the description, such as photos or Illustration different with this part.

☆ Please read carefully before use ☆

- During installation, it prepares the tool or the like, do the work with care in accordance with the mounting procedure. In addition, this manual are intended for those who have a basic skills and knowledge. If no experience of mounting, etc., who preparation of such a tool is insufficient, we recommend that it is your request to the shop with a technical credit.
- We are NOT responsible for any accidents, injuries, or damage to property that occurs while using this product.
- This product installation and use, when a problem occurs to after market goods, guarantee other than this product, also can not assume any in any such matters.
- It is not possible to inquire of the combination of other manufacturers.
- If it was the case or mounting that has been processed like a product, it will not be covered under warranty.
- Please note. Performance up, the design change, the product and the price in the cost up, etc. are subject to change without notice.
- Please be informed that we shall be held harmless against any claim against us whatsoever arising out of use of the products in racing and the like.
- Keep this manual stored until this product is discarded.

Caution When the handling of ignoring this display, property damage and human shows the assumption of what injury.

- When performing the work, etc., be sure during the cold (when the engine and the muffler is cold). (It may cause burns.)
- When performing the work, it should be made to prepare the tools for the job. (Breakage of parts, it may cause injury.)
- The product and the frame, might have edges or protrusions. When working, please wear work gloves to protect your hands. (It may cause injury.)

Warning When the handling of ignoring this display people died, shows the contents of the serious injury possibility is assumed.

- The technology and those who no knowledge, please do not to work. (The cause of parts damage etc., could result in falls and accidents.)
- When performing the work, do the work safely stabilize the vehicle in a horizontal location. (There is a risk of injury vehicle collapsed while working.)
- When carrying out the inspection and maintenance, etc., if found damaged parts, replace the damaged parts to avoid possible to reuse the parts. (There is a risk that lead to accidents Continued use.)
- If you start the engine, be sure in a well-ventilated place. In the sealed such place, please do not start the engine. (There is a risk of carbon monoxide poisoning.)
- Be sure to each part inspection before operation, check the loosening of the threaded portion, be sure to securely tighten the specified torque if there is loose. (It may cause detachment of the parts.)
- During operation, when an abnormality occurs, immediately stop the vehicle in a safe place, please stop running. (It may lead to an accident.)
- Inspection, maintenance, the instruction manual or, inspection methods such as service manuals, to protect the way, should be done correctly. (unsuitable inspection and maintenance, there is a risk that result to an accident.)
- Do not use any parts other than those specified. (Damage to parts may lead to an accident.)
- Vaporized gasoline can be dangerous, so please work in a well-ventilated area.

Precautions on use/purchased dealer

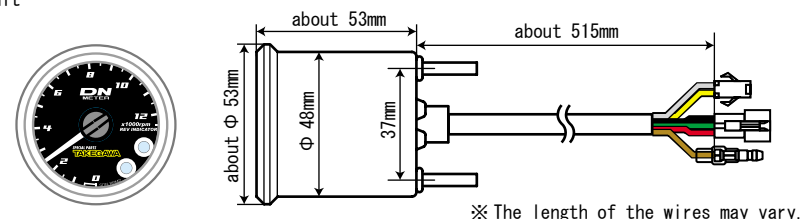
[Prohibition of driving on public road with headlights off / Racing or safety parts removed]

Running without headlights, the unused power will increase the voltage. When you continue to run in this condition, the battery may deteriorate due to overcharging or the genuine regulator may malfunction due to excessive strain. In motorcycle with modified engines that run at higher engine speeds than stock, the negative effects will be stronger. If your headlights burn out, stop riding immediately. *If you need to continue riding, switch headlight to high beam (adjust the optical axis) and run at as low a speed as possible. Removing all safety parts on a racing vehicle requires specialized knowledge and replacement or additional parts.

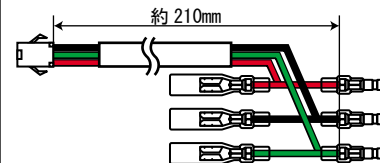
- Do not use LED, H.I.D. headlights or fog lamps kit made by other than our companies at the same time. Some ballast/inverter (voltage converter) generates high-voltage noise that adversely affects the digital circuit, resulting in product failure or malfunction.
- The SP Takegawa LED headlight kit can be installed at the same time.
- Do not install aftermarket ignition devices such as ignition coils, plug wires, or racing plugs (resistor-free type) as they may cause malfunctions due to increased noise. Deterioration of ignition system parts also contributes to increased ignition noise.
- Do not install aftermarket generators as they may cause a drop in battery voltage due to insufficient charging power or malfunction due to control voltage problems.
- Please be careful not to leave it in the hot sun. Please cover it if you leave your bike outdoors for a long time. If left for a long time under harsh conditions such as in the hot sun, there is a risk of deterioration or deformation of body and rubber parts.
- This product is not a full waterproof. It has a rain-proof, can be used in the normal rain condition, but it is not fully waterproof (Do not get it in the water). If water gets into the unit, please stop using it immediately. Also, when the humidity is high or outside temperature changed, the main unit may absorb moisture and cause fogging on the inside of the panel.
- Please do not use a strong impact to the meter, such as off-road driving, jumping, wheelies, etc. Strong impact, may be damaged internal parts or body.
- If the vehicle battery is not fully charged (each riding is short distance) please charge the battery frequently. Also, if you not ride some period, remove the negative terminal of the battery and charge it frequently, or use our battery charger for fully charging. (Standby current may cause the battery to dead.)

Product content Unit size drawing

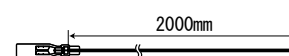
① Meter unit



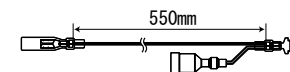
② Auxiliary power supply wire



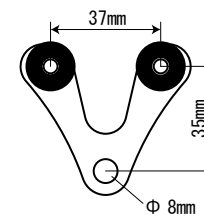
⑤ RPM wire A (2m)



⑥ RPM wire B (550mm)



⑧ Meter bracket



SPECIAL PARTS
TAKEGAWA

CONTACT Address : 3-5-16 Nishikiorihigashi Tondabayashi Osaka JAPAN
TEL: +81-721-25-1357 FAX: +81-721-24-5059
e-mail: english@takegawa.co.jp URL <http://www.takegawa.co.jp>
Please contact with your name and country name provided. (Only English please)

SPECIAL PARTS
TAKEGAWA

① Meter unit

② Auxiliary power supply wire

③ Electro tap

④ Female connector set

⑤ RPM wire A (2m)

⑥ RPM wire B (550mm)

⑦ Heat shrink tube

⑧ Meter bracket

⑨ Cushion rubber

⑩ Cushion collar

⑪ Plain washer for M4

⑫ Flange nut M4

⑬ Plain washer for M6

⑭ Cable tie

Number	Product content	Quantity	Item Number	in packs of
1	Meter unit	1	—	—
2	Auxiliary power supply wire	1	00-05-0149	1
3	Electro tap	3	00-05-0015	5
4	Female connector set	3	—	5
5	RPM wire A (2m)	1	00-05-0350 (1.4m)	1
6	RPM wire B (550mm) for IG connection	1	00-05-0371	1
7	Heat shrink tube φ 12x50	1	00-00-2809	1
8	Meter bracket	1	—	1
9	Cushion rubber	2	00-05-0424	2
10	Cushion collar	2	—	2
11	Plain washer for M4 (4X16X1)	4	00-05-0086	10
12	Flange nut M4	2	00-00-0098	10
13	Plain washer for M6 (6x16x1.6)	1	00-00-0227	10
14	Cable tie 100mm	2	00-00-0228	10

※ The ⑨ cushion rubber is pre-attached to the ⑧ meter bracket.
 ※ ⑫ is a repair item with serrations (SUS).

Installing the meter unit Please refer to the assembly diagram.

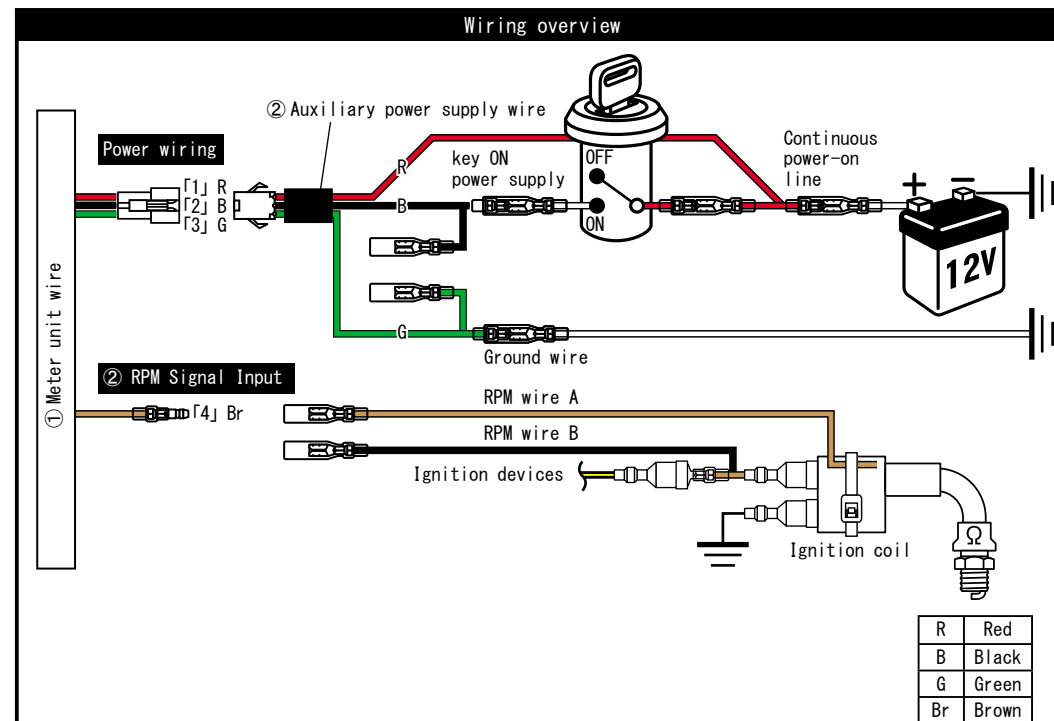
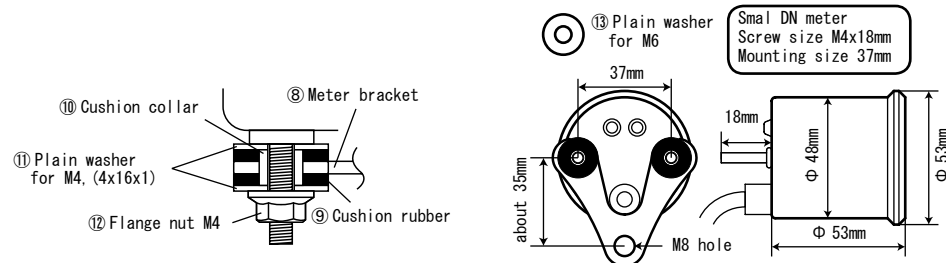
Warning Incorrect installation may cause bolts/nuts to break or fall off, leading to an accident.
 This product is not a bolt-on product. Installation requires modification of the brackets and the body.

Use the custom bracket to securely attach it to a location where it is easy to see and will not come off while riding.

- The hole for the bracket is designed to fit an M8 size screw.

Attaching with an M6 bolt, use the M6 washer(included).

- Please refer to the diagram below for assembling the rubber mount.



番号	配線色	機能	NO.	Color	Function
「1」	赤	常時電源入力 (DC12V)	「1」	Red	Battery (DC12V) Allowable voltage range DC10V ~ 16V
「2」	黒	キー ON 電源入力 (DC12V)	「2」	Black	Ignition-SW on (DC12V)
「3」	緑	メインアース (GND)	「3」	Green	Main GND
「4」	茶	RPM 信号入力 (パルス)	「4」	Brown	RPM Signal Input (Pulse)

[Meter unit]

This product is based on the DC12V battery power supply. Voltage range : DC10V ~ 16V

※ Lower voltage may LCD density and backlight will be dim.

※ This product is NOT compatible with AC12V power supplies.

- Records are stored with a flash memory that does not require a built-in battery, all records are maintained even if the power is turned off for a long period of time.

- Vehicles with batteries (Connect to a DC12V battery power)

• Starting by key-on position. • All functions can be used.

• Stable power source with little voltage fluctuation for engine RPM.



■ Optional parts Mini regulator Product number:05-06-0014

Converts input voltages up to 40V to DC12V. The rectifier function also converts AC power to DC power. The mini-regulator is only a protective component when a problem occurs in the vehicle's electrical system, however it does not guarantee use under over-voltage conditions.

When continue to use the vehicle with excessive problems in the electrical system, and the original regulator breaks down and loses its ability to control voltage, Input voltage of the mini-regulator may exceed its maximum

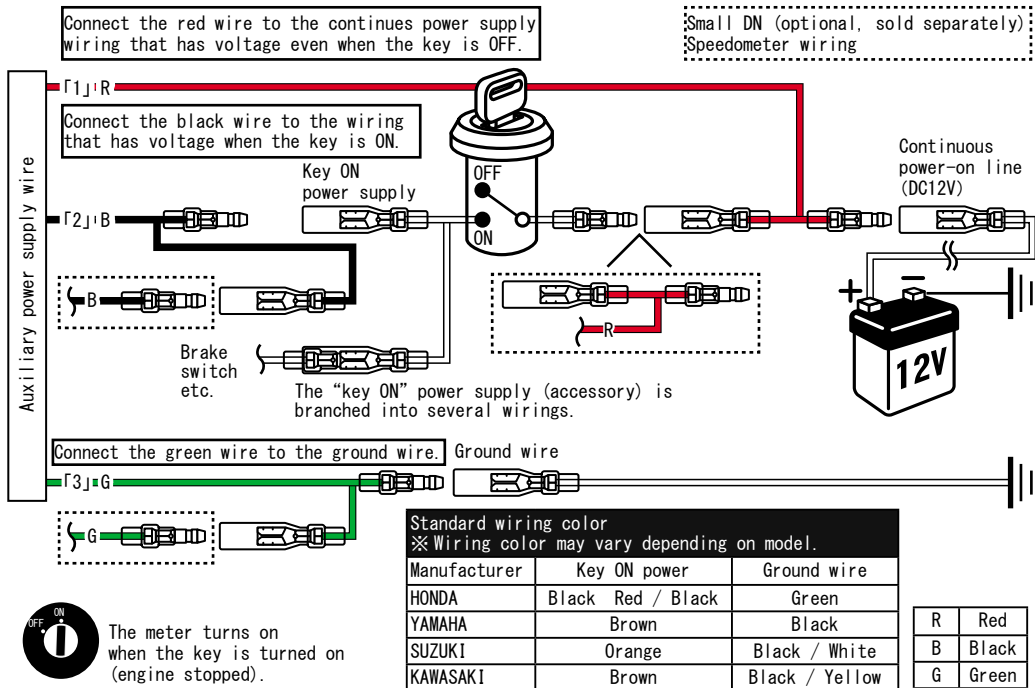
Power wiring

Basic wiring diagram often found on mini bikes, etc. Parts and connecting wire colors differ depending on the models. please understand the purpose of each wire on the meter and carefully check the genuine wiring diagram to connect the wires correctly.

For motorcycle with battery (DC12V Connect to battery power supply)

The wiring on the meter type connector size (φ 3.5).

If you can't find connection point, use the connector(included). (If you can't find same size of connector, use the quick connector (included). We recommend to use reliable connectors/couplers for wiring.)



[Connection precautions]

If the power does not turn (with the key ON), is battery deterioration or incorrect wiring. Use a completely deteriorated battery, it will not only cause overvoltage at high speeds, but also cause the genuine regulator to malfunction due to excessive load.

Note: Turn off the headlights on a vehicle with the lights on all the time, the balance of the electrical equipment will be lost and this may cause over-voltage.

[Note]

With the engine off, turn on the brake lights and turn signals. If the blinking speed is abnormal, the battery is weak.

[What is DC power supply?]

= DC power supply. Battery power source, voltage is relatively stable from the key is turned on (engine stopped) to the engine is running. Voltage is around 12.5 ~ 13V when the key is on, and around 12.5 ~ 14.5V while running (general usage)
※ AC power, type of vehicles uses more power/voltage when the engine starts (mostly in headlights and taillights).

Using modified electrical equipment, we recommend you install our mini regulator kit (05-06-0014 * sold separately) which controls the voltage up to 40V.

Over-voltage may occur due to deterioration of the battery or malfunction of the electrical equipment.



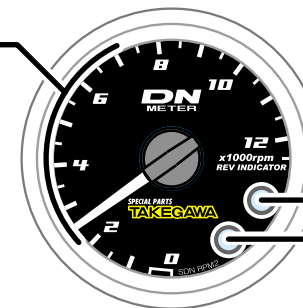
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Function list

- Analog Tachometer
- Highest record (Automatic measurement function)
- Highest RPM record



- Rev indicator
- RPM set warning light
- Reserved RPM warning light

This analog display style tachometer uses a DN motor with excellent shock resistance and accuracy, displays and record (automatically) the highest RPM. The meter has a black back panel with white lighting, it highly visible both during the day or night.

■ List of various functions

	Display range: ~ 12500rpm	
	Ignition RPM setting	Number of signals per 2 crankshaft revolutions 1 to 4 signals
	Electronic circuit	Compatible with DC10V to 16V (AC power is not compatible)
	Highest record (Automatic measurement function)	Highest RPM record (Records are saved unless reset)
	Rev indicator	RPM set warning light Reserved RPM warning light (Lights when the RPM is ~500 rpm (of set))

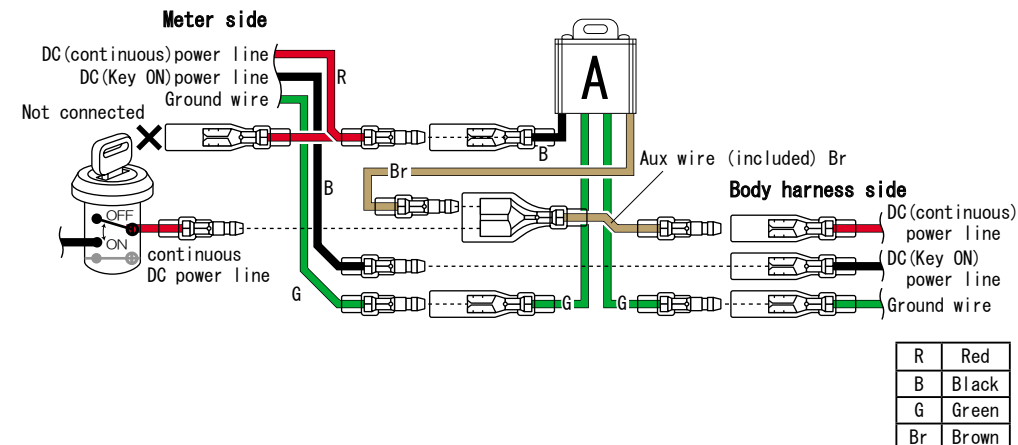
Mini-regulator connection

● Type A connection (DC (continuous) / DC (Key-ON) / Ground)

Diagram of a meter and two power lines, [continuous DC power line] and [Key ON DC power line].

Please connect (add) to the continuous DC power supply.

※ Type A connected meter requires a constant DC power source from a battery, NOT be used in a battery-less vehicle



RPM signal input

Do not use the aftermarket parts that may have a negative effect.

Increasing the spark also increases ignition noise accordingly. Modifications to ignition coils, plug cords, plug caps, racing plugs (non-resistance type), aftermarket CDIs, etc. may have a major negative effect. Deterioration of ignition system parts also contributes to increased ignition noise. Be careful about deterioration and wetting on the surface of the plug cord.

Please perform wiring work with care about these conditions.

There are many ways to pick up the signal. Try the recommended methods in this order.
Find the lowest negative effects as possible (low signal voltage, low noise) within the range where the tachometer operates normally.

Please set the connection, RPM signal frequency, and type by the models.

RPM Signal connection: Select the type of RPM wire connection. The setting range of [RPM signal count setting] and [RPM signal type setting] changes depending on the value.

RPM signal number setting: Setting of the number of signals per crankshaft rotation.
When the settings do not match, the display shows exactly half, double, triple, etc.

RPM signal type setting: Choose the type of loading program that matches your connection method.
By switching, the same connection method may work properly.

[A connection] [B connection] [C connection] RPM signal input (3 types)

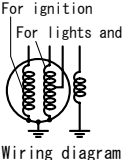
[A connection] Plug cord surface	The connection method may vary depending on the ignition type of the motorcycle.
[B connection] Ignition coil primary side	
[C connection] Loading the pickup pulse	

How to find ignition types

Know type of ignition system, will help you find the right connection method. There are 3 types of Ignition system. Note: Point type ignition system are not compatible with this product.

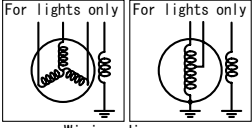
★: certain conditions
△: May be different

C. D. I. ignition Common in non-battery model and small size carburetor model.

Basic system	There is an ignition coil in the stator, and the power is stored in the CDI and ignited.	
How to find	★ DC12V power supply (key ON) is not connected to CDI ★ There is an ignition coil in the stator (right wiring diagram) △ Most flywheels have only one protrusion.	 <p>For ignition For lights and instrument</p>
Connection method	[A connection] [B connection] [C connection]	

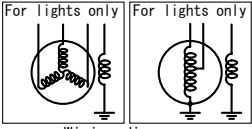
12V Monkey/Ape, both carburetor type.

DC-C. D. I. ignition method Common in older carburetor models.

Basic system	The raised battery power to a high voltage using a boost circuit and ignited. Commonly known as "battery ignition"	
How to find	★ DC12V power is connected to CDI ★ There is no ignition coil in the stator (right wiring diagram) △ Most flywheels have only one protrusion.	 <p>For lights only For lights only</p>
Connection method	[A connection] [B connection] [C connection]	

KS110 • CYGNUS-X (carburetor type) • AddressV125 (GK7). etc

Transistor ignition system Common in injection models and mid to big carburetor models.

Basic system	Transistor controls the supply of battery power to the ignition coil and ignites it.	
How to find	★ DC12V power supply is connected to the ignition coil. ★ There is no ignition coil in the stator (right wiring diagram) △ There are often multiple flywheels protrusions.	 <p>For lights only For lights only</p>
Connection method	[B connection] [C connection]	

Monkey (F1) • Ape (F1) • CYGNUS-X (F1) • AddressV125 (GK9). etc

A RPM signal input [A connection]

[A connection] Wiring method


A

C. D. I. ignition DC-C. D. I. ignition method

How to distinguish the ignition method. See heading number ③.

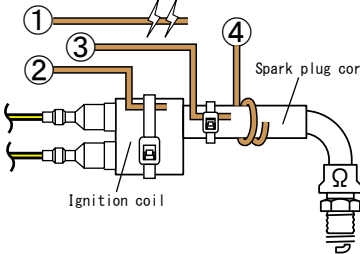
[A connection]

Vehicle side cord



RPM wiring A

A connection ① ~ ④



① ② ③ ④

Spark plug cord

Ignition coil

Switch the RPM signal setting of the meter unit.

RPM signal number setting: Basically 2 or 4
 RPM signal type setting: Basically Hi, if unstable, try Lo

① Attach the wiring on the near frame or body panel, it will be read by the antenna.

② Attach the wiring about 20mm along the surface of the ignition coil and secure it with a tie wrap, etc.

③ Align about 20mm to 30mm along the plug cord and secure with a tie wrap, etc.
Note: longer the length, the stronger the signal.

④ Wrap it around the plug cord and pick up the signal with the electricity generated.
Note: more you wrap stronger the signal.

In most cases, wrap it around 3 times by method ④ can be read correctly.

Troubleshooting


- The needle moves stable, but it indicates lower or higher than the actual value.
→ The "RPM signal count setting" may not be correct. Note: If it doesn't match, it will indicate exactly double or half the value.
- The needle does not go up at all, or the needle goes down at high speeds.
→ Try ways to make the signal stronger.
- The needle value that is higher than the actual value. The needle swings away.
→ Try to weaken the signal (signals too strong)

※ Adjustments are unlikely to introduce subtle numerical errors. It is clear whether values can be displayed or not.

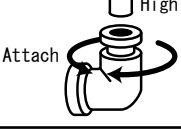
Temporarily secure RPM wiring A with insulating tape, etc., and check operation by rev the engine lightly.

⚠ Warning Do not test ride with attached the RPM wiring temporarily.

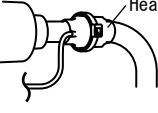
- RPM signal input by [A connection] ③ or ④, please wrap heat shrink tube (sold separately) to complete the process.
- Remove the plug cap from the plug cord.
- Wrap heat shrink tube over RPM wiring A and shrink by hair dryer etc.
(Shrinkage temperature: 90°C or higher, shrinks to approximately 50% of the inner diameter)
- Please securely secure the RPM wiring with a zip-tie not to fall. • Finally, firmly attach the plug cap.



High tension cord



Attach Detach



Heat shrink tube φ 12X50 (kit parts)

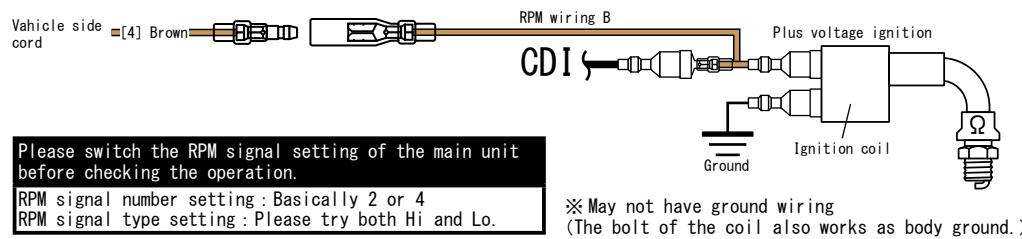
memo

B
B RPM signal input 【B connection】

【B connection】 Wiring method

C. D. I. ignition
DC-C. D. I. ignition method
Transistor ignition system

How to distinguish the ignition method. See heading number ③
Explanation varies depending on the ignition types.

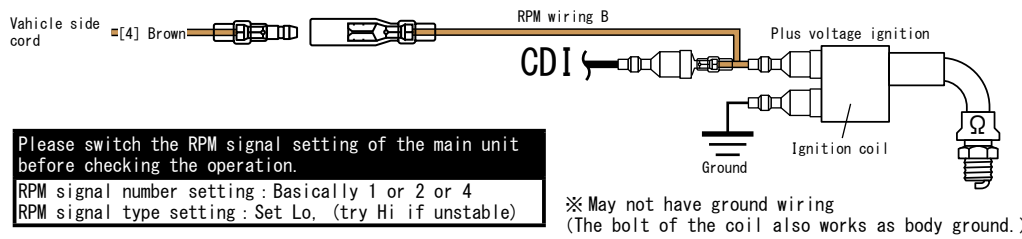
C. D. I. ignition 【B connection】


Please switch the RPM signal setting of the main unit before checking the operation.
RPM signal number setting: Basically 2 or 4
RPM signal type setting: Please try both Hi and Lo.

※ May not have ground wiring
(The bolt of the coil also works as body ground.)

DC-C. D. I. ignition method 【B connection】

Some models cannot be used.

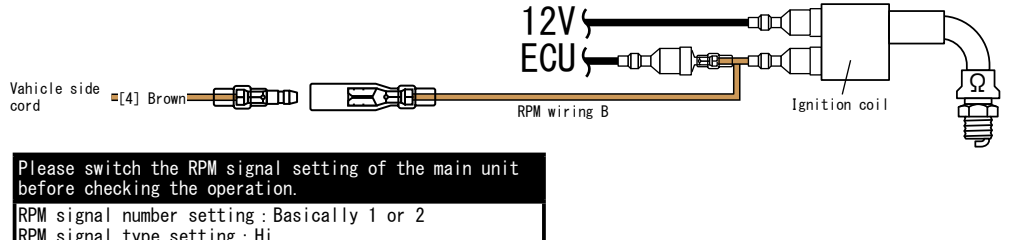


Please switch the RPM signal setting of the main unit before checking the operation.
RPM signal number setting: Basically 1 or 2 or 4
RPM signal type setting: Set Lo, (try Hi if unstable)

※ May not have ground wiring
(The bolt of the coil also works as body ground.)

Transistor ignition system 【B connection】

Some models cannot be used.



Please switch the RPM signal setting of the main unit before checking the operation.
RPM signal number setting: Basically 1 or 2
RPM signal type setting: Hi

Troubleshooting

- The needle moves stable, but it indicates lower or higher than the actual value.
→ The "RPM signal count setting" may not be correct. Note: If it doesn't match, it will indicate exactly double or half the value.
- The needles doesn't go up at all.
→ Please check whether the "RPM signal type setting" is correct.
- The needle points higher than the actual value. The needle swings away.
→ Please check whether the "RPM signal type setting" is correct

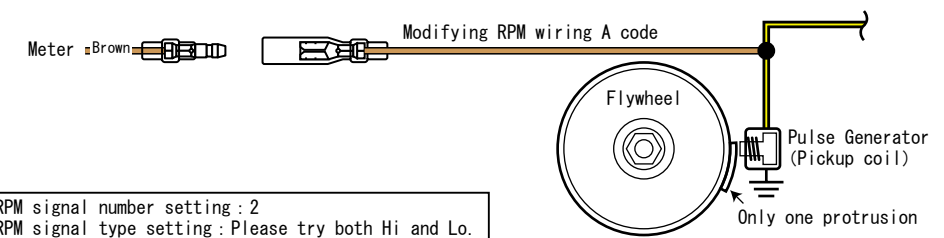
※ Adjustments are unlikely to introduce subtle numerical errors.
It is clear whether normal values can be displayed or not.

C
C RPM signal input 【C connection】

【C connection】 How to connect the RPM wire

- The C connection branches off from the pickup signal line. Ignition timing voltage and noise are low and it has minimum adverse effect on the meter
- Do not use an independent pickup coil (uses the ignition coil voltage as the pickup signal), which is common in old models of CDI ignition, or aftermarket Inner rotor types, as the voltage may be too high.
- Do not use with flywheels where the signals are not spaced at regular intervals (multiple protrusions on the outer circumference of the flywheel at irregular intervals).

Do not use on injection model because many of them have multiple protrusions.



RPM signal number setting: 2
RPM signal type setting: Please try both Hi and Lo.

Troubleshooting

- The needle moves stable, but it indicates lower or higher than the actual value.
→ The "RPM signal count setting" may not be correct. Note: If it doesn't match, it will indicate exactly double or half the value.
- The needles doesn't go up at all.
→ Please check whether the "RPM signal type setting" is correct.
- The needle points higher than the actual value. The needle swings away.
→ Please check whether the "RPM signal type setting" is correct

※ Adjustments are unlikely to introduce subtle numerical errors.
It is clear whether normal values can be displayed or not.

1

① Switch operation / Meter start / How to check the maximum RPM.

The basic settings of the meter/display switching by the two buttons on the back of the meter unit. The explanation of the left and right buttons shows as seen in the viewed from the front. Two ways to press the buttons: a short press and a long press (3 seconds). Please check the display icon and the description of how to press before performing the operation.

When the dial is viewed from the front

L button (Select button)

Ⓕ Short left press

Ⓕ³ Press and hold the left button (3 seconds)

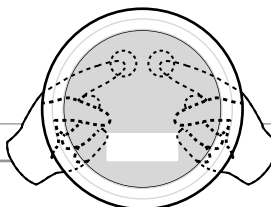
Mainly for page forwarding

R button (Adjust button)

Ⓖ Short right press

Ⓖ³ Press and hold the right button (3 seconds)

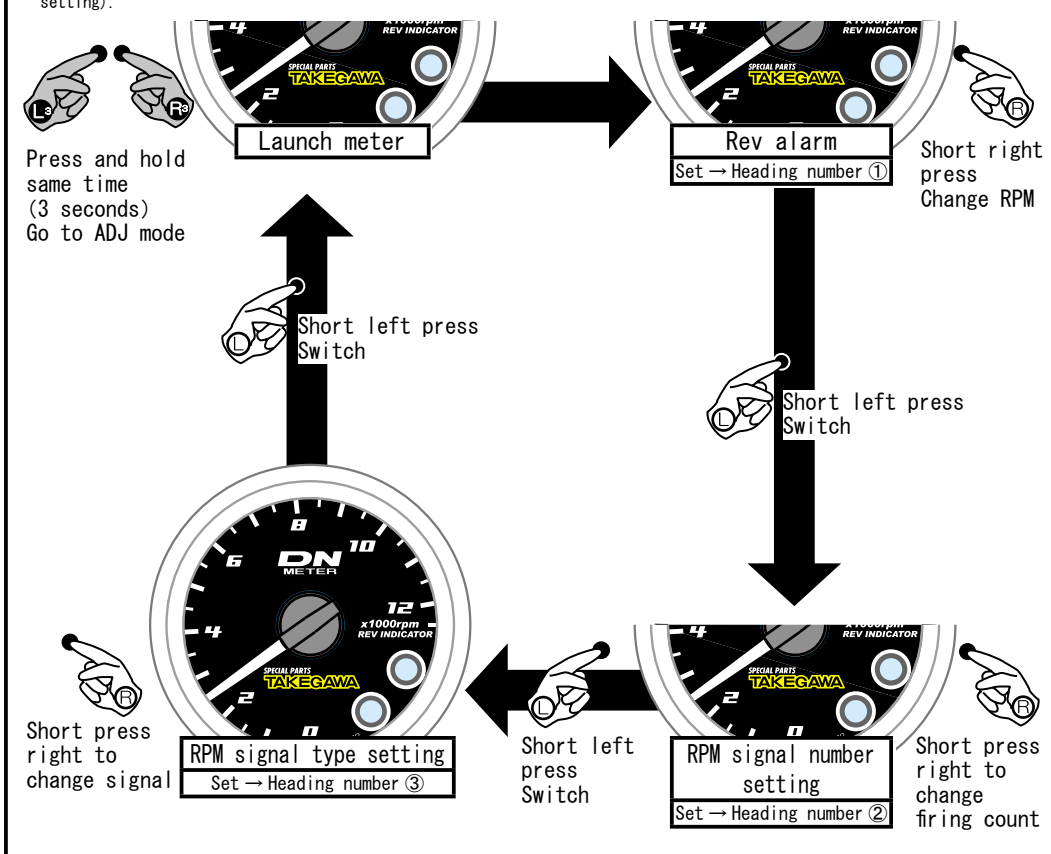
Mainly for changing values



- Starting by key-on position.
- When you press the L button (select button) once, the red LED will flash and the needle will point to the maximum RPM.
- At this time, you can erase the maximum RPM by pressing and holding the L button (select button) for 3 seconds.
- Press the L button (select button) again to return to the main screen.

ADJ (adjust) mode (Each setting)

- Turn the key ON and turn the meter power ON.
- Press the L button (select button) and R button (adjust button) same time for 3 seconds (or more) to enter ADJ mode (each setting).



2

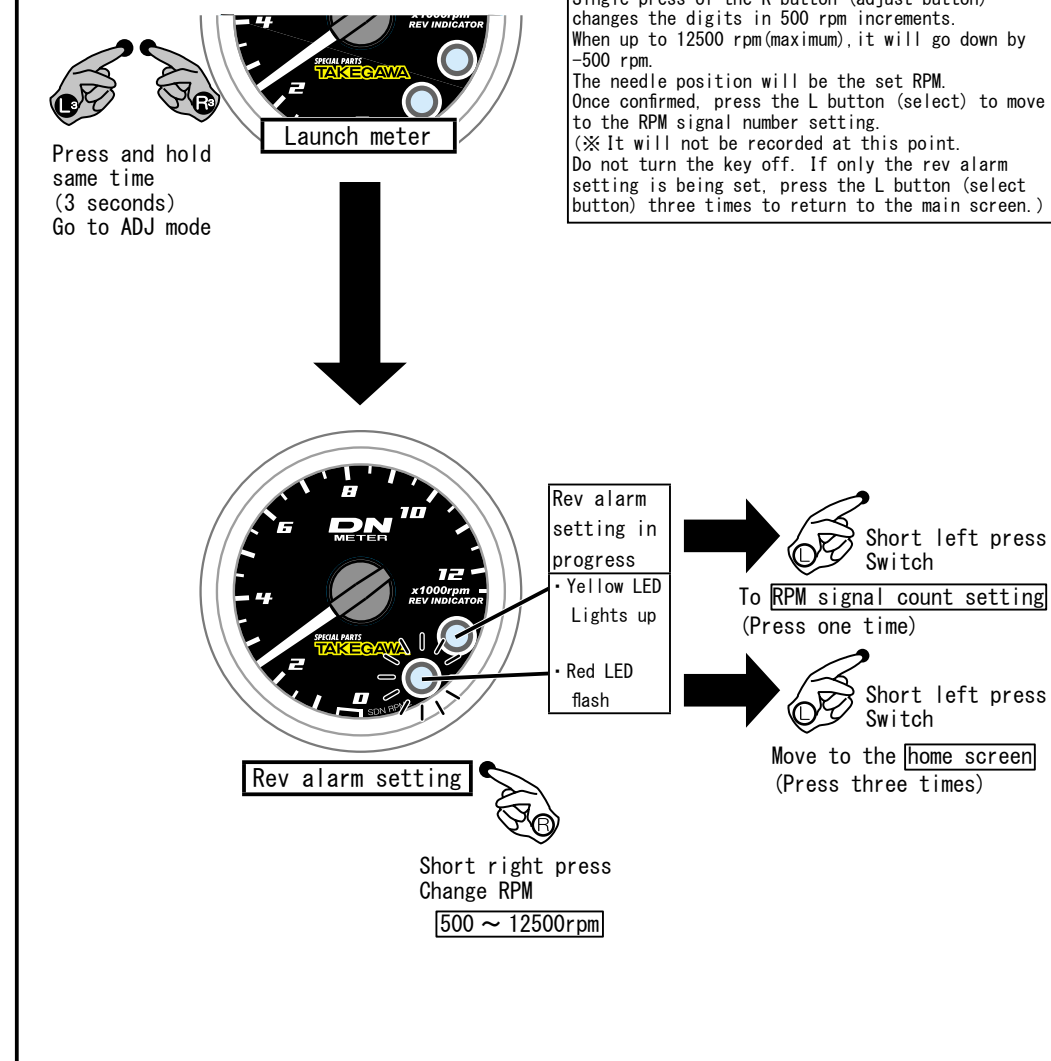
② Rev alarm setting

Warning Switch the RPM signal setting on the unit before checking operation.

- While running, yellow LED lights up at -500 rpm to the set RPM, and the red LED lights up when the set RPM is reached.

LED RPM
Range : 0 ~ 12500rpm
Unit : 500rpm

The yellow LED lights up and the red LED flashes during setting.
Single press of the R button (adjust button) changes the digits in 500 rpm increments. When up to 12500 rpm (maximum), it will go down by -500 rpm.
The needle position will be the set RPM. Once confirmed, press the L button (select) to move to the RPM signal number setting.
(※ It will not be recorded at this point. Do not turn the key off. If only the rev alarm setting is being set, press the L button (select button) three times to return to the main screen.)



3

③ RPM signal count setting

○ Please refer to pages 4/7 and 5/7.

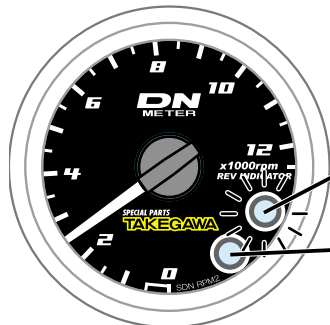
Warning Switch the RPM signal setting on the unit before checking operation.

- Number of signals: per two revolutions of the crankshaft
 - “1” means that the engine fires once every two revolutions of the crankshaft. This applies to single-cylinder injection models, and mini bikes such as Monkey F1, and Ape F1, Address V125.
 - For most single-cylinder carburetor four-stroke models, the setting is “2”, which fires twice per two revolutions of the crankshaft.
 - Some two-stroke one-cylinder bikes and inner rotor equipped bikes, the setting is “2”, which fires twice per two revolutions of the crankshaft. * some may be a setting of “4” that fires 4 times per 2 revolutions.
- When you are not sure of the number of firing times
 - First, set it to setting “4” and lightly rev the engine to check the display.
 - Setting “4” usually displays a lower RPM than the actual number. You can find the right setting by lowering the setting while observing the situation.



Press and hold same time (3 seconds)
Go to ADJ mode

Short left press (Press one time)



RPM signal count setting

Short right press

Change the RPM signal number to 1, 2, 3, or 4.

Enter ADJ mode.

Press the L button (select button) once to set the RPM signal number.
The red LED lights up and the yellow LED flashes during setting.
Press the R button (adjust button) once to move the pointer to 1, 2, 3, 4 in order.
Set the number of firings for your vehicle.
Once confirmed, press the L button (select) once to move to the RPM signal type setting.
(※ It will not be recorded at this point.
Do not turn the key off. If only the RPM signal number setting is set, press the L button (select button) twice to return to the main screen.)

RPM signal number setting in progress
• Yellow LED flash
• Red LED Lights up

Short left press Switch

To RPM signal type setting (Press one time)

Short left press Switch

Move to the home screen (Press two time)

4

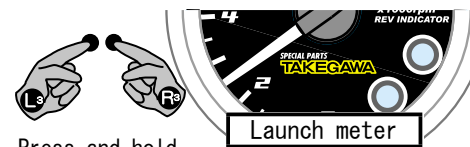
④ RPM signal type setting

Warning Switch the RPM signal setting on the unit before checking operation.

- Program types
 - By switching between Hi/Lo, the same RPM wiring connection method may operate correctly.

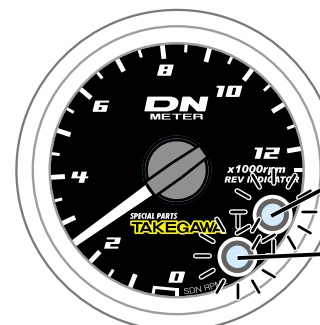
Type of loaded program

Range : Pointer “1” for Hi mode / Pointer “0” for Lo mode



Press and hold same time (3 seconds)
Go to ADJ mode

Short left press (Press two time)



RPM signal type setting

Short right press

RPM signal type
Pointer “1” - Hi / “0” - Lo

Enter ADJ mode.

Press the L button (select button) twice to set the RPM signal type setting.
The red LED flashes and the yellow LED flashes during setting.
Press the R button (adjust button) once to move the pointer to 0, 1 in order.
Set the pointer on the tachometer to the one that operates correctly.
Once confirmed, press the L button (select) once to return to the main screen.
(※ It will not be recorded at this point.
Do not turn the key off. If only the RPM signal type setting is set, press the L button (select button) once to return to the main screen.)

RPM signal type setting in progress
• Yellow LED flash
• Red LED flash

Short left press Switch

Move to the home screen (Press one time)