

VTX TACHOMETER #VTX018 & VTXR018 INSTALLATION INSTRUCTIONS

Layout & familiarize yourself with all the parts & instructions before beginning.

1. Remove the 2 lower handle bar clamp bolts.
2. Bolt the tachometer assembly onto the handle bar clamp using the two (2) 8mm button head bolts and washers provided, tighten securely.
3. Remove the seat. (One 10mm acorn nut at rear of seat, and two 6mm allen bolts above top of the rear shocks).
4. Route the tachometer wiring harness along with the throttle cables or other nearby wires and secure with 2 cable ties provided. Be sure to leave enough slack for steering movement. (See Photo #1A) Continue to route the wires under the fuel tank and over the top of the engine to the rear-ending just behind the rear of the fuel tank as shown in photo #2. This is best done by using a stiff piece of wire like a coat hanger (approx. 3 ft. long) with a small loop bent at one end. Start at the rear of the fuel tank and push the wire up and out the front of the tank near the throttle cables, next hook on the tachometer wires and pull them back thru. Route the wires with the other wires over the cylinder head and under the frame to come out as shown
5. Attach the tachometer signal module (small black box) by peeling the paper from the adhesive tape and pressing firmly in place as shown in photo (2A) Pull back the rubber boot covering the wire connectors (2B). Locate the white wire with the black stripe on the three pin green connector (2C). Using the 3 way Scotch Loc connector provided connect this wire to the red wire from the tachometer wire harness as shown. Attach the black ground wire from the tachometer with the ring terminal to the 10mm bolt as shown in (2D). Next locate the large black connector on the electronic ignition box (2E). On this connector locate the solid blue wire with a yellow stripe. Attach the black wire from the signal module to this wire using one of the connectors provide see photo (2F). Locate the solid yellow wire with the blue stripe and attach the white wire from the signal module to it with the remaining connector see photo (2G). Plug the pink wire from the signal module into the white or clear wire from the tachometer see photo (2H). Turn on the ignition switch; the gauge light should be on. Start the engine and rev to a high idle. The needle should begin to rise. The tachometer should read approximately 1,000RPM at idle. While the needle may be slightly off at idle it is calibrated to be most accurate at 2,000 to 3,500 RPM.
6. Re-cover the wire connectors with the rubber boot. Re-install the seat.

NOTE: During periods of high moisture such as riding in the rain, washing or high humidity you may notice some fogging on the tachometers glass. This is a normal condition as the tachometer is not a sealed unit. Heat generated from the illumination bulb will eliminate the fogging after a short time when in use.

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