

Scitsu Tacho Guide



Installation.

The tacho should always be fitted using the supplied bracket and mounts. Never deform the bracket and make sure the tacho or wiring does not contact other parts of the bike that could cause damage during use.

The sensor wire should be fed in an easy but direct route to the relevant HT lead/s and taped or tie-wrapped in place.

The sensor wire should be trimmed to remove any excess after installation. If the sensor wire is not long enough it can be lengthened by a simple soldered joint, insulated afterwards.

Use.

First remove the dummy plug from the side of the Tacho, to switch it on. When the Tacho is not in use, always replace the plug, to preserve battery charge. The battery will last approximately 8 hours from fully charged, depending on age, temperature and rev range.

Charging.

Only ever use the supplied charge lead. Using a different lead, or modification will damage your Tacho beyond repair.

To charge the tacho, remove the dummy plug and fit the charge lead plug. Connect the red croc clip to a 12V battery positive and the black croc clip to negative. The tacho will be charged after approximately 12 hours, but may be left up to 24 hours.

A Scitsu battery tester is available at low cost to check your battery condition.

HT connection.

Your tacho counts the number of HT pulses and converts them to drive the pointer. You will have been supplied the relevant type for your bike and ignition based on the pulses per rev the tacho will 'see', as below:

White	1 per 2 revs
Yellow	1 per 2 revs (Magneto)
Red	1 per rev
Black	1 per rev (Magneto)
Green	3 per rev
Brown	1 per rev (Uneven angle)
Blue	2 per rev
Orange	3 per 2 revs

Fasten the sensor wire to the number of leads that will give this spark ratio. In cases where this is more than one lead, make sure the sensor wire runs 'down' each lead in a 'Z' - not down 1 lead and up another. On a 4 cylinder 2 coil set-up, connect to cylinders 1+2 or 3+4 (this should be one equivalent wire from each coil).

Battery connection.

In the case of 'B1' types - no internal rechargeable battery, a red and black wire exit through a gland. Connect the red wire via a fuse to your bikes switched + and the black wire to OV.