*wire (**Harness 1)** to the original tacho gauge signal wire may give more stable gear indication results when the Micro Dash is in normal running mode, not Yamaha R1 & R6 motorcycles.*

4. Locate the original motorcycle/vehicles oil pressure sensing wire. Connect the long white wire in the universal wiring harness (**Harness 2)** to the original oil pressure sensing wire.

5. Attach the temperature sensor ring terminal to a suitable M6 bolt on the engine block on the opposite side to the exhaust headers, the side of the thermostat housing is ideal. *Position the temperature sensor as close to the engine head surface as possible for best results. Although the sensor is not inside the engine block the Micro Dash compensates for the temperature differential.*

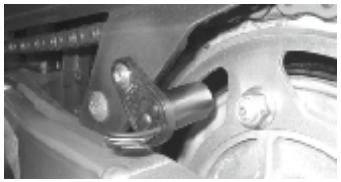
6. Locate the original motorcycle/vehicles high beam switching wire. Connect the long blue wire in the universal wiring harness (**Harness 2)** to the original high beam switching wire. *This switching wire will receive +12volts when the high beam lights are activated. Use the motorcycle/vehicles wiring diagram to assist you in locating this wire.*

7. Locate the original motorcycle/vehicles neutral switching wire. Connect the long green wire in the universal wiring harness (**Harness 2)** to the original neutral sensing wire. *Use the motorcycle/vehicles wiring diagram to assist you in locating this wire.*

NOTE: There are 2 input channels, 1 & 2. These input wires can be connected to any +12volt signal and will illuminate the corresponding outer two shiftlight LEDs on the Micro Dash.

EXAMPLE: *If you were to connect these two input wires to the signal wires on each of the front indicator bulbs then the LEDs would flash in unison with the indicator bulbs.*

FITTING THE OPTIONAL RETRO-FIT SPEED SENSOR



1. Position the sensor so the end face is approximately 1 - 3mm away from a suitable target like a sprocket or brake disc bolt. Now route the cable to the universal wiring harness area. *Ensure the bolts are ferrous, ie: magnetic.*

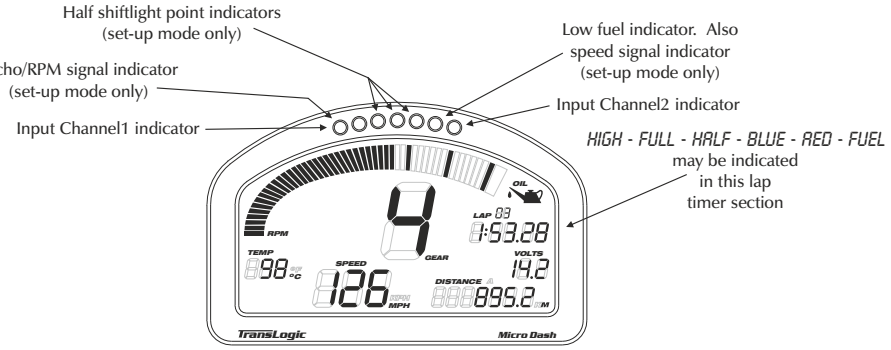
2. See page 1 ***CONNECTING THE UNIVERSAL WIRING HARNESSES***

FITTING THE HANDLE BAR BUTTON BRACKET ASSY & BUTTON

1. Peel back the left handle bar grip flange to allow sufficient room between the grip flange and the switch gear mouldings to fit the handle bar buttons bracket. *Ensure any remaining handle grip adhesive is removed.* Offer up into position the bracket and secure into position so the button falls to hand easily. *The button should ideally be at fingertip distance. Secure the bracket by tightening the bolts.* Now route the cable to the Micro Dash universal wiring harness and connect to the corresponding connector.

If you are mounting the button into a steering wheel assembly then you must de-solder the button and feed the cable through a `D' shape profile hole in the steering wheel. Re-solder the cable wires to the button and heat shrink the sleeve onto the threaded portion of the button. Apply silicone sealant to the outside of the sleeve in close proximity to the button to enable the support gland to screw on easily and make a weatherproof assembly.

MICRO DASH INDICATION FEATURES



SETTING THE MICRO DASH PARAMETERS

ATTENTION! Translogic Systems recommends that the following set-up procedures are done with the use of a Dynamometer for the best results.

1. To enter the set-up mode press and hold the black lap timer button, switch on the ignition, the lap-timer section of the Micro Dash will countdown ie: 05: 04: 03: 02: 01: 00, when zero is reached release the button and start the engine, then wait 10 seconds before moving to stage 2. *Do not switch off the ignition/engine during these set-up procedures unless instructed to do so. Each section to be programmed will flash on the display in turn.*

INSTRUCTION NOTE: *To save the parameters in each section and then move onto the next following programming section press and hold the black button, the lap-timer section of the Micro Dash will countdown ie: 05: 04: 03: 02: 01: 00, when zero is reached release the button.*

NOTE: When first entering the set-up procedure the word FUEL will be displayed in the lap timer section of the Micro Dash and the word OFF will be displayed in the distance section.

2. To enable the low fuel level indication momentarily press the black button, the number 50 will now be displayed in the distance section, *(this number indicates that the low fuel level warning will come on at 50miles).* To increase the distance the low fuel level warning indication comes on momentarily press the black button, the number 50 will change to 60 to indicate that the low fuel level warning will come on at 60miles. You can repeat this procedure and raise the low fuel level indication up to 200miles, after this OFF will be displayed indicating that the low fuel indication will be disabled, further momentary presses of the black button will start the sequence again.

Now press and hold the black button..... see. **INSTRUCTION NOTE!**

3. To set the tacho/RPM scale and shiftlight indication point increase the RPMs to half the desired shiftlight indication point, ie: 10,000 RPM shiftlight indication = rev the engine to 5,000 RPM then press the black button once to confirm the shiftlight indication setting. While you are in this section of the set-up mode you can see at what point the shiftlight will indicate by revving the engine and viewing the centre shiftlight LEDs on the Micro Dash which will illuminate at half the desired shiftlight indication point. You can set a new shiftlight indication point during this section of the set-up procedure by revving the engine to a new half shiftlight indication point and pressing the black button once again. *The shiftlight array will not illuminate while still in set-up mode.*

WARNING! The rear wheel/wheels will be rotating in each gear at speed during the following two sections, the use of a Dynamometer is strongly recommended. If you choose to use a paddock stand to lift the rear wheel/wheels take great care!