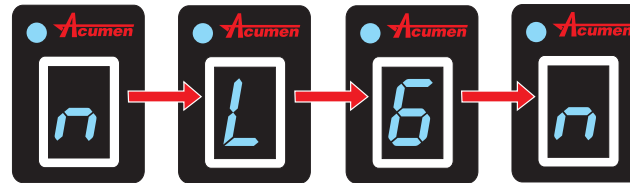
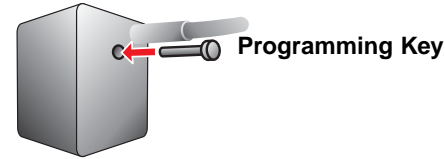


IMPORTANT - If the ignition is switched OFF at any time during the TEACHING process, you will have to start the process again.

3 - TEACHING THE DG8...Recommended off road procedure using the motorcycles main stand or a suitable paddock stand

Teach the DG8 the number of gears your motorcycle has:

- With the ignition **ON** and the motorcycle in neutral check that the DG8 is illuminated and showing a neutral signal (See section 4 to customise neutral indication).
- Insert and hold the programming key in the back of the unit until an L (Learn) appears (approx. 10 sec.). Remove the programming key.
- With the L indicated, insert the programming key and press once for every gear, the display will indicate the number as you press (six gears = six presses (Max eight)).
- Remove the programming key and wait until the neutral indicator appears (within 5 sec.). **REMEMBER TO LEAVE THE IGNITION ON**

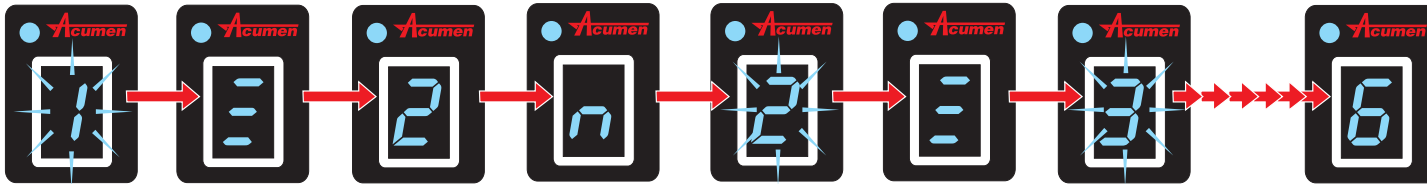


Now teach the DG8 your motorcycles gear ratios:

- Start the engine and select first gear, run the engine until the 1 flashes then changes to three bars and then to a number 2. Select neutral.

IMPORTANT: neutral **MUST** be indicated before teaching the DG8 second gear. (This only applies when teaching first and second gears).

- Select second gear, run the engine until the 2 flashes then changes to three bars and then to a number 3, select third gear etc. Continue with the other gears until all the gear ratios are set, the DG8 display will recycle and return to the gear you are presently in.
- You can now select neutral, and turn the ignition OFF.



4 - CUSTOMISE NEUTRAL



- With the ignition ON, select neutral
 - Momentarily press the programming key in the rear of the unit and cycle through the alternatives shown above.
- If an L appears, you have entered Learn mode, switch the ignition OFF and ON and try again.

FRONT WHEEL SPEEDO SENSORS:

If the speedo sensor comes from the front wheel of the motorcycle, you will need to ride the motorcycle on a suitable road or use a rolling road to confirm gear ratios. This can normally be accomplished within one mile, excessive RPM is not required (4000 max).

5 - TROUBLESHOOTING...Common problems

- If a neutral symbol is not shown when the motorcycle is in neutral, check that the GREEN wire has been installed on the correct side of the neutral bulb (see wiring diagram). Also check that the neutral bulb or fuse has not failed.
- If the lower segment of the display constantly recycles, the correct information is not being received by the DG8. This could be caused by a slipping clutch.
- If the unit does not operate correctly, check all wiring connections (eg; Yellow/Black is not the same as Black/Yellow) and all connections are properly soldered.

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**INSTALLATION
AND SETUP**

1 - BEFORE YOU START...

The DG8 works by comparing the electrical signals to the speedometer and tachometer (or other engine speed related signal, such as ignition pick-up).

The DG8 has automatic dimming for nighttime use and works on 99.9% of motorcycles with an electronic speedometer (most modern dial-type speedometers are electronic).

If your motorcycle has a cable drive speedometer you will need upgrade kit Acumen Part number 30101 or a DG8 complete for a motorcycle cable drive speedo, Acumen part number 30102.

You will find the following equipment in the DG8 box:

- Digital gear indicator
- Installation kit (programming key, velcro and cable ties)
- Installation and setup instructions
- Popular motorcycle fitting information

IMPORTANT:

Should you have any doubts or problems with the installation process, it is highly recommended that you consult your dealer BEFORE removing any panels or cutting any wires.

The following additional equipment is required for the installation process:

- Basic tools to remove motorcycle panels
- Soldering equipment
- Insulating tape
- A test meter may be required to identify required wires within the wiring harness

The enclosed Popular motorcycle fitting information will help you to identify the connections to make on a range of popular motorcycles. If your motorcycle is not listed contact your dealer or visit our web site for the latest information.

Alternatively you need to identify a wire which carries an electric pulse relative to engine speed and a wire relative to road speed. The motorcycle wiring diagram and a test meter will help you to identify the relevant wires.

Understanding wire colours! If the fitting information sheet asks for a connection into the Yellow/Black, ensure you do not connect to the Black/Yellow. The first colour is the bulk of the wiring colour, the second colour is usually a thin stripe.



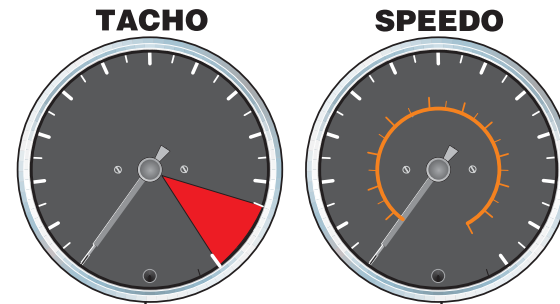
Yellow/
Black Black/
Yellow



2 - INSTALLATION OF WIRING...

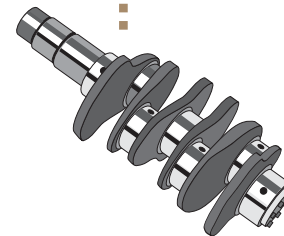
Before starting the wiring process, locate the unit in its final fixed position on the motorcycle with velcro, remove any panels and identify and confirm all wiring connections.

PLAN YOUR INSTALLATION BEFORE YOU START...



ORANGE - Speedo

BROWN - Tacho



BROWN ALTERNATIVE

the brown wire may be connected to the engine:

- crankshaft sensor
- hall effect trigger
- coil low-tension wire

ALL CONNECTIONS MUST BE SOLDERED

IGNITION SWITCH



RED - In most cases the red wire can be wired into the neutral switch as shown. Alternatively connect the red to any wire that becomes live when the ignition is switched ON. (not lights or indicators)

NEUTRAL LIGHT

GREEN - Connect to the wire from the neutral light bulb to the neutral switch which must switch to ground

BLACK - Connect to the motorcycle wiring harness ground wire (NOT to a fairing frame)

The cable length can be cut to suit your installation.

Ensure the wiring harness is taped/cable tied away from moving parts and excessive heat.

