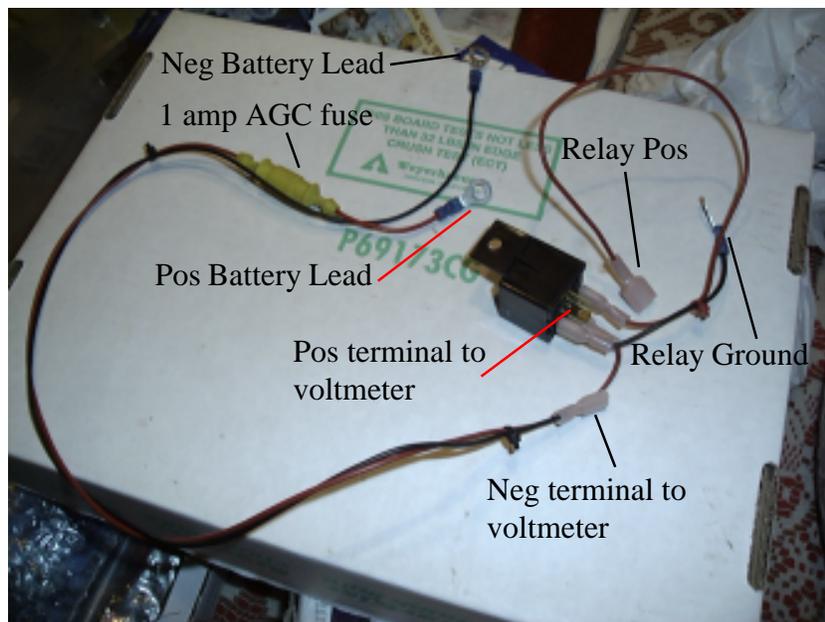
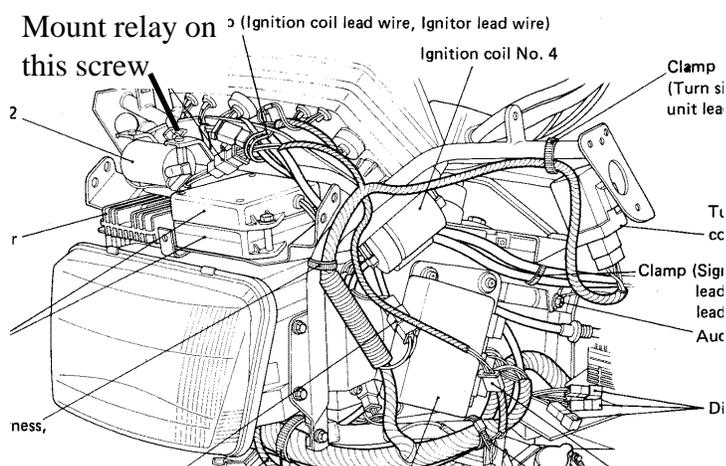


## Installing the Hookup Kit for the Digital Voltmeter



1) The Hookup Kit is comprised of a relay with wiring to feed the voltmeter from the battery and also to trigger the relay on and off with the ignition switch. It also comes with a “t-tap” to tap into a wire from the ignition switch and may also include 2 - crimp terminals and a 5 amp AGC fuse if you bought the voltmeter and the hookup kit separately.

NOTE! Please pay attention to polarity. RED is POSITIVE and BLACK is NEGATIVE



2) The length of the wiring is designed to place the relay under the dash panel on one of the mounting screws for the #2 ignition coil as shown to the left. The relay is mounted with the tab up. Remove the screw and swivel the coil so that you can scrape the paint from around the screw hole. When mounting the relay, put the ring terminal of the relay ground between the coil and the fairing support frame for a good ground.

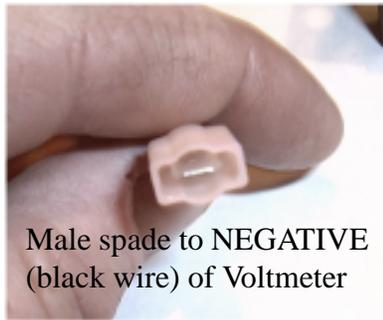
NOTE! You do not need to remove all of the fairing parts as shown in the picture to the left.

3) Fish the Pos/Neg battery terminals to the battery compartment and, paying attention to correct POLARITY, connect the ring terminals to the battery posts starting with the Pos terminal first. You may want to support the wires in one or two places with zip ties.

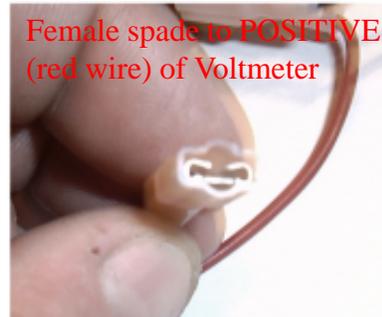
NOTE! If you purchased the Voltmeter and Hookup Kit together, you can skip to step #6. If you bought them separately, please go to step 4.

4) If you purchased the Hookup kit alone and you already had the Voltmeter, there will 2 - crimp terminals and a 5 amp AGC fuse included with the Hookup kit. The 5 amp fuse is installed in the fuseholder that is in the Voltmeter pigtailed. The reason that we put a 5 amp fuse in that holder is so that the 1 amp fuse in the Hookup Kit will blow if there is a problem and is much easier to replace since it's in the battery compartment. Simply pull the halves of the fuseholder apart (may have to grab with needlenose pliers) DO NOT pull on the wires, only on the fuseholder. Remove the 1 amp fuse and install the included 5 amp fuse.

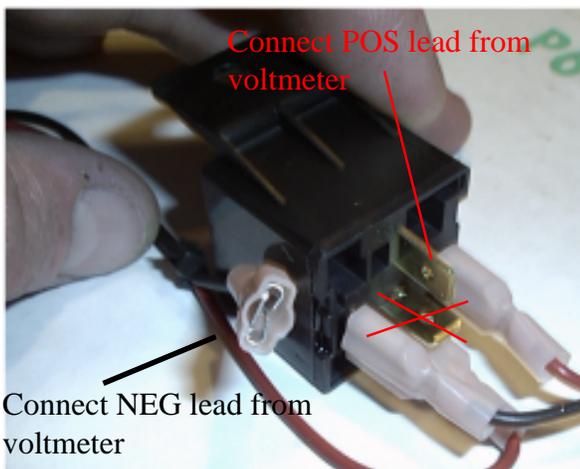
5) Install the included crimp terminals on the Voltmeter pigtails. **IMPORTANT!** There is one male terminal and one female terminal and they must be installed on the proper wires to maintain correct POLARITY. The MALE spade terminal is installed on the NEGATIVE (black) wire from the Voltmeter. The FEMALE spade terminal is installed on the POSITIVE (red) wire.



Male spade to NEGATIVE (black wire) of Voltmeter



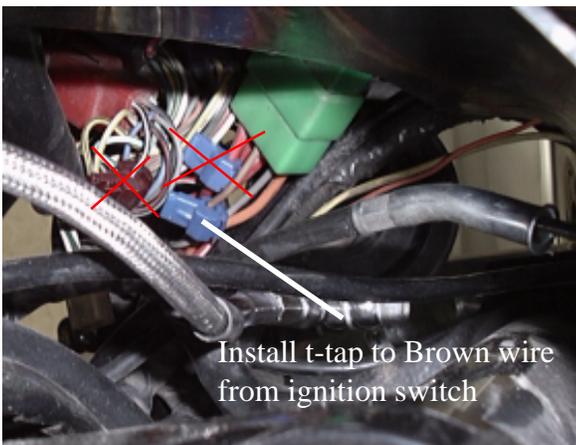
Female spade to POSITIVE (red wire) of Voltmeter



Connect POS lead from voltmeter

Connect NEG lead from voltmeter

6) After installing the meter in the dash panel (see separate instructions for that) or other location, plug the Positive lead from the meter into the relay and the Negative lead to the black lead from the battery.



Install t-tap to Brown wire from ignition switch

7) Install the included t-tap to the brown wire from the ignition switch. Put it near the green connector. **NOTE!** Your t-tap will be RED in color. The t-tap simply wraps around wire and squeezes shut until it clicks.



8) Fish the Relay Positive wire in below the dash display and plug into the t-tap. Check the meter for operation by turning the key to the ON position. The meter should light and read the battery voltage. If it works okay, reinstall the dash cover and other removed panels and you're done. If you have any problems or questions, e-mail me at [adnet@mpks.net](mailto:adnet@mpks.net).