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Acumen SP700 Universal Speedo and PD8.

The speedometer is designed as a universal fit.

You will need to perform some slight assembly on it, to suit your own individual requirements.

The Acumen Universal Speedometer consists of;

1. A Speedometer head sub-assembly. – without fascia
2. A plug-in PD8 display with connecting loom, spare fascia and filter kit and instructions
3. Electronic pick-up for the speedometer
4. Fitting and Literature kit.

Fitting instructions

Speedometer

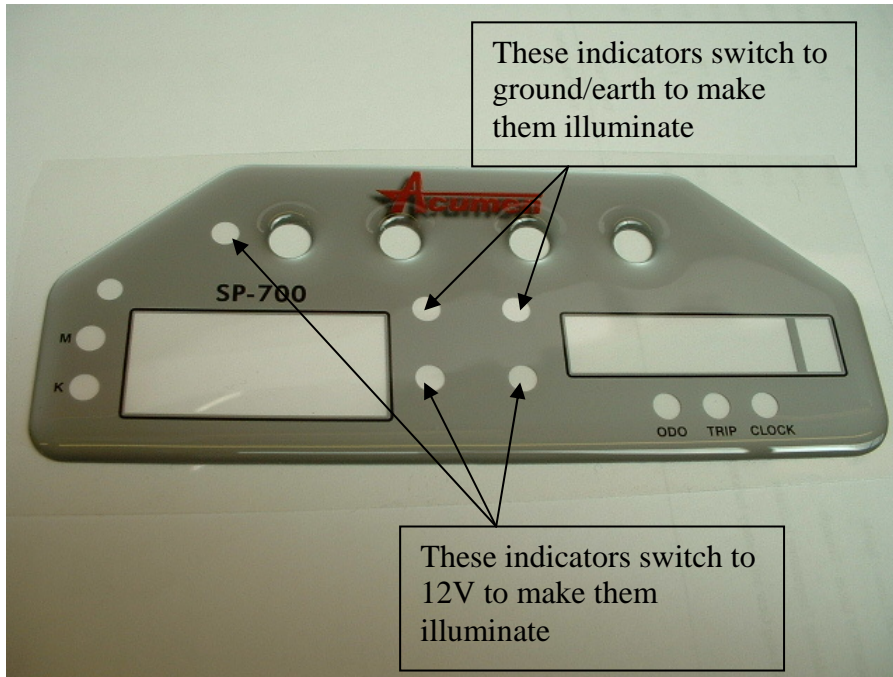
The SP700 speedometer has 5 warning lights built into the system. These are all white LED driven so you can identify the LED's with the coloured icons provided. The Icons are EC standard icons.

Of the 5 Indicator LED's, two need to be switched to ground (earth) to illuminate – such as for oil pressure or Neutral light, and three need to be switched to 12V to illuminate – such as for indicators, main beam or lights-on.

The drawing below will indicate how the warning lights are switched.

NOTE. Acumen recommend you use one of the LED lights as a 'lights-on' indication. As the Speedometer is permanently illuminated, there is no 'lights-on' indication.

Some countries may require to use such an indicator if the motorcycle lights can be switched off and on.



NOTE!

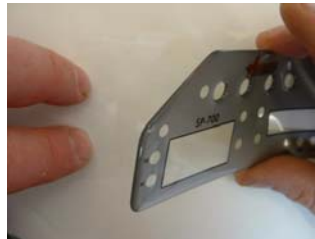
The five LED's for;

M (miles)
 K (Kilometers)
 ODO
 TRIP
 CLOCK

Are all pre-coloured.

When you have decided which indicator does what, use the pre-coloured icons to indicate the purpose of the indicator. Cut the icon from the sheet and place it on the fascia – by carefully removing the fascia from the Acetate sheet – do not touch the adhesive with your bare hands!

1; Ease the fascia away from the acetate sheet



2; Place the chosen icon on the acetate sheet



3; Replace the fascia on the acetate sheet over the chosen icon – the Icon will adhere to the adhesive on the rear of the fascia.



Repeat for all other Icons

Speedo and Trip display filter

The LED's for the Speedometer and the Trip/ODO/Clock are Red in the standard version and White in the Special Version. Either version will need some filtration added to enhance the contrast and, therefore, the viewability, of the display. Acumen has included a selection of filters in the kit for this purpose. We recommend you try the filters before adding the fascia – then cut the chosen filter to slightly larger than the chosen display window and stick to the fascia.

RED Led indication. – Use the Red or Dark Grey filters

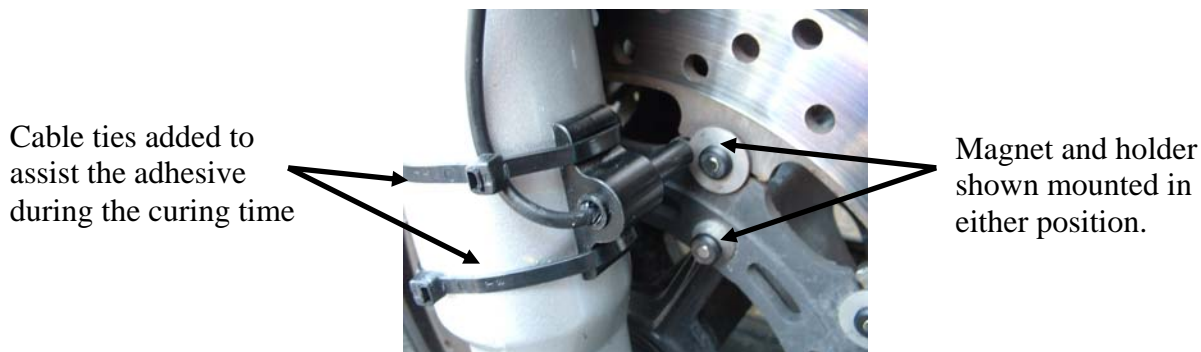
WHITE Led indication – use any filter. Other colours are available from most good photographic shops or contact Acumen direct.

Fitting the speedo reader head

The speedo reader head can be fitted to either the front or rear wheel – it doesn't matter which. You will need to fit the magnet into a suitable receptacle – we recommend fitting the magnet within the plastic holder and put the plastic into a disc bolt head – us a 'superglue' for added security.

The speedo reader head mounts inside the self-adhesive block. Adjust the position of the head so it is within 5 – 15 mm of the magnet, and tighten the grub screw – nipped-up only! Do not over-tighten.

The adhesive on the mounting block will cure over time – we suggest you mount it using two long cable ties for at least 24 hours until the adhesive cures.



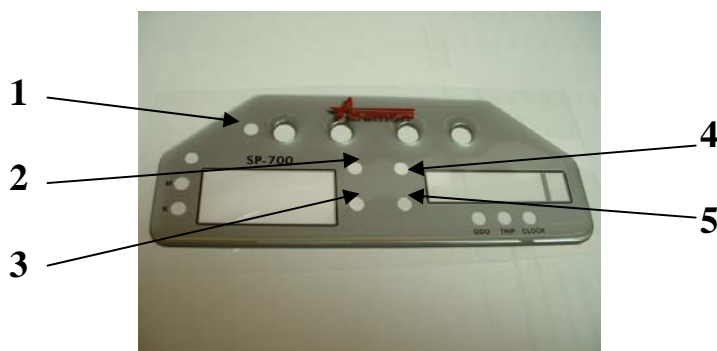
For electrical connection instructions see the listing on page 4.

Wiring the Speedometer

The speedometer is designed to work from a 12Vdc power supply, negative ground/earth.

The speedometer has a flying lead on it with a 9-way connector and the mating part of the connector is supplied in the kit. Splice the wires from the mating connector into the motorcycle wiring harness as appropriate.

Wire colour/purpose is given on the next page. You will need to know which indicator LED is where!



Electrical Connections

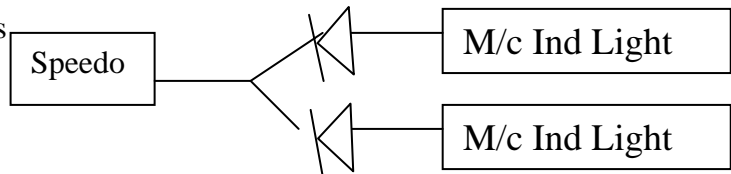
Speedometer Wire Colour

Purpose

Red/Black	Ignition – a circuit which has 12V when the ignition is switched on AND also connect to the Red wire of the Speedo reader
Red	12V – permanent power supply
Black/Green	LED Indicator number 2 – switches to ground/earth/0V
White	LED Indicator number 3 – switches to 12V
Black	Ground/earth AND also connect to the Green wire of the Speedo reader
Blue	LED Indicator number 5 – switches to 12V
Yellow	Speedometer signal – connect to the BLUE wire of the Speedo head reader
Blue/Black	LED Indicator number 4 – switches to ground/earth/0V
Green	LED Indicator number 1 – switches to 12V

NOTE! If you are using one 12V switched for both the left and right m/c indicator lights you will need to fit two diodes in the circuit thus;

Diodes are available from Acumen Electronics Free of Charge on Request – or from any Electronics stockist.



Wiring/Fitting the PD8

The PD8 can be set as a Tachometer or as a shift light. Fit it to the housing and secure with the screw/washer supplied. Connect the PD8 mating loom to the motorcycle as per Section 2 of the enclosed PD8 instructions. When you power up the PD8 system, the unit can be programmed as per section 3 of the enclosed PD8 instructions.

Using it **Knowing the controls**

MOD Button

The **MODE** Button –
This changes from ODO to TRIP to CLOCK and also sets the speedometer ratio

INC button

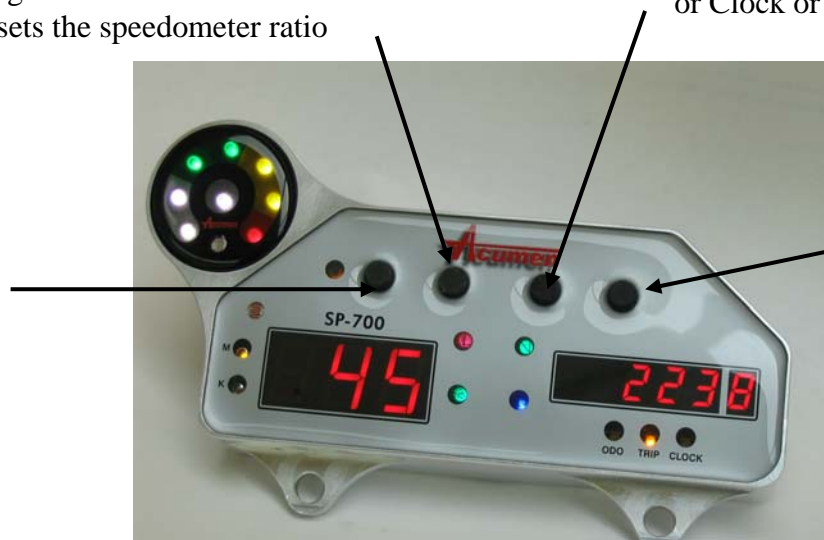
As the name suggests;
It increases values of the Trip or Clock or Speedo ratio

UNIT button

As the name suggests;
It changes the Speedo, trip and ODO from Miles to Kilometers and vice/versa

DEC button

As the name suggests;
It decreases values of the Trip or Clock or Speedo ratio



Calibrating the Speedo to your motorcycle –

The speedo needs to let you know, accurately, what speed you are doing and what distance you have done. You therefore need to enter a calibration code.

To do this, look at the attached chart which will give you a code dependent upon the tyre size that the speedo reader head is mounted on. The chart will give you a code – 01, 02, 03.

To enter calibration mode;

Hold down the MOD button and THEN turn on the ignition. The speedo will show all “8’s” as it goes through it’s lamp-test cycle, then will default to a flashing ‘01’. Using the INC and DEC buttons find which code you need for the tyre size, then turn the ignition off. The 12V permanent power MUST be maintained for at least 2 seconds after this operation or the unit will always default to a ratio of ‘01’.

Other Interesting/Technical Stuff!

Odo and Trip.

These two displays will show miles or kilometres; Miles when the Units are in miles, and Kilometres when the units are in kilometres. They will re-calculate automatically to suit the speedo setting..

The ODO illuminates all the digits – leading zero’s if need be, eg 02497.5, while the TRIP does not have leading zero’s, eg 2497.5

When in TRIP mode the INC button will increase it’s value and the DEC button will decrease it’s value. You can increase or decrease the value by increments of 0.1, and if you hold the relevant button down, the alteration will get faster and faster.

Clock

To set the clock; (note! The clock is 24 hour format)

Hold down the INC and DEC buttons together for around 5 seconds, until display changes to all zeros.

Use the INC button to add time and the DEC button to lose time.

Holding either button down will alter the clock at a quicker and quicker rate.

Touching the relevant button momentarily will alter the clock by one minute at a time – and also clears the underlying seconds to accurately set the clock.

To end set-up press the MOD button.

If during clock set-up you;

Don’t do anything in set-up mode for two minutes; or

Scroll through the MOD button; or

You turn off the ignition

The set-up mode is exited.

If the permanent 12V is removed, the clock will, after a period of about 10 minutes, lose it’s time and need to be reset. It will start up at 00-00.

Speedo Calibration Code

Tyre Type	Size	Speedo Calibration Code	Tyre Type	Size	Speedo Calibration Code	Tyre Type	Size	Speedo Calibration Code	
15" Road	140/90	3	18" Road	350-18	3	18" Racing	80/90	3	
	150/90	3		400-18	1		90/90	3	
	170/80	3		90/90	3		100/90	3	
	200/70	3		100/90	3		110/80	3	
16" Road	350-16	3	110/80	3	110/90	1			
	500-16	1	110/90	3	130/65	3			
	100/80	2	120/70	3	130/70	3			
	100/90	2	120/90	1	150/70	3			
	110/90	3	130/70	3	180/55	1			
	120/80	3	130/80	1	19" Racing	275/300	3		
	120/80	3	140/70	3		325	3		
	130/70	2	150/70	3		350	1		
	130/90	3	160/60	3		90/90	3		
	140/80	3	180/55	1		100/90	1		
	140/90	3	200/55	1		120/80	3		
	150/80	3	250/40	3	20" Racing	300	1		
	160/80	3	19" Road	300-19		3	21" Racing	300	1
	180/60	3		325-19		3			
	200/60	3		350-19	1				
	MT90B16	3	400-19	1	17" Dual Sport	120/70	3		
	MT90-16	3	410-19	1		120/90	3		
	17" Road	325-17	3	90/90		3	130/80	3	
		350-17	3	100/90		3	140/80	3	
110/70		2	110/90	1	150/60	3			
110/80		3	120/70	3	150/70	3			
120/60		2	20" Road	300-20	1	160/60	3		
120/70		3		21" Road	300-21	1	18" Dual Sport	400	1
130/70		3	80/90		1	410		3	
130/80		3	90/90		1	460		1	
130/90		1	120/70		1	110/80		3	
140/80		3	MH90		1	120/80		1	
140/80		3	16" Racing	120/70	2	120/80	1		
150/60		3		140/80	3	19" Dual Sport	100/90	1	
150/70		3	17" Racing	120/70	3		110/80	1	
150/80		1		160/60	3	21" Dual Sport	300	1	
160/60		3		180/55	3		90/90	1	
160/70		3			80/90		1		
160/70		3			90/90		1		
170/60	3								
180/55	3								
190/50	3								
200/50	3								