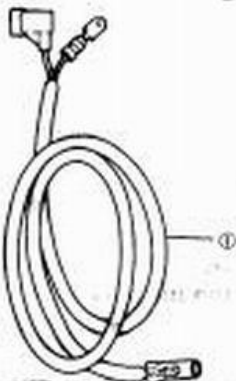
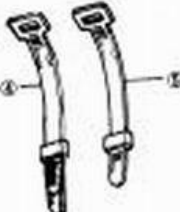


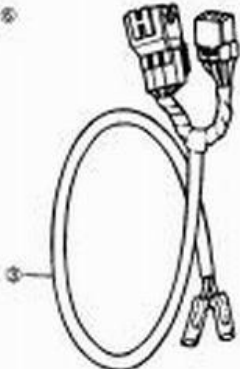


1989 FL 400 Tach Harness information

HONDALINE® INSTALLATION INSTRUCTIONS	Accessory Tachometer Installation Kit	Application 1989 FL400	Publications No. MII4494 8810 Issue Date October 1988
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This Tachometer Installation Kit provides the wiring necessary to install the Tachometer (P/N 08172-VM000) and its Bracket (P/N 08172-VM020). The Tachometer and Bracket are not included and must be purchased separately.

1 PARTS LIST

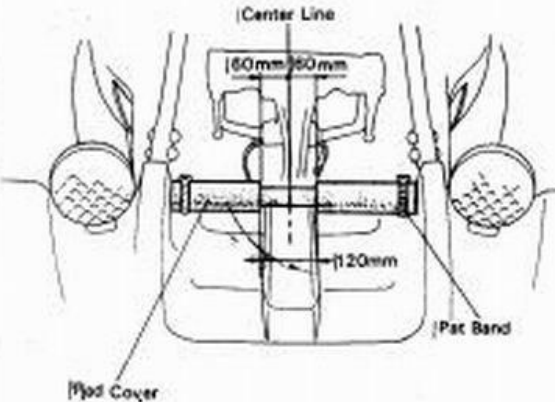
Index No.	Description	Q'ty	Part Number
①	Pulsar harness	1	08172-HE000-01
②	Ground harness	1	08172-HE000-02
③	Power harness	1	08172-HE000-03
④	Wire band, short	8	32161-438-000
⑤	Wire band, long	2	32161-VM0-770
⑥	Grommet	1	08175-HA800-11

2 TOOLS REQUIRED

- Drill-20mm (13/16 in)
- 8mm box wrench
- 10mm box wrench

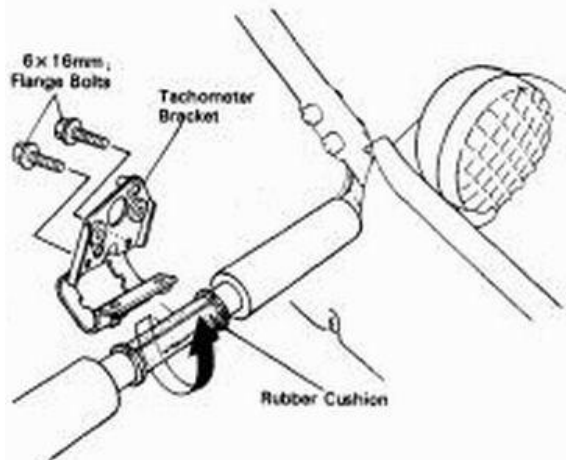
3 INSTALLATION

1. Remove the pad band cut and remove a 120mm from the center part of the cross bar pad as shown.

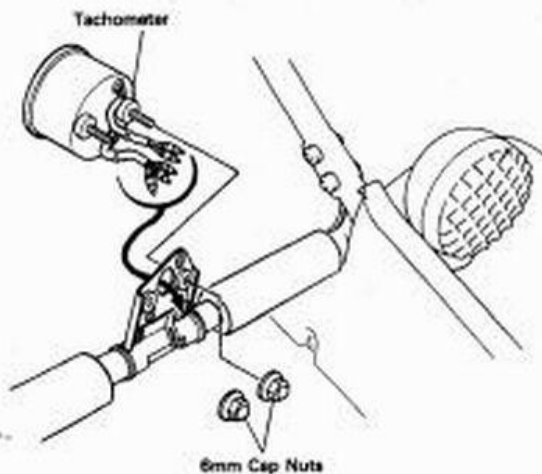


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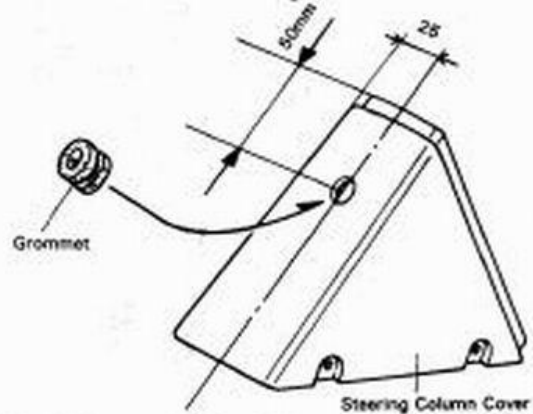
2. Remove the two 6×16mm flange bolts attaching the tachometer jaws together. Spread the jaws apart so the clamp will slip over the cross bar.
3. Wrap the rubber cushion around the cross bar and install the bracket over the cushion using the two bolts just removed. Do not tighten the bolts yet.



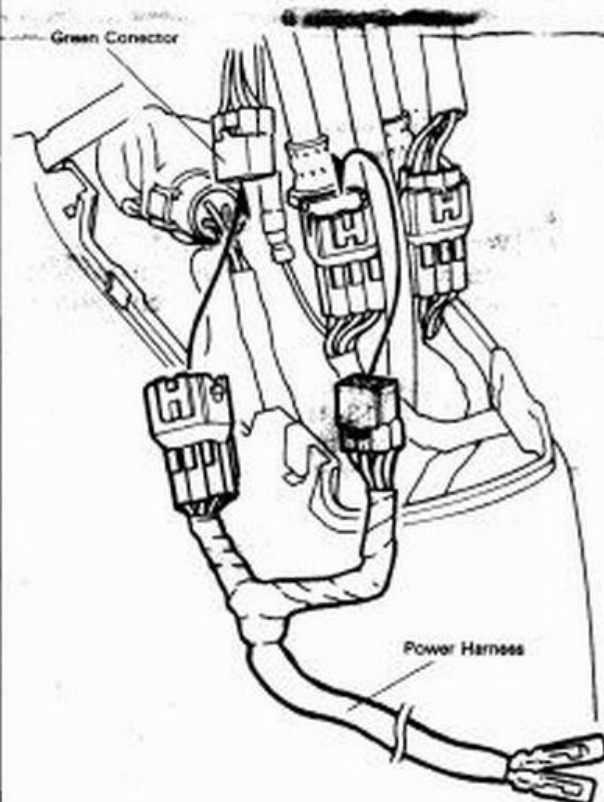
4. Attach the tachometer to the bracket using the two 6mm cap nuts. Torque the nuts.
Torque : 1.2 kg-m, 12 N.m (9 lb-ft).



5. Remove the steering column cover. Drill a 20mm, (13/16 in) hole in the cover, 25mm from the right side edge of the cover and 50mm from the top edge of the cover.

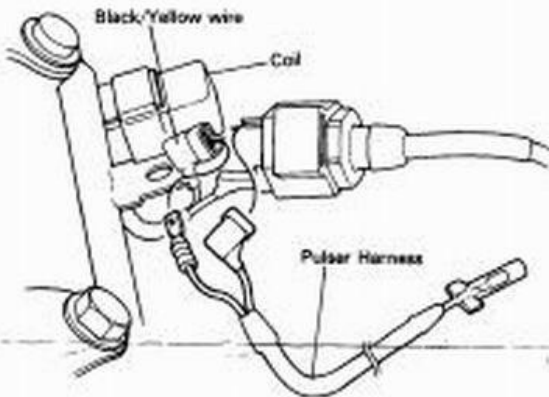


6. Disconnect the Green, 6-pin connector located under the steering column cover. Connect the Power harness in series with the two green connectors of the main wire harness.

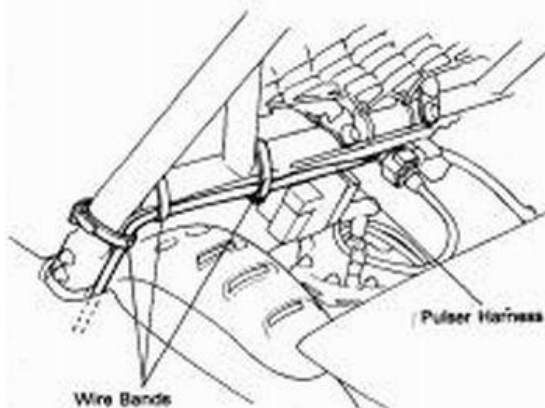


1989 FL 400 Tach Harness information

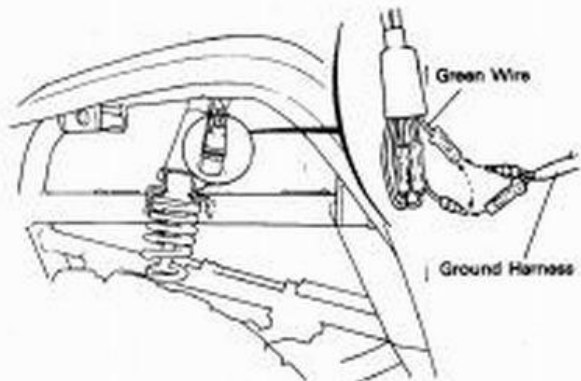
7. Route the Power harness through the hole in the steering cover. Slip the grommet over the harness and press it into the hole in the cover. Pull the harness through, leaving some slack between the cover and the connectors.
8. Install the steering column cover.
9. Locate the ignition coil and slide it off its mount. Disconnect the black/yellow coil wire.
10. Connect the Pulser harness in series with the coil and the black/yellow wire.



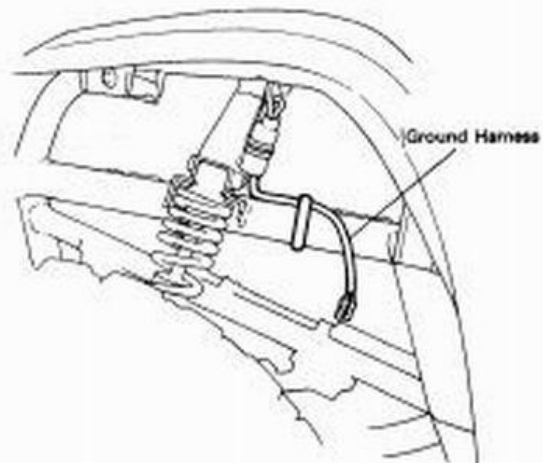
11. Run the Pulser harness forward, along the frame, to the tachometer as shown in the illustration. Attach the Pulser harness to the frame using the wire bands at the locations shown in the illustration.



12. Locate the three wire connectors, inside the left front fender above the shock adsorber. Open the wire clamp and push back the plastic cover. Disconnect the green wire connectors. Connect the ground harness in series with the green wires and pull the plastic cover over the connectors. Clamp the covered connectors in place.

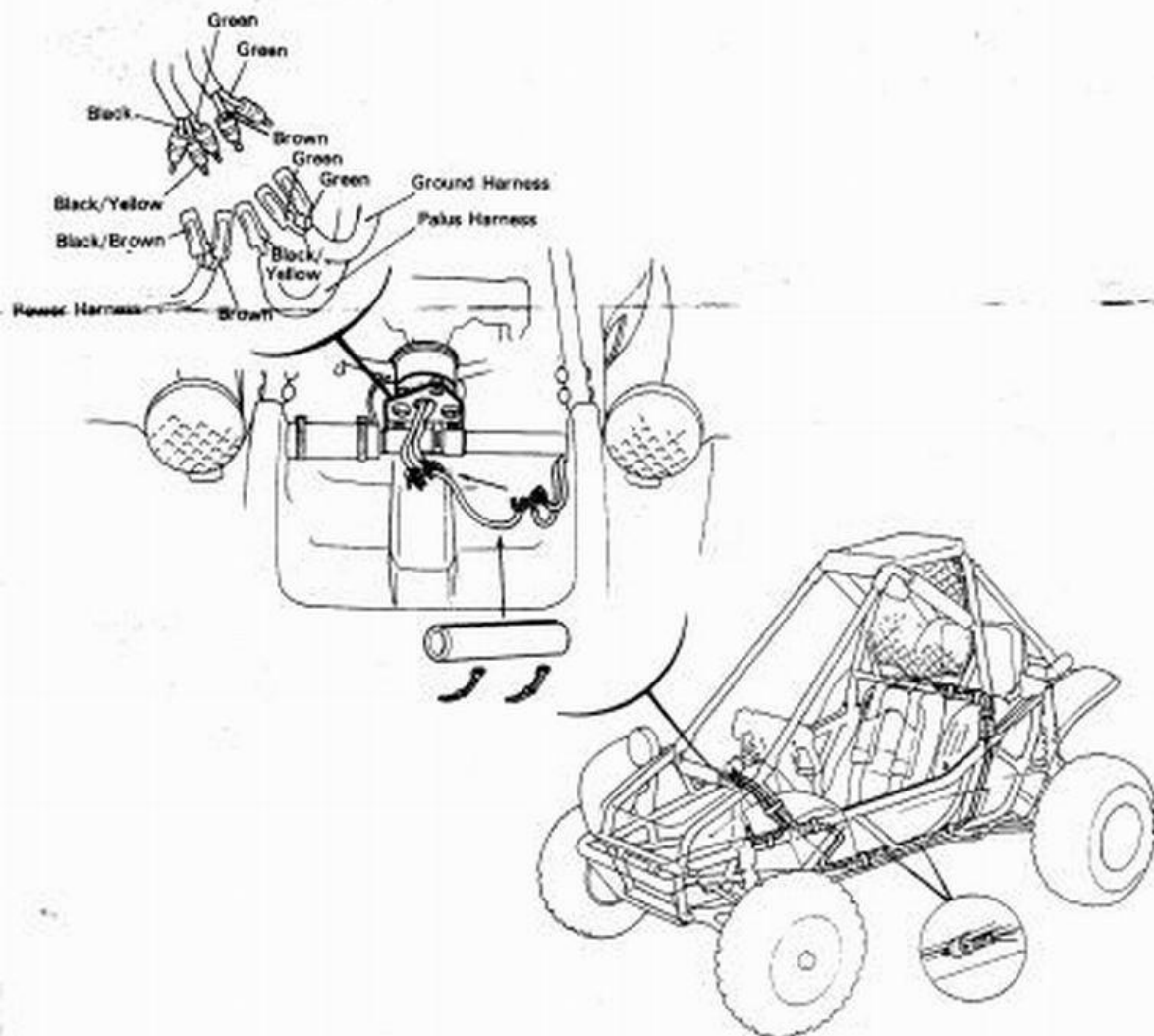


13. Route the harness under the fender and up to the tachometer.



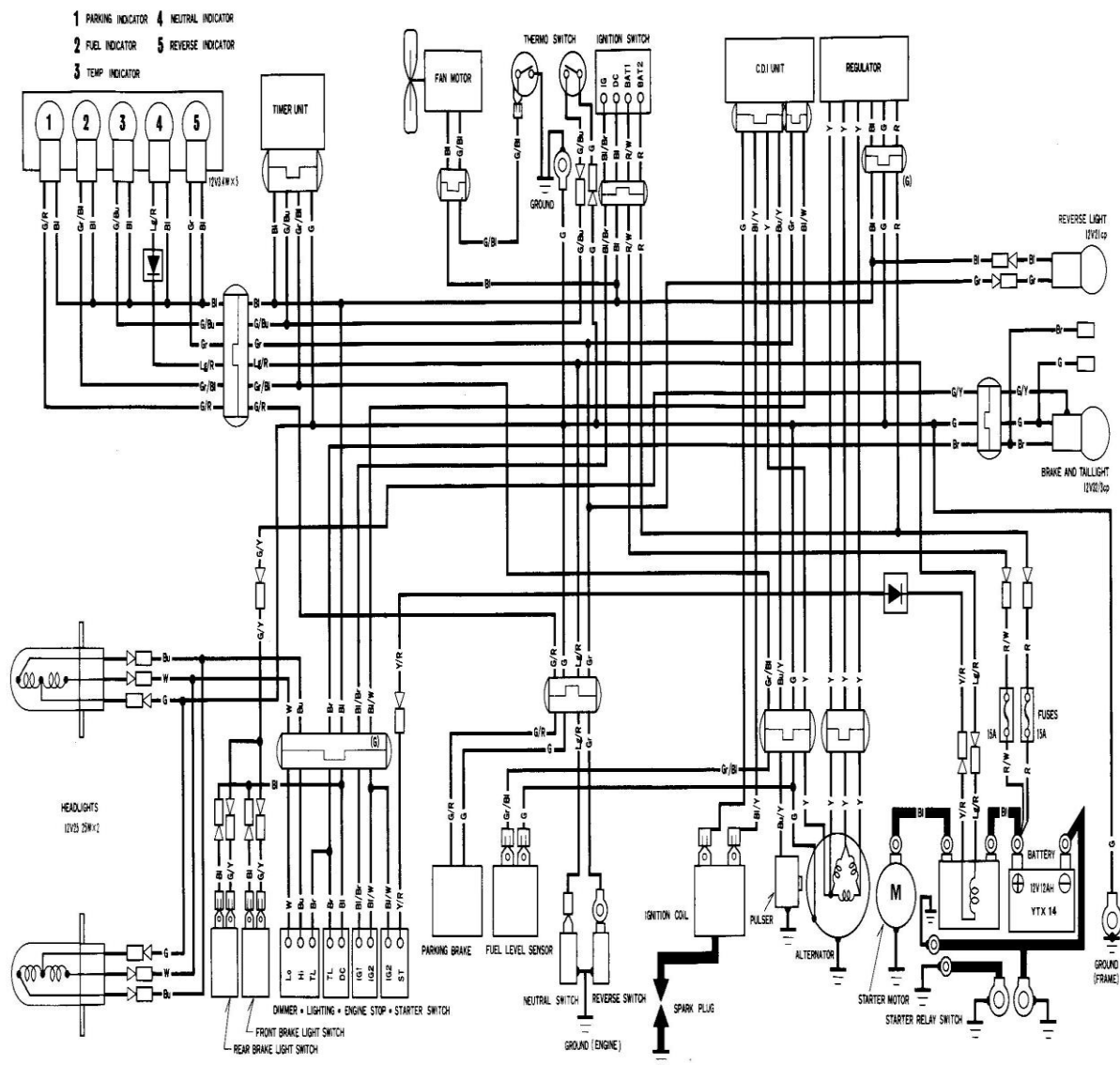
1989 FL 400 Tach Harness information

14. Connect the three tachometer wires as follows:
 - The black wire to the power harness connector with the black/brown wire.
 - The green wire to one of the ground harness connectors.
 - The black/yellow wire to the Pulser harness connectors.
15. Connect the two tachometer light wires as follows:
 - The brown wire to the power harness connector with the brown wire harness connector.
 - The green wire to the other ground harness connector.
16. Position the tachometer, so it may be easily seen by the rider. Torque the two 6×16mm bracket flange bolts.
Torque : 1.2 kg-m, 12 N.m (9 lb-ft).
17. Carefully bundle any excess wiring and pack it under the cross bar pad. Secure the pad and the wires with the two long wire bands.




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20. WIRING DIAGRAM





SWITCH CONTINUITY

IGNITION SWITCH				
	IG	BATT	DC	BAT2
OFF				
ON	○	○	○	○
COLOR	B/B	R/W	B	R

LIGHTING SWITCH		
	DC	TL
OFF		
ON		
COLOR	Bl	Br

DIMMER SWITCH			
	HI	TL	Lo
HI	○		
↓	○	○	○
Lo			
COLOR	B	B	W

ENGINE STOP SWITCH		
	IG1	IG2
STOP		
RUN		
COLOR	Bl/Br	Bl/W

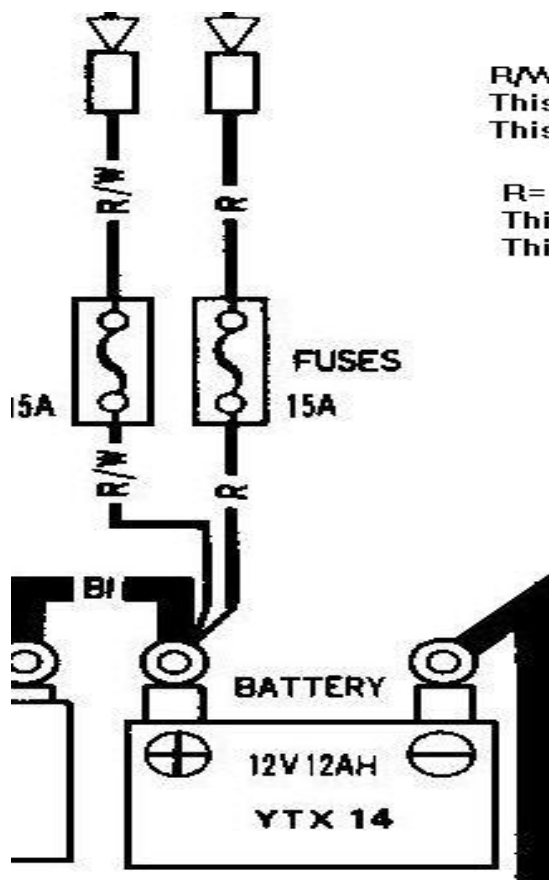
STARTER SWITCH		
	IG2	ST
FREE		
PUSH		
COLOR	Bl/W	Y/R

B BLACK B BROWN
 Y YELLOW O ORANGE
 BL BLUE L LIGHT BLUE
 G GREEN LG LIGHT GREEN
 R RED P PINK
 W WHITE GR GRAY

0030Z-HE0-0000

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B	BLACK	Br	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	.....	RED	P	.....	PINK
W	.....	WHITE	Gr	.....	GRAY

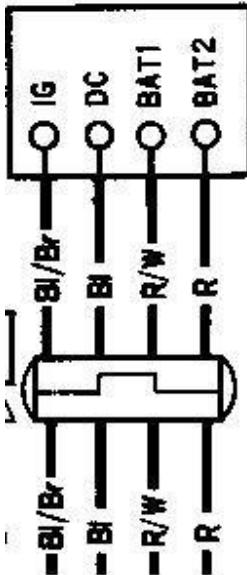


R/W= Red/White wire
This runs to the ignition switch
This is Bat 1 or fuse 1 and is 12volt +

R= Red wire
This runs to the ignition switch
This is Bat 2 or fuse 2 and is 12volt +

1989 FL 400 Tach Harness information

IGNITION SWITCH

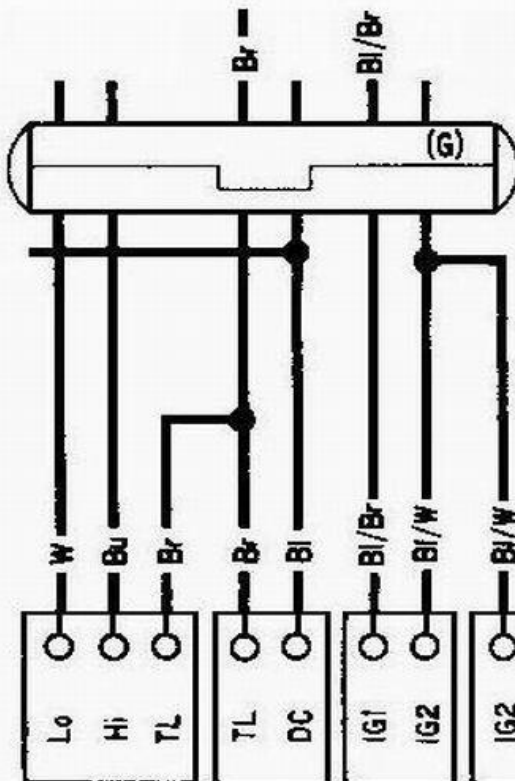


R= Red wire, 12v + from Fuse 2
 R/W= Red/White, 12v + form Fuse 1
 BL= Black wire, runs to Lighting switchch
 BI/Br= Black/ Brown wire, runs to Stop Switch

When the switch tuns on:
 Bat 1 makes with IG or R/W to BI/Br
 Bat 2 makes with DC or R to BI

IGNITION SWITCH

	IG	BAT1	DC	BAT2
OFF				
ON	○	○	○	○
COLOR	BI/Br	R/W	BI	R




BR= Brown Wire
 This Runs to the Tail Light
 TL= The terminals ID at the lighting switch
 BR- Ties to the tach to illumanate the tach
 Via the tachs power harness
 This is a 12+ power from the Ignition switch
 Via Bat 1 [fuse 1 at the battery]

BI/BR= Black/Brown, Wire
 This runs from the ignition switch
 IG= The terminals ID at the Engine Stop switch
 BI/BR Ties to the tach for 12 volt positive [power]
 Via the tachs power harness
 This a 12+ power from the ignition switch
 Via Bat 2 [fuse 2 at the battery]

DIMMER • LIGHTING • ENGINE STOP • STARTER SWITCH

1989 FL 400 Tach Harness information


LIGHTING SWITCH

	DC	TL
OFF		
ON		
COLOR	Bl	Br

When the light switch is turned on the 12v + from the ignition switch goes to the tail light.

The tach power harness taps this wire (Br) to back light the tach. This power source is from Bat 2 or fuse 2 the Red (R) wire to ignition switch than the lighting switch than through lighting switch to Tail light

ENGINE STOP SWITCH

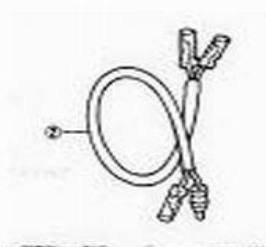
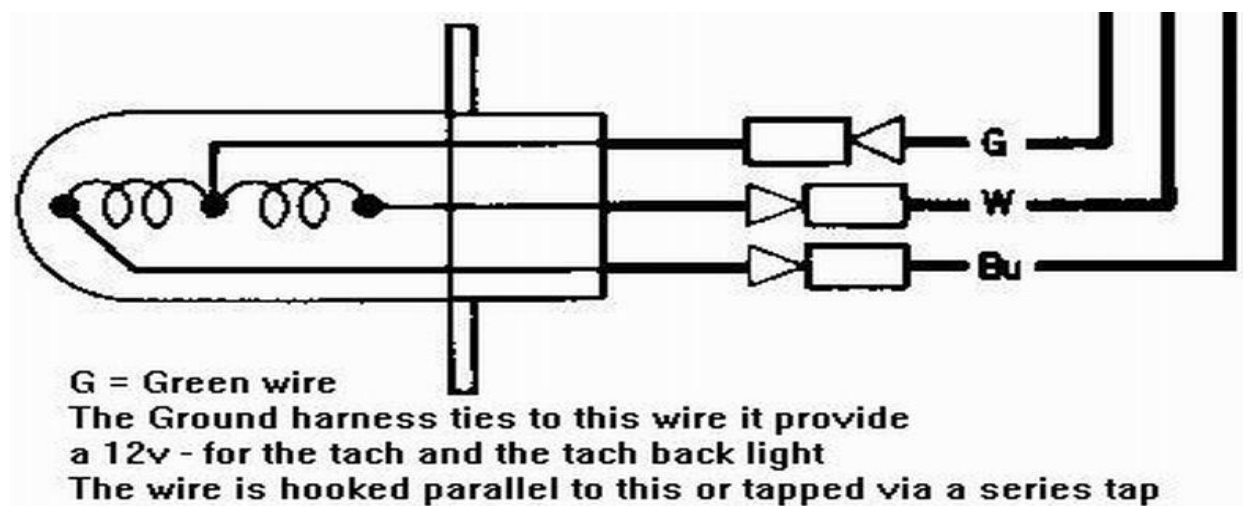
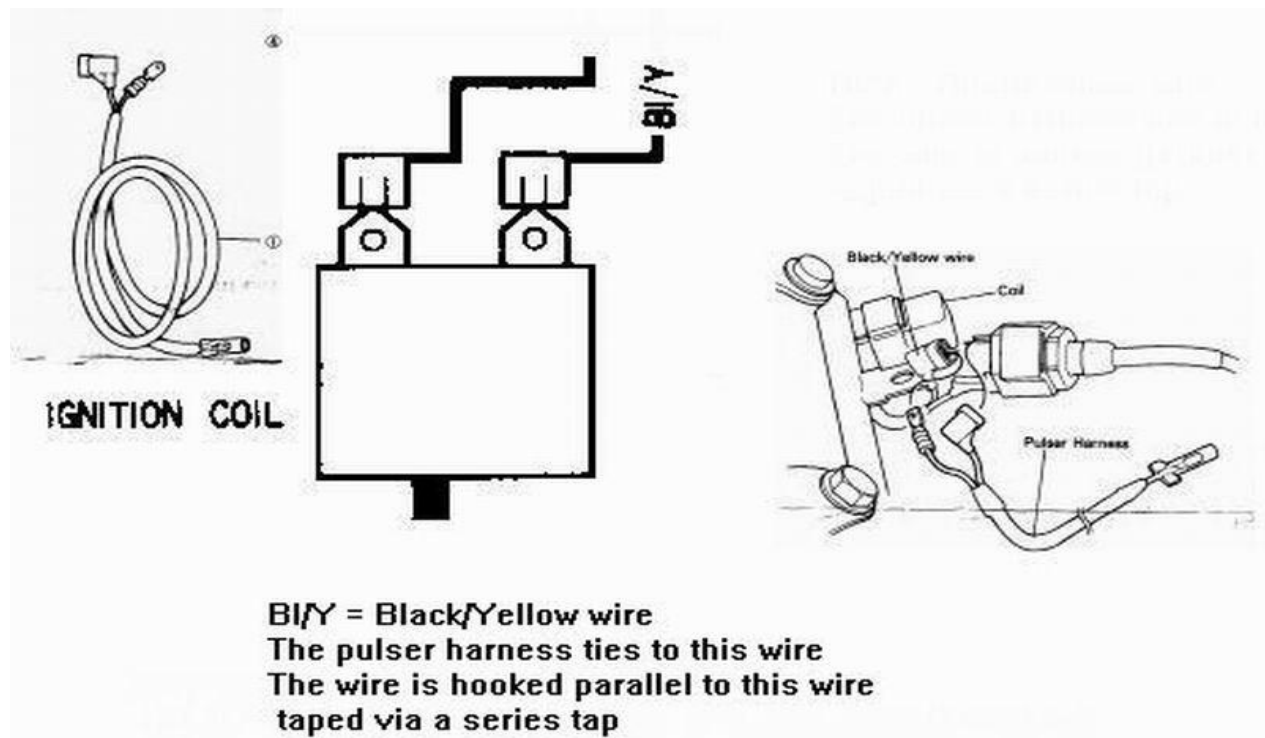
	IG1	IG2
STOP		
RUN		
COLOR	Bl/Br	Bl/W

The 12v + from the ignition switch goes to the Stop switch Via Bl/Br.

The tach power harness taps this wire ahead of the Stop switch to 12v + power the tach.

This power source is from Bat 1 or fuse 1 the Red /White (R/w) wire to ignition switch than to the stop switch.

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