

Thank you for choosing a high-quality DAYTONA VELONA60 display instrument. With proper installation and connection, you will have long-lasting pleasure with this high-quality product when used as intended.

Attach the housing securely to the enclosed V-Bracket or mount with an at least equivalent holder permanently to the bike. Do not use longer screws to connect the holder to the housing, as longer screws can damage the instrument's internal components. Attach the instrument in a way that no part obstructs or restricts the steering. Route the wiring in such a way, that the full steering angle works in both directions without hindrance and no cables are pinched or under tension when the steering moves. Protect the cabling, also in the long term, against chafing and damage during the constantly occurring steering movements.

Read this assembly and installation manual before installing and operating the display instrument. Proper installation and electric connection requires technical expertise, special tools and skilled craftsmanship. If you are unsure about the installation, have it done, for your own safety, by a trained mechanic.

CAUTION

- Read all instructions before use.
- Designed for a 12V system vehicle. VELONA gauges do NOT work with a 6V system or a battery-less system.
- VELONA gauges might not work normally when used together with other device that emits much noise.
- Use VELONA gauges for the intended purpose of use.
- VELONA gauges is for universal use, so it needs wiring for installation. Do the wiring referring to the vehicle owner's manual. (If you are not sure about installation, consult an experienced dealer.)
- Do NOT disassemble VELONA gauges. It may be damaged and water may come in.
- Do NOT leave VELONA gauges in high heat when not used for a long time.
- Do NOT hit, drop or give a shock on VELONA gauges. It may be damaged.
- Avoid contact with gasoline, brake fluid or other chemicals. It may be damaged.
- After installation, check to see if all the parts are correctly installed, and to see if all the screws are properly tightened.
- Inspect all installed parts after 100km driving. Periodical inspection is required every 500km(300mile). If anything unusual found while driving, pull over at a safe place to check.

INSTALLATION

■ The tachometer pulse detection <Three options>

From ignition coil

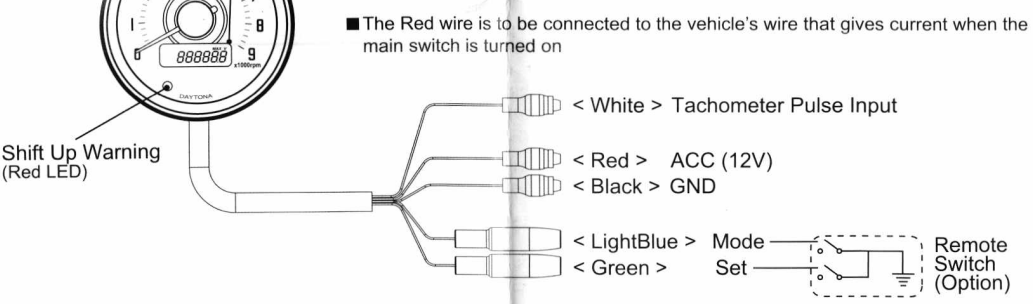
Connect the white wire to the positive terminal/wire of the ignition coil

From spark plug code

Wind the white wire 5-6 times on the spark plug code, and then tape to fix it.

For 2000 & up Harley Davidsons only

Connect the white wire to the red wire of the vehicle's crank position Sensor

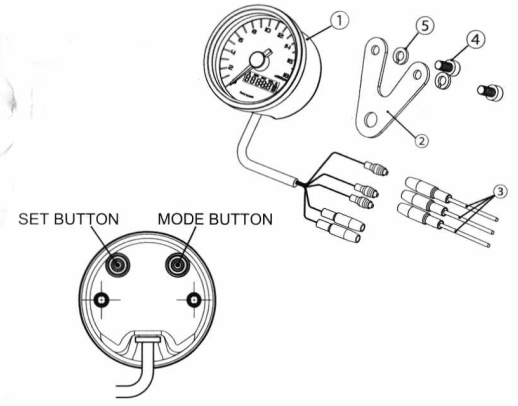


PRODUCT FEATURES

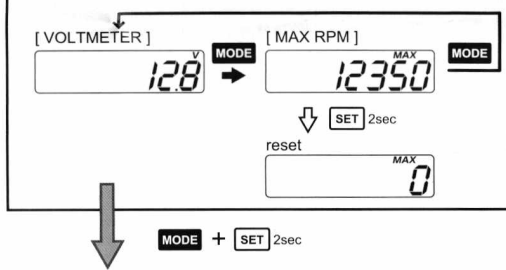
- Stepping motor-driven
- Maximum RPM memory and recall
- Voltmeter, Range : 0-18.0V
- Shift up warning with Red LED

COMPONENTS

NO.	DESCRIPTION	REMARKS	Q'TY
①	Gauge Unit		1
②	V-Bracket		1
③	Extention Wire Set	3pcs	1set
④	Cap screw	M5 x 10	2
⑤	Spring washer	M5	2



NORMAL OPERATION MODE



SETUP MODE

PPR (Pulse Per Rotation) SETUP

SET 2sec

1P-1r

MODE

1P-2r

MODE

2P-1r

MODE

30P-1r

MODE

Hold down SET for 2 seconds at the intended type to set. The display goes back to NORMAL OPERATION MODE.

SHIFT UP WARNING SETUP

SET 2sec

03000 * DEFAULT: 03000 MAX : 19500

SET

03000

MODE

13000

SET

13500

SET 2sec

Hold down SET for 2 seconds. The display goes back to NORMAL MODE.

To switch between engine types, press MODE.

Select PPR from the following.

- 1P-1r : 1pulse per 1revolution
- 1P-2r : 1pulse per 2revolutions
- 2P-1r : 2pulses per 1revolution
- 30P1r : For '00up Harley-Davidson only.

Press SET to modify the flashing number. (Input number 0 or 1 only)

Press MODE to fix and go to the next digit setting.

Press SET to modify the flashing number. (Input number 0 to 9) Continue this operation until the hundred digit is input. (Input number 0 or 5 only) ※13500 is sample.

OPTIONAL PARTS

RPM INDUCTION WIRE SET, <#87170>

REMOTE SWITCH <#87047(BLACK)> <#87082(CHROME)>

RPM PULSE RECTIFIER, <#92333>