

ACEWELL 1100 Quick Start Guide



Tips and Tricks for Getting Started

The user manual that came with your Acewell 1100 contains much more information than this Quick Start Guide. Our intention with this sheet is to answer some of the frequently asked questions...and to serve as a reminder to read the User's Guide.

Tachometer Configuration - After you've successfully physically connected your tachometer to a power source and the engine, you will need to configure the RPM Factor to ensure that the tachometer reads correctly-- This is also known as the number of engine rotations per signal. This is determined in the settings screens. To get into this press both the Mode and Reset buttons together. Press the Mode button to move through the different screens until you reach RPM SPC-X.X. The default value is 1.0 and available options include 2.0,3.0 and .5. The best way to determine which value is correct is by actually running your engine while viewing the tachometer values. Most engines should idle between 900 and 1400 RPMs. If your tachometer is registering outside of that value then change the RPM factor to a different setting. For instance, we have found that many of the Yamaha R6 motors use .5 as the RPM factor, while most GSXR 750-1000cc motors use 1.0.

Max RPM - If your Maximum RPMs for the session is the same every time, it is likely that you are not resetting the Maximum RPMs after each session. To reset the Maximum RPMs press the Mode button until you reach the Maximum RPM screen. Then press the Reset button until the value on the screen returns to 0.

Installation

Following is basic information on the physical installation of your tachometer unit. For specific information, please reference the user's manual that accompanied your Acewell 1100.

 The brown wire is the units constant power supply. It allows the unit to maintain the time date and most importantly your max rpm after each session. It should be wired directly to the battery.

 The red wire should be wired directly to your master power switch.

 The black wire is the ground wire. It should be grounded directly to unpainted metal on the engine or chassis

 The yellow wire drives the tachometer. It can either be wrapped around the plug wire or wire directly to the engine's tachometer wire. Wiring into the engine's tachometer wire is preferable. In some instances the wire but be yellow and black or another color. Reference your engine's shop manual for specific information.

Special Instructions for Yamaha R6

This may not apply to all years and models of the Yamaha R6, but has proven effective in some. Locate the Yellow/Black line with Black Blocks and the Yellow/Blue line with blue blocks. Twist these two together and then attach to the Acewell 1100's yellow wire. Set the RPM factor at .5.



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