

EVO Fuel Injection Tachometer Wiring Guide

MyChron 5

Tap into the non common coil wire on your harness. On every coil connector, there is one wire the same across every connector, and one wire that is different. If you have a newer harness from EVO fuel injection, we run a Purple MyChron 5 tach lead out of the engine harness. On Guhl Motors harnesses, the MyChron5 tach wire is Yellow.

Yamaha - Gray/Green, Gray/Red, Orange/ or Orange/Green wire

Suzuki - White, Black, Green, or Yellow wire

Kawasaki - Black wire

Honda - Blue, Yellow, or Red wire

PE3 - Gray wire

QuickCar Digital Gauge, TelTac, or Generic Digital Tachometers

For these style digital gauges, you will need to use the stock RPM output from the ECU. When using '03 & Up R6 ignition, use a 2.2k Ω pull-up resistor (80-435) between tach signal and 12v switched power. See stock tach output wire colors below. Hyper Racing harnesses made for U6SA compliance have 12v+ switched power, ground, and tach signal run in the U6SA connector, and allow for easy tach hookup with part number 608-900.

Stock Tach Output Wires

Yamaha - Yellow/Black

Suzuki GSXR - Yellow/Blue

'05-'12 **Kawasaki** - Light Blue

'13 & Up **Kawasaki** - does not have a factory tach output.

Honda - Yellow/Green

PE3 Hyper harness Yellow/Blue, **Direct from PE3** - White/Blue

Aftermarket Hyper Harness for Stock ECU - Yellow/Blue

Acewell Viper Tachometer

Use the stock output tach wire from the ECU, and the pull up resistor must be used if using an '03 & Up R6 ignition.

Wiring diagram listed below:

Red - 12v+ switched power

Black - Ground

Brown - 12v+ constant power

Blue - Cut

Yellow - Stock ECU tachometer input

Pulse Per Revolution Guide (Number of times the stock ECU tach output sends a signal per revolution.)

Suzuki - 1

Yamaha, Honda, Kawasaki - 2

As with anything, if you need any assistance or have any questions don't hesitate to give us a call!

Nash Ely

EVO Fuel Injection

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