The installation of the cable for engine revs requires particular attention especially when it is installed on the high voltage cable, i.e. in engines where the coil is separate from the spark plug and the installation takes place on the cable between the coil and spark plug.

The problems encountered can be different:

- detection of some engine rpm "spike"
- laptimer/dashboard switching off
- no detection of engine revs

To solve the problem, let's go step by step to verify the installation:

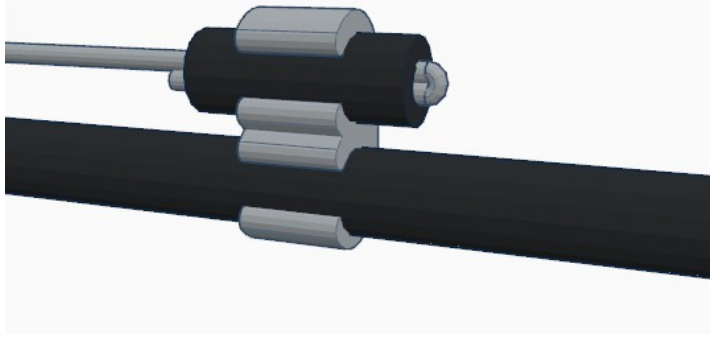
- STEP 1: RESISTIVE SPARK-PLUG

On vehicles with strong electromagnetic emissions such as scooters, karts and mini bikes, it is necessary to use resistive spark plugs and shielded caps with 5K resistance. Spark plug manufacturers often identify resistive spark plugs with an “R” in the designation, for example the NGK BR7ES is a resistive spark plug while the B7ES is the corresponding non-resistive.

- STEP 2: POSITIONING THE CLIP ON THE SPARK PLUG CABLE

The clip of the RPM cable must be positioned on the spark plug cable **EQUIDISTANT BETWEEN THE COIL AND THE SPARK PLUG** and then must be moved out immediately, be sure the cable do not pass nearby the ignition system again.

Below is an image of correct installation

INSTALLAZIONE CORRETTA	
	

INSTALLAZIONI ERRATE	
	

If the engine revs are always displayed at "0" and the product stays on regularly while driving, it is possible to make 1-2 turns on the spark plug wire as in the following photo. This can usually happen in 4-stroke vehicles.

- STEP 3: CABLE ROUTING

Be very careful, avoid routing the RPM cable near other sources of interference, possibly route the cable alone along its entire length.
Do not pass the RPM cable inside any type of tube, possibly pass the cable along the frame.

In case the cable is too long, **DO NOT ROLL IT** up but simply cut the leftover part.

N.B: the switch-off button on the handlebar, in vehicles such as scooters, is often directly connected to the coil, so in the button cable passes the same signal of the coil and therefore a source of electromagnetic disturbances which can disturb the reading of the engine revs and/or turn off the instrument