GIpro X-TYPE

Install Guide for GPX-T01 Harness Kit

For use with the following TRIUMPH motorcycles:

Daytona 600 (2003-2004), **Daytona 955i** (1997-2006), **Speed Triple** (2002-2004), **Speed Four** (2002-2006), **Sprint RS** (1999-2004), **Sprint ST** (1998-2004), **Tiger** (1999-2006), **TT 600** (2000-2003)

Disclaimer: Do not attempt to install the product if you don't have basic mechanical skills. HealTech Electronics Ltd. and its distributors shall not be liable for any loss or damage caused by improper installation. If in doubt, please consult with your dealer.

1. Locate the **Speed Sensor coupler**.
   The Speed Sensor (Wheel Sensor) is either on the top of the gearbox or at the front wheel.
   The 3-pole black speed sensor coupler is usually accessible by raising the fuel tank.

   Confirmation:
   Separate the Speed Sensor coupler (you might need to use a small flathead screwdriver to get the coupler apart). Rotate the wheels while ignition is on. The speedometer should indicate 0. If so, turn the ignition off and proceed to the next step. Otherwise, if the speedometer registers a speed other than 0, you have not disconnected the correct coupler and need to look again.

2. After separating the Speed Sensor coupler, **plug in** both the male and female 3-pole GIpro harness connectors. Make sure the connectors are fully seated.
   *If you have a **SpeedoHealer** installed, you have to connect the plugs in-line in the following order:*
   Speed sensor female plug → GIpro → SH → bike male plug

3. Locate the **ECM** (also called ECU) box. It is a flat box with one or more multi-pin connectors under the seat.

4. Find the **RPM signal** wire in the ECM connector:

Sprint RS/ST	**Blue/Black** *(Solid Blue wire with thin Black stripe)* This is the Crankshaft sensor wire. You can tap either at the 2-pole sensor plug or at the ECM.
ALL other models	**Red** *(Solid color with no stripe)* This is the tacho signal wire. Alternatively, tap the wire from the Crankshaft Sensor (**Blue/Purple**), either at the 2-pole sensor plug or at the ECM.

5. Peel off the black sleeve (tape), leaving about 3 cm (1.2") of this wire exposed.

6. Connect the GIpro **Black/Green** wire to this wire, using the **Red wire tap** connector supplied.

Usage: Place the unstripped run wire (shown in the table above) inside the run channel. Close the side cover until latched. Cut off the excess length, then insert the unstripped tap wire (Black/Green) completely and check its position. Insert the blade (u-contact) and press down by finger pressure. Then, fully depress the u-contact with pliers. Close the hinged top cover until latched.

7. Connect the 4-pole GIpro harness connector to the GIpro display connector.

8. Check whether everything is installed and working properly:

- **Select Neutral and turn ignition On** → The GIpro display should count from **6** to **1**, then "**L**" flashes slowly. *(If not, the display is not receiving power and/or ground. Check the connections at the speed sensor connector.)*
- **Rotate the wheels** → the display should indicate a rolling wheel. *(If not, the display is not receiving the speed signal. Check the connection at the speed sensor connector.)*
- **Start the engine** → "**L**" should flash **faster** for a few seconds. *(If not, the display is not receiving the RPM signal. Check the wire tap.)*

Turn the ignition Off. If the tests still fail, disconnect the 3-pole and 4-pole connectors and check whether the connector pins are bent or pushed out of position. Spray some WD40 into the plugs.

9. Peel off the green plastic from the back of the unit, and mount the display.

10. Neatly route the GIpro harness from the 3-pole plugs to the mounting location, preferably along the frame.

Do not bend the harness near the 4-pole connectors.

Do not route the harness very close to the exhaust pipe or cylinder head.

11. Use black tape to secure and isolate the 4-pole connectors. To minimize cable stress, use the supplied cable ties to fasten the unit and harness to other cables.