



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

Meter Choices for your RC36-2 Project



Concerning the choice of meter for your RC36 project is going to be a bit difficult, as it's not always going to be exactly what you want, and more of a case of what you can get. But having said that, with the internet, pretty much anything is available these days if you are prepared to put in the hours and have a big enough budget!

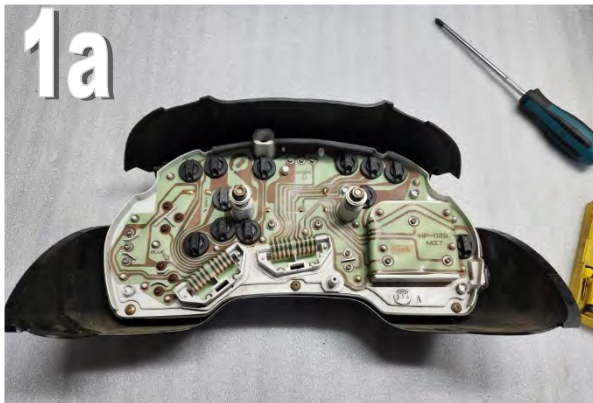
As I write this, we have a '94-'95 CBR900RR SC28 meter assembly on our bike. The convenience of this meter is that it uses an electronic speedo like the RC36-2 and the output from the RC36-2 ECU will drive the speedo.

Upon testing the '94-'95 SC28 meter, we found a problem with the indicated speed. The speedo was reading approximately 50% too high.

The fix for this is quite simple. All you need to do is to swap the speedo electronic module from the RC36-2 meter into the SC28 meter. The fitment is identical.

Please follow these steps.

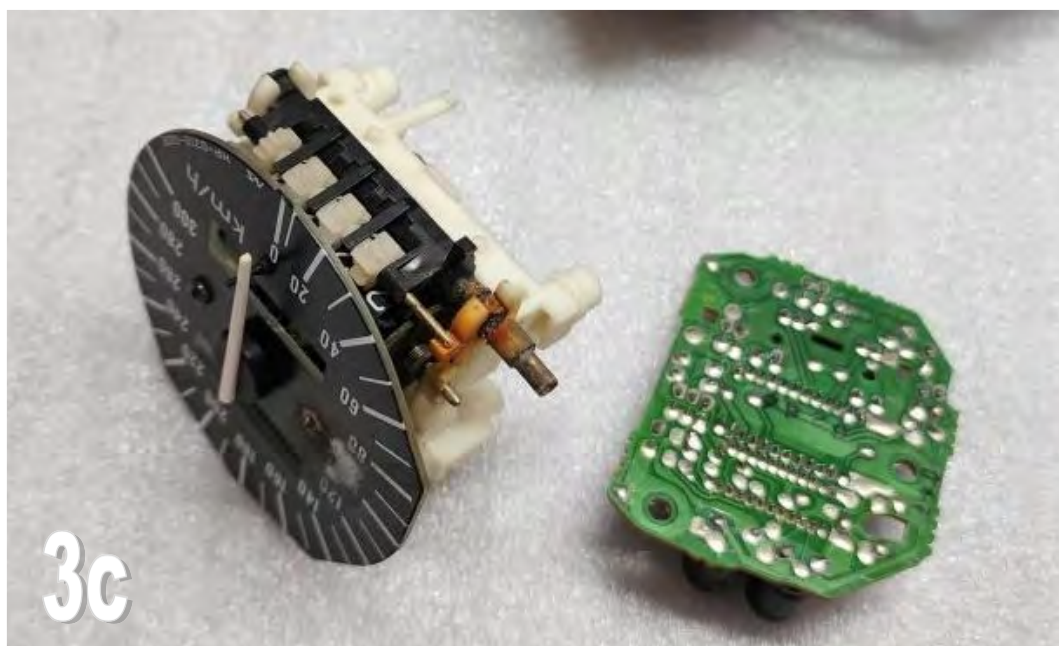
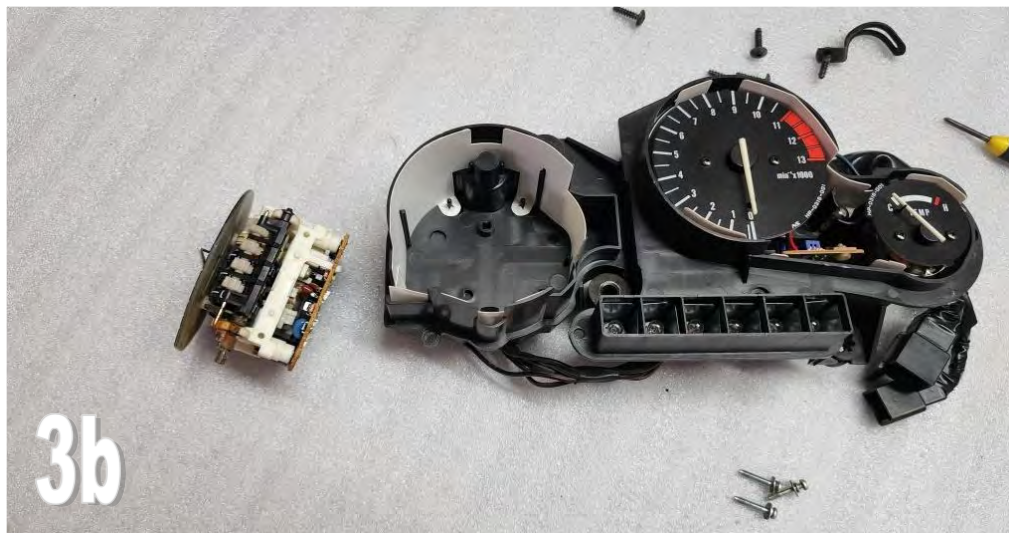
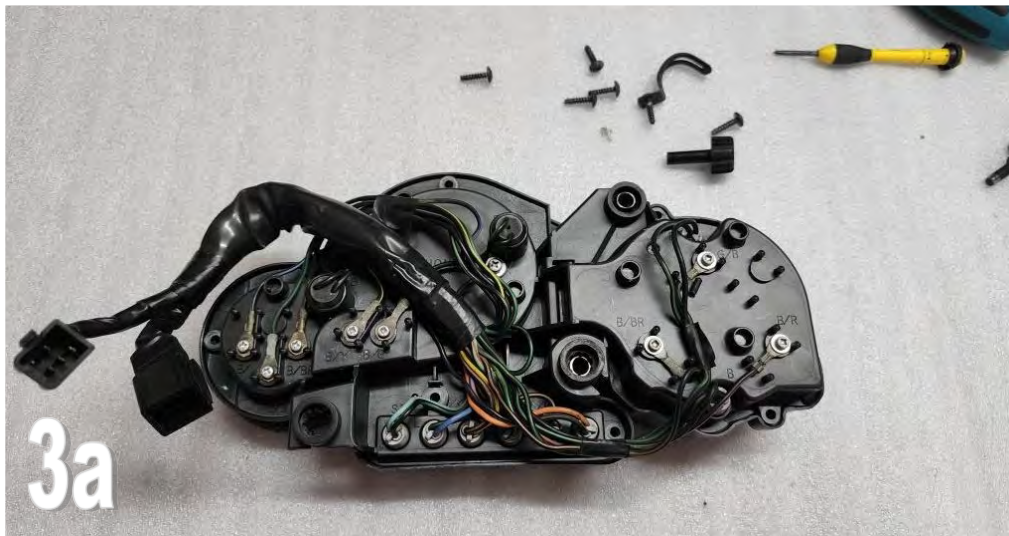
1) Remove the cover from the R36 meter, and remove the speedo.



2) The electronic module is simply clipped onto the back of the speedo and is removable without tools. There's a couple of little plastic clips, but they can be easily pressed out of the way to remove the module.



3) Repeat the procedure with the SC28 meter, and then fit the RC36 module to the SC28 speedo. It's a direct and easy fit. Reassemble.



The tachometer is driven by a dual pulse, just like the RC36-2, so no problem there. It is 'almost' plug and play if you are prepared to do a little rewiring.

But we have done some of the hard work for you by way of a harness extension specifically for this meter (TYWH-0008, available on the website).

This wiring extension is documented in the wiring manual

[Go to wiring manual](#)

Unfortunately this meter is not really a close replica of the RC30 meter, mainly due to the long row of warning lights. Here's the meter fitted using our meter plate TYLY-0317E-B



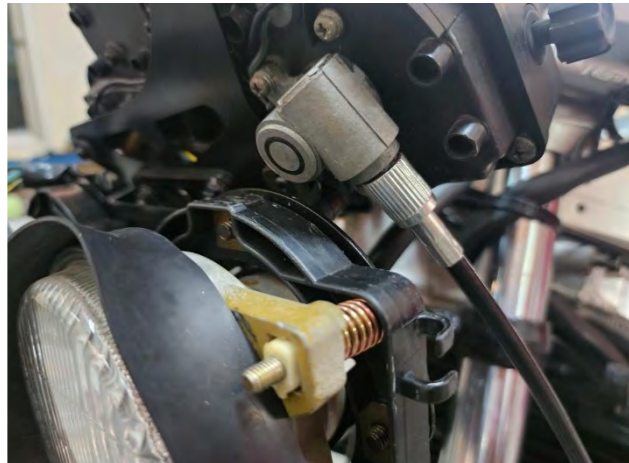
A second choice is the meter assembly from the '92-'93 CBR900RR SC28 . This is closer in looks to the RC30 meter thanks to the arrangement of the warning lights. One issue here though is that the speedo is mechanical drive as the early SC28 takes the drive directly from the front wheel.

The '92-'93 SC28 meter is fitted to our meter stay using TYLY-0317E-A. As for the speedo drive, we have a solution that drives the meter from the front sprocket using TYPP-0038 cable and drive set. Not perfect but gets you on the road. Again, like the later model SC28 meter, the tachometer works fine.

Driving the warning lights and tachometer is taken care of by TYWH-0005.



Notice in the first picture below that the rubber grommets fitted to the meter plate were those salvaged from the original RC36-2 meter stay. The pegs on the meter fit into these perfectly!



The third and final choice we tried was the VFR400R NC30 meter assembly. . This is probably the closest in styling to the RC30.

Some issues here of course, what with the speedo only going to 180KM/H as per Japanese regulations back in the day, and the tachometer reading up to a dizzy 16,000rpm, which the RC36-2 will never even get close to.

One minor advantage is that no fixing plate is required. The NC30 meter will bolt directly to the meter stay.

Speedo drive is again by cable, and the cable/drive set used with the SC28 meter can also be used with the NC30 meter. So, no problem there.

The tachometer does not use the same dual pulse system as the RC36-2, so cannot be driven directly from the ECU tachometer output. However, we have developed an electronic pulse converter module that takes the signal from the RC36-2 ECU and changes it to the required pulse for the NC30 meter. The warning lights all work as planned using TYWH-0006.



I'm sure that there are other meters that can be used, and of course some will want to fit the real RC30 meter, but due to either being impossible to find, or ridiculously expensive for a good clean example, we opted not to make a fitting option for it. But it is of course an option for the future as and when we make more upgrade parts.

And at that point, this guide will be updated.

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