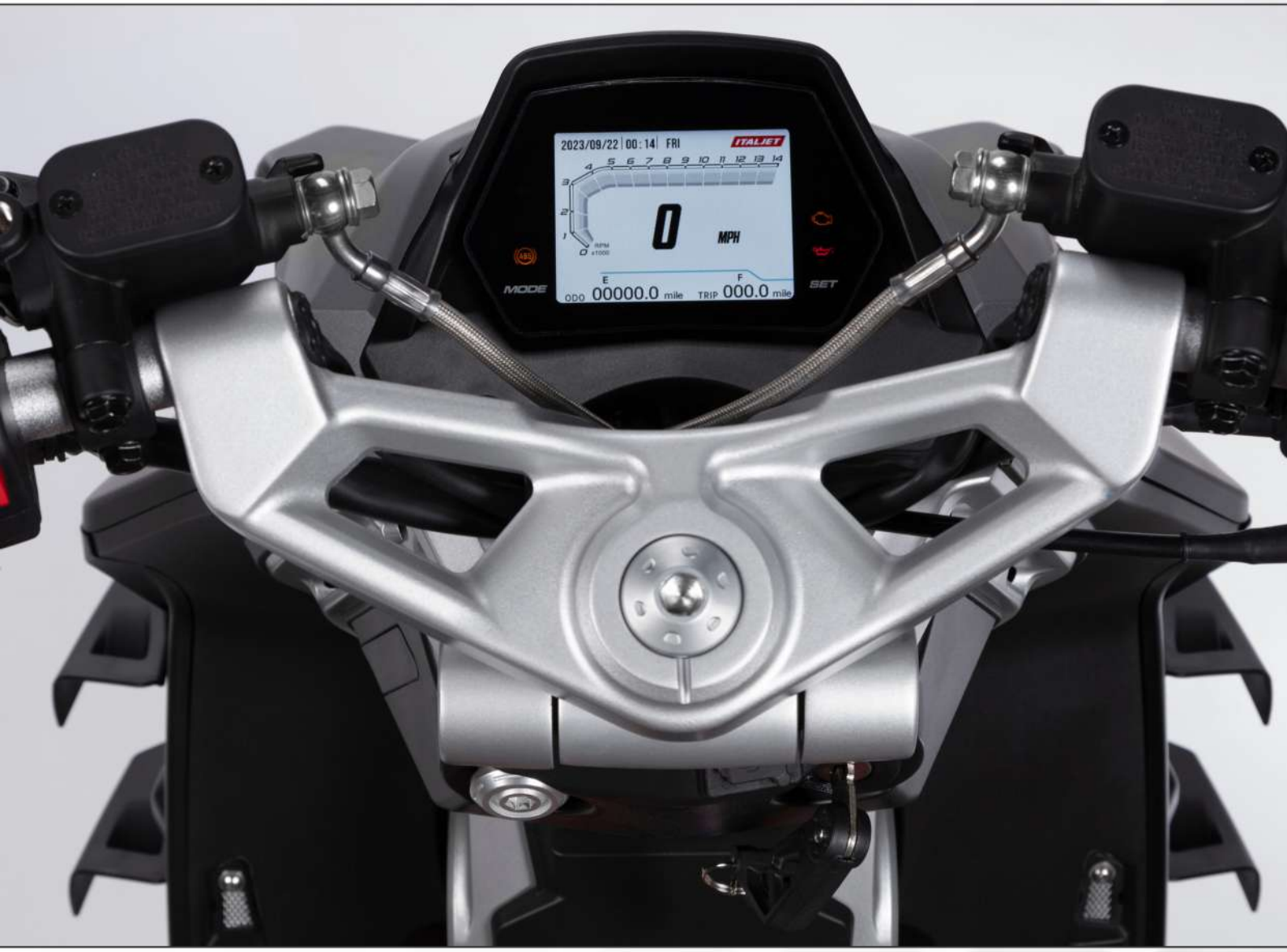
Italjet Dragster 125-200 TFT Retro Fit Guide



Important Information Before Fitting the TFT Dash Retrofit Kit

Please note that installing this dash will not transfer your current odometer reading. To preserve the accuracy and history of your vehicle's mileage, we strongly recommend having the unit installed by a registered garage. A certified mechanic can provide you with a receipt detailing the work completed, along with the exact mileage or kilometers recorded at the time of the dash replacement.

For those opting to install this kit themselves, it is essential to follow this guide carefully. Ensure that all new wiring is securely fastened to prevent it from rubbing or becoming snagged during use. While your previous dashboard will retain a record of the distance traveled, we also suggest taking a clear photo of the old odometer reading prior to installation. This will serve as a reliable reference for both you and any future owners to track the vehicle's true mileage.

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Instructions for Upgrading to the TFT Display on the Dragster 125/200

This retrofit kit includes two main components: the TFT display and the electrical wiring.

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STEP 1:

Begin by locating and removing the three screws that secure the original dashboard in place.

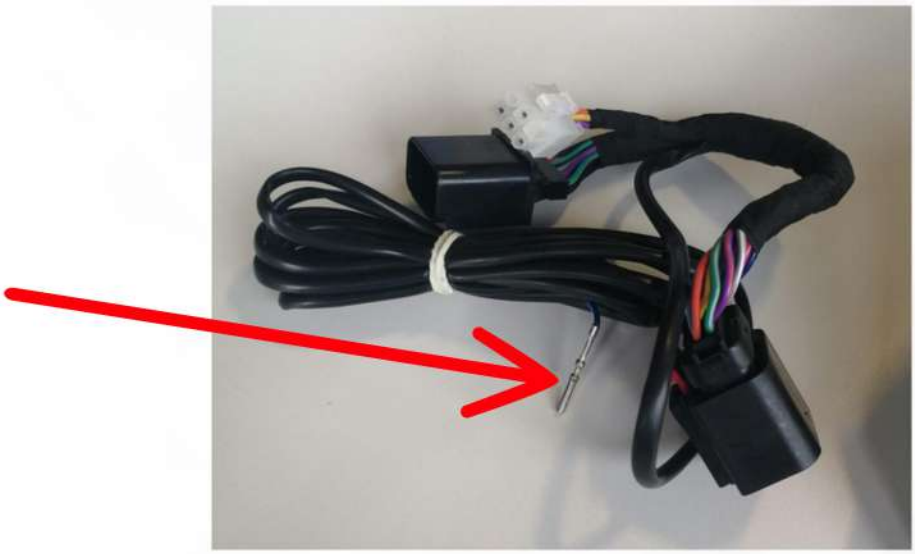
STEP 2:

After removing the 3 screws, you can carefully lift the old speedo unit giving access to the wiring and connectors.

Disconnect the two connectors on the original dashboard. To disconnect the larger connector, you must first pull the RED security tab.

STEP 3:

Carefully take the thin RPM cable and, after removing the cable tie, fully unroll it. This cable connects lower down on the factory wiring loom and will need to be safely routed through the frame and bodywork.

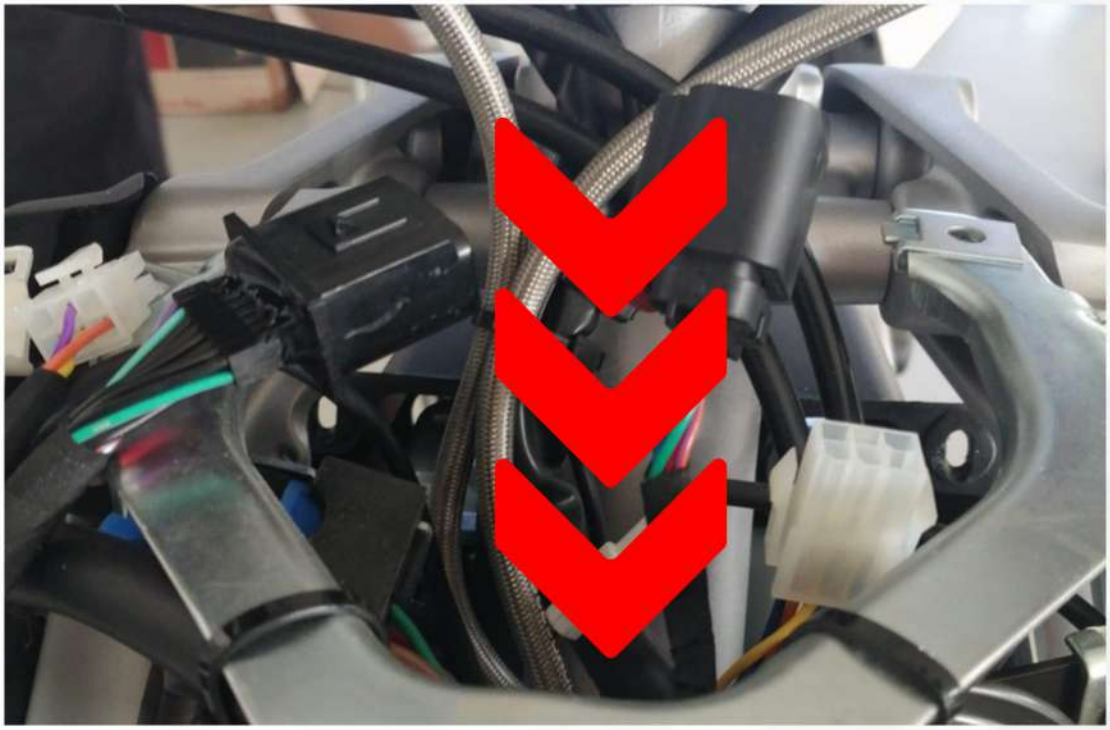


This cable must reach the connector of the Magneti Marelli ECU which can be found next just above the transmission

STEP 4:

Insert the single long RPM cable down into the original dashboard compartment and connect the supplied harness adapter to the matching connectors on the original wiring harness.

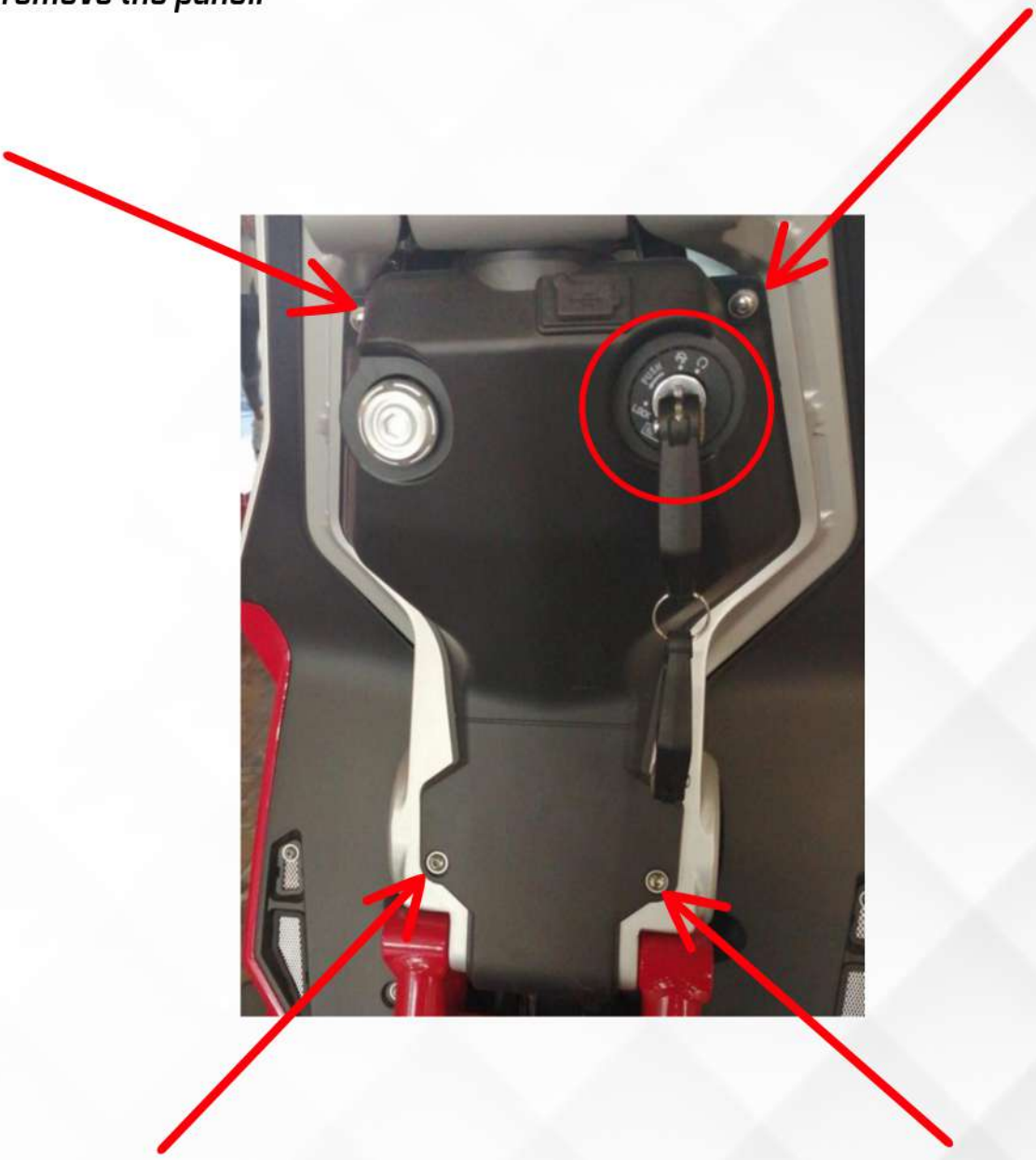
For easier cable routing and adjustments, we recommend connecting the new display as the final step.



STEP 5:

Now, it's time to remove additional bodywork before routing the RPM cable toward the engine.

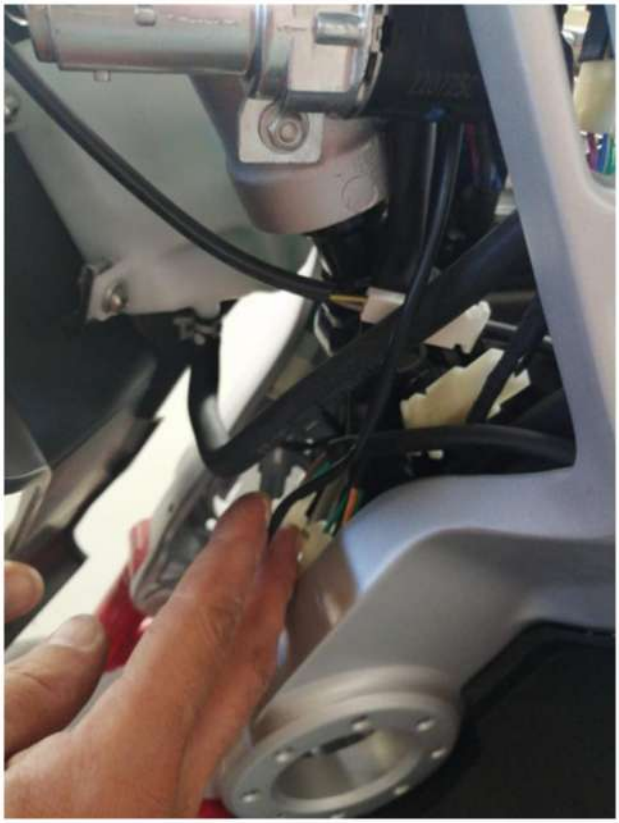
Unscrew the four screws on the rear panel, rotate and remove the ignition trim, then remove the panel.



STEP 6:

Locate the factory wiring that runs down from the dashboard area, inside the front nose cone, along the lower frame, and alongside the edge of the fuel tank toward the engine. Follow this with the new RPM cable

Secure the new RPM cable with cable ties where possible, but we recommend waiting until the cable reaches the ECU Connector before securing, this allows you to adjust for optimal routing.



STEP 7:

Route the wire through the frame, following the path of the existing electrical wires. To make this easier, remove the cover beneath the seat to provide access and intercept the control unit wiring.

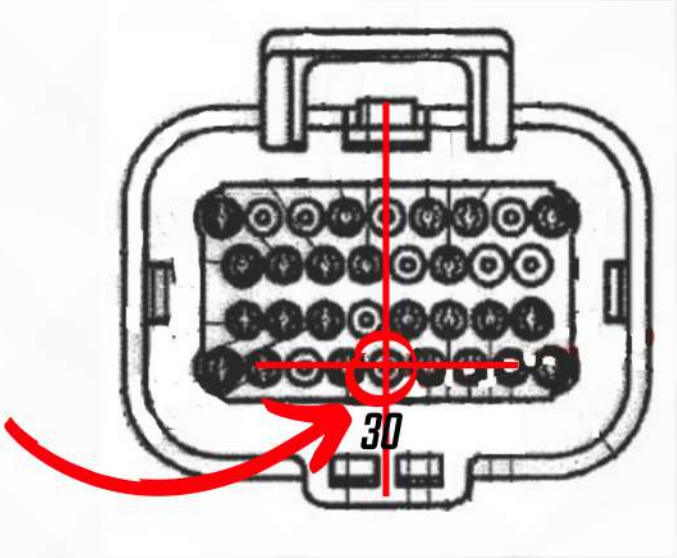
STEP 8:

from here, take note of the spiral protective sleeve, insert the RPM cable into this and follow towards the Connector on the ECU.

STEP 9:

Disconnect the plug from the control unit, by removing the security clamp and passing the RPM cable inside the protective spiral sleeve, it must be inserted into position #30 (free) of the ECU connector. The operation is not particularly difficult but requires a bit of attention and manual skill.

Below shows an image of the ECU connector, security clamp and the connector diagram and the free position 30 highlighted which is where to insert the need to insert the RPM wire.

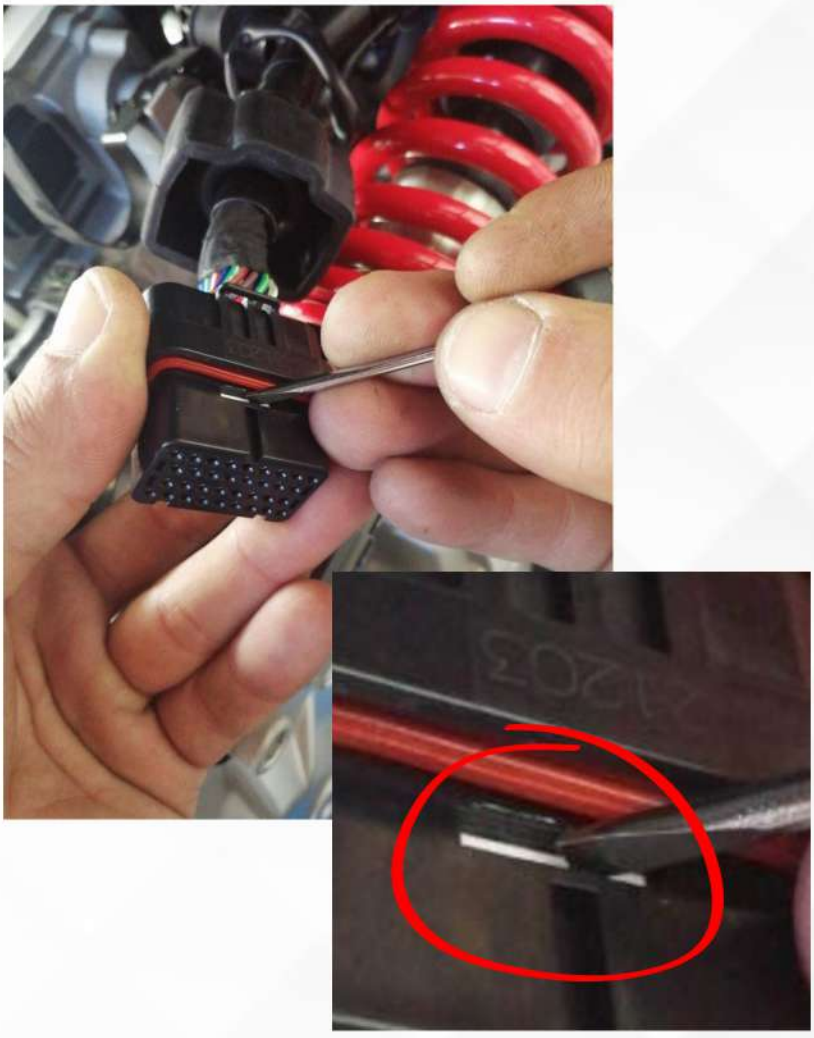


After disconnecting the connector, you need to slide the protective rubber cap along the tangle of wires. You need to insert the cable coming from the TFT into the back of the cap (to improve the sliding of the rubber cap, you can use some silicone lubricant spray.

STEP 10:

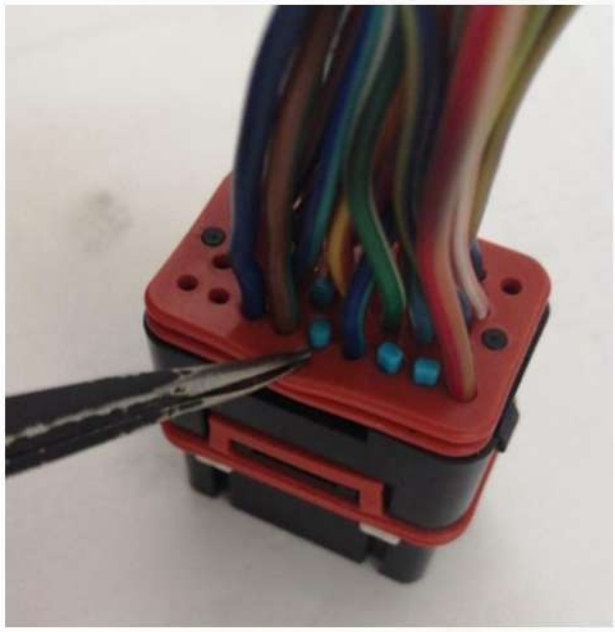
Each cable inside the connector is secured in place by a locking mechanism. To allow movement or disassembly, use a small flathead screwdriver to carefully press the white tab on the connector (see photo). This will release the back of the connector giving access to the pins

Be cautious not to apply excessive force to the wires. Once the lock is disengaged, applying too much force could cause the cables to come loose.

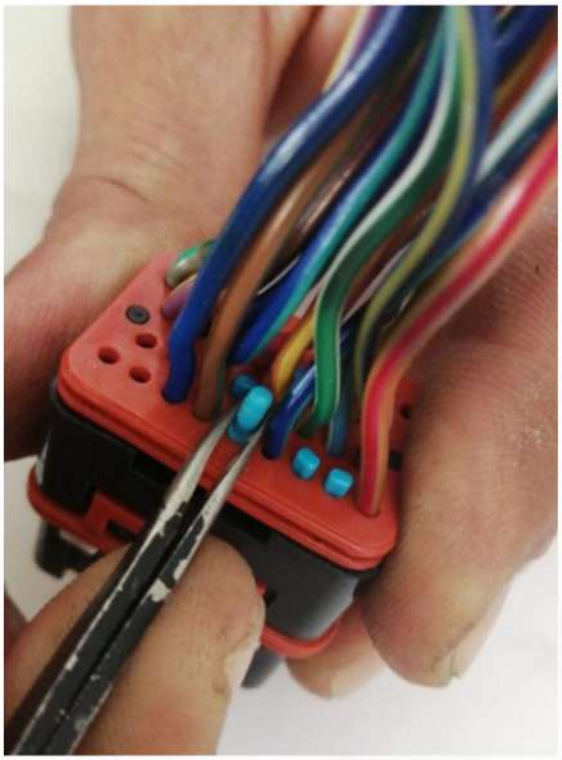


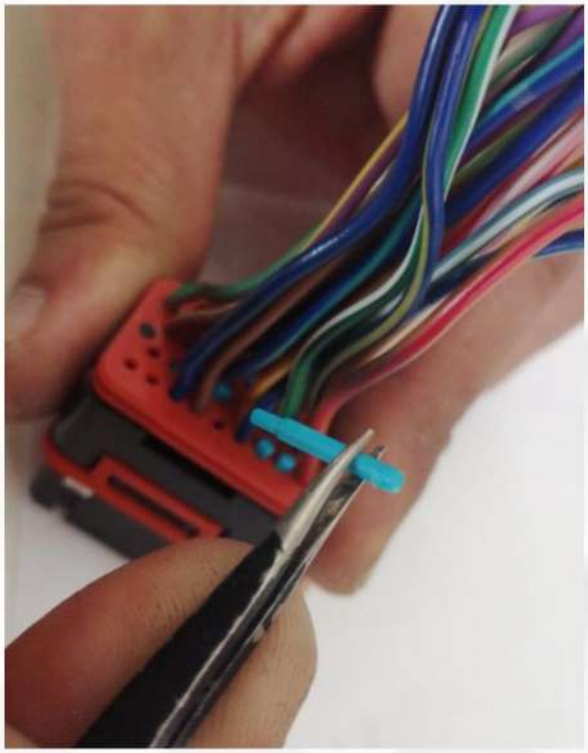
STEP 11:

Pin #30 is clearly indicated in the photo below. It is easy to identify, as it will have a light blue blanking cap.



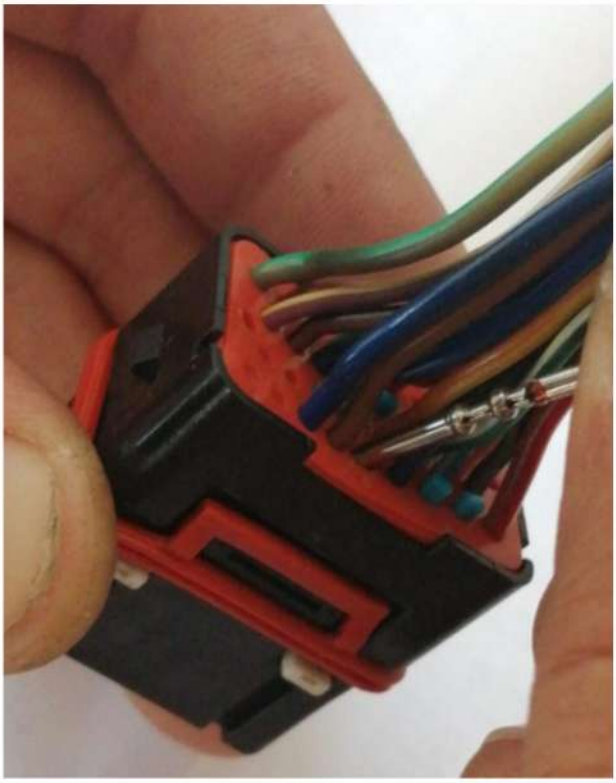
Using tweezers remove the blanking plug that was in position #30

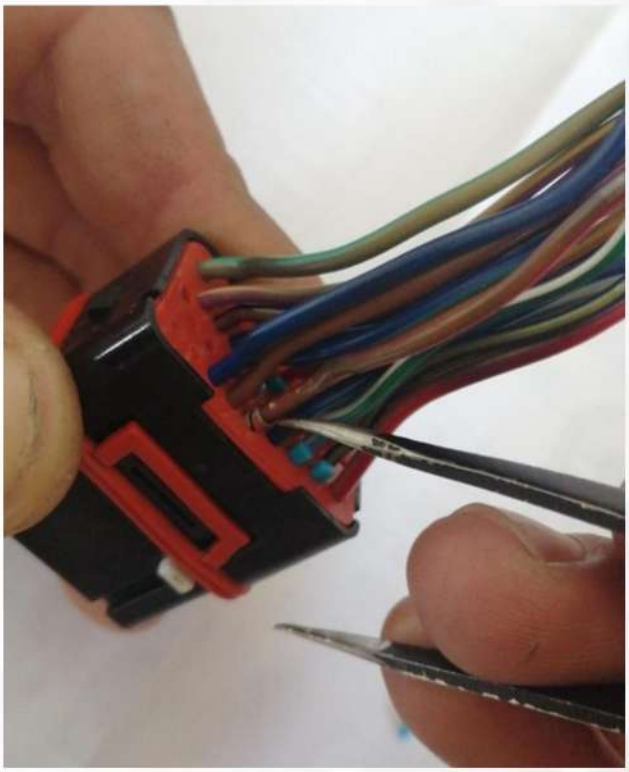




STEP 12:

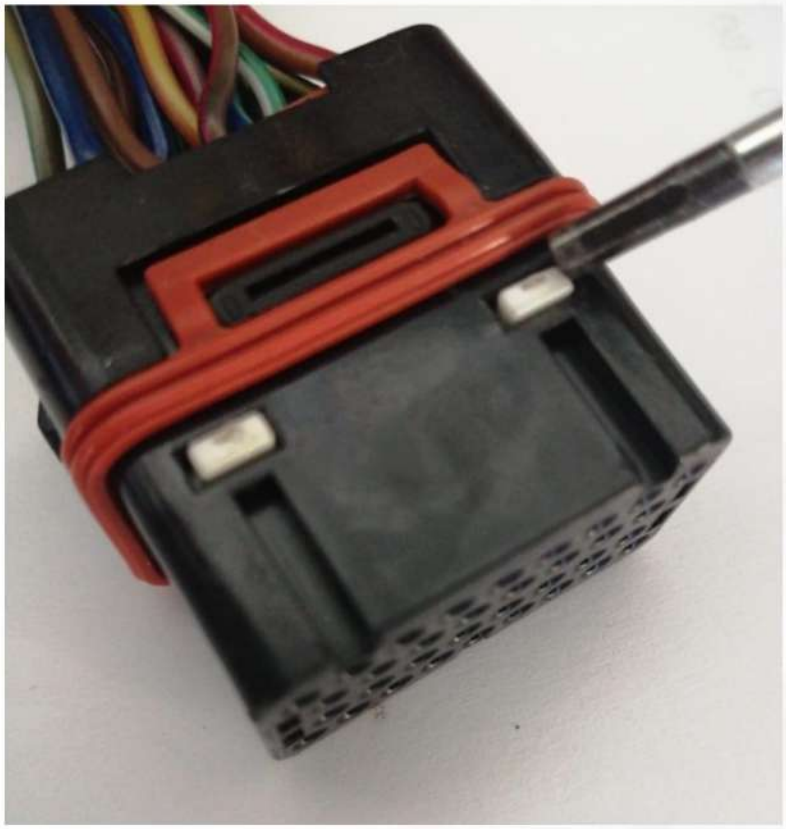
After removing the blanking plug, insert the new pin from the end of the RPM cable into position 30 and gently push it home with a thin tool such as tweezers or a suitable watch screwdriver.





STEP 13:

After having added the new RPM cable to the ECU connector, its important to check that all the connector cables are correctly anchored: the 2 white tabs indicated in the photo must be pressed to secure the pins using small screw drivers or similar.



If the movement of the two tabs feels difficult, it's likely that some pins have shifted and are no longer seated correctly. Apply gentle pressure to each pin and cable to ensure they are properly seated before attempting to press the white tabs again.

STEP 14:

Re-insert the main harness connector into the ECU and secure it with the security bracket. Ensure that the rubber weather seal is properly seated to maintain protection against the elements.

STEP 15

Now go back up to the handle bars and connect cables to the new TFT display.

The large connector to be inserted into the socket on the back of the TFT display

After inserting the connector into the TFT, press the RED tab to secure the connector and avoid disconnections.

STEP 16

Now, mount your new TFT display using the original mounting points from the old display. Before securing it in place, double-check the new wiring to ensure it is properly routed, secured with cable ties where necessary, and clear of any moving components.

Reinstall the bodywork and fastenings, reconnect the battery, and enjoy your new TFT display.