

Model APH2

For use with the following HONDA motorcycles:

CB250R 新型 (2018-2019)

VTR250 (2009-2017), **VTR-F** (2013-2017)

GL1800 Glodwing (2005-2017),

GL1800 Glodwing F6B (2013-2017),

GL1800 Glodwing F6C (2014-2017),

ST1300 Pan European (2008-2015) ,

CTX1300 (2014-2017), **VTX1800** (2005-2012),

CRF250M/L (2013-2019), **CRF250 RALLY** (2017-2019),

Rebel250/Rebel500 (2017-2019)

※VTR250 (09-11) 「国内仕様」は **APH2** をご利用頂けませんので、ご注意ください!

APU1 は VTR250 (09-11) 「国内仕様」に適合します。ご不明点は、

ストアお問い合わせよりお申し付け下さい!

Foreword

Congratulations on your purchase of a GIpro-DS gear position indicator. The GIpro from HealTech Electronics Ltd. is the most advanced gear position indicator on the market today.

This product will fit all Honda fuel injected (FI) motorcycles which have on-board Diagnostic System connector. This connector is referred as DLC (Data Link Connector) in the Honda manuals.

Unlike other gear indicators available for your bike, this product connects to the diagnostic connector. It makes the installation very simple. The unit reads data from the ECU, offering faster and more reliable readings than competitive products.

The display is auto learning, there are no buttons and no “programming wire”.

Known limitation: Honda motorcycles are not equipped with Gear Position Sensor, therefore determining the gear in use is only possible when the engine is running and the clutch is released.

Installation

Find the **RED, 4 -pole male** diagnostic connector (DLC), usually near the ECU box. It may have a removable cap and may be partially covered by black tape.

CB400 SF/SB (2008-2017): *behind the black plastic cover (labeled "PGM-FI") on the left side of the engine*
CB600F Hornet (2007-2010): *under fuel tank near ECU box*
CB600F Hornet (2011-2017): *behind the right side cover under fuel tank*
CB1000R (2008-2017): *under right side cover near ECU box*
CB1300 (2003-2017): *under seat at ECU box*
CBF600 (2008-2012): *under fuel tank at the right side, near ECU box*
CBF1000 (2006-2009): *under seat in dust boot*
CBF1000 (2010-2017): *under fuel tank*
CBR600RR (2003-2017): *under seat*
CBR1000RR (2004-2007): *under left middle cowl at fusebox*
CBR1000RR (2008-2017): *non-ABS: under seat at the fusebox;
ABS model: under seat, behind EGCA cover*
NT700V Deauville (2006-2017): *under left side fairing at ECU box*
VFR800 Interceptor (2006-2017): *under right upper meter panel*
VT750 C/C2/DC (2007-2017): *non-ABS: behind right side cover near battery;
ABS model: behind left side cover in a dust boot*
VT1300 CX / Fury (2010-2017): *under seat, near rear shock absorber*
VTX1800 (2005-2012): *under seat*
XL125V Varadero (2007-2017): *in tail section at ECU box*
XL700V Transalp (2008-2017): *under left side of seat cowl*
XL1000V Varadero (2003-2012): *under seat*

Remove the cap and connect the GIpro plug.

Route the cable to the mounting location.

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

Secure the cable with the cable ties supplied.

Setup

You need to setup the module after installation. When ignition is turned on, the display counts backwards (6 to 1) indicating that the memory is clear.

- Raise the rear wheel off the ground by using a stand, and start the engine in Neutral. *(If you do not have a stand, you may setup the unit while riding. Find a long, straight road with light traffic.)*
- The display will blink "1".
Select first gear, release the clutch, and keep the RPM above idle speed.
The display is blinking faster while the unit is learning the gear.
- When the display shows "2", select second gear.
Repeat this process until all gears are thought (5 or 6).
In top gear, wait until "o" (over) is indicated and the display stops blinking.

The unit is programmed and should indicate the gears correctly.

Now, when ignition is turned on, the display counts forward (1 to 6) indicating that it is fully functional.

Reset

If some gears are not indicated correctly, reset the unit and setup it up again. If you have a SpeedoHealer (or other speedometer calibrator) and you change the calibration factor, probably you have to reset the GIpro and set it up again.

Cut off the power of the unit 6 times in a row, while the GIpro display is counting up and shows 3, 4 or 5.

On most bikes, you can power on/off the display by flipping the engine RUN switch on/off.

Otherwise, you can do this by cycling the ignition key 6 times (have the RUN switch off).

On the next power up, the display will count backwards (6 to 1). The memory is clear now and you can perform the Setup procedure.

Troubleshooting

Make sure you connected the GIpro plug to the RED bike connector. There may be other similar connector which is not red - do not use.

Disconnect the GIpro connector and check whether the pins are broken, bent or pushed out of position. Spray some WD40 into the connector. Reconnect the plug, and make sure that all connections are good and the connector is fully seated.

If you can not execute the Setup procedure, your battery might be old or weak. Charge the battery or connect another battery using a jumper cable.

If some gears are not indicated properly when the engine is running and clutch is released, reset the unit and setup again.

If the problem persists, your clutch might be slipping.

Warranty

The unit is completely sealed and epoxy encapsulated, which gives extreme protection for the internal parts from shocks, vibrations and water.

To ensure trouble-free operation from the start, all units have been extensively tested prior to shipment.

Our dealers are offering a 30-day money-back guarantee on HealTech products, thus you will get your money back if the product does not fulfill your expectations. *(All parts must be returned in original condition for full refund.)*

Furthermore the product is covered by our 2-year replacement warranty from the date of purchase.

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