



## Rhino 700 Tachometer Installation Guide

### Tools Needed:

- 7/64" and 3/16" hex wrenches
- 7/16"
- Wire Strippers/Crimpers
- Pliers

### Shop Supplies:

- You may need some 18 Gauge wire

### Recommended Products:

- Fuse Block

### **NOTICE:**

*BRP Fuse Block*



**Never use your factory ignition hot circuit to directly power any accessories!**

It is very important to use a fuse block for any and all electronic accessories you are looking to install. This is what we use on our BRP vehicles, and what we recommend for you!

### Procedure:

You'll want to start by locating a switched ignition hot wire (one that has 12 volts when the key is on). If you have one of our painless Fuse Blocks, you can simply use one of the switched circuits from your fuse block. If you don't have a fuse block, or other power distribution method, you can poke around with a multi-meter or circuit tester to find a switched ignition source. The easiest to find is the power lead going to the back of the auxiliary power plug on your Rhino dash. The amp draw for the tach is so little that it can be jumped into almost any switched ignition hot circuit. The light in the gauge is a LED and is always on so don't try to connect it to one of your lighting circuits. Otherwise it will only work when you turn your lights on.



The Tachometer Kit will come with all the components as shown



Start by installing the steering column clamp onto the column using a 7/64" hex wrench.



Next, slip the tachometer into the rubber cushion of the gauge clamp. Position the tachometer for easy view from a driving position, and tighten the clamp using a 7/16" wrench or socket, and a 3/16" hex wrench.



Your wiring harness includes a plug that simply plugs into the back of your gauge. Be sure the plug snaps in completely.



Now stuff the wires through the dash as shown.

The loose wires without ring terminals are for power, ground, and lighting. The red wire needs to go to an ignition switched power source. We strongly recommend that you use a fuse block or other power distribution module to power ANY accessory on your UTV. The black wire is ground; use the battery ground or a grounding block. The white wire is for the gauge's light. Typically, you can splice it together with the red wire, so your gauge light is on whenever the gauge has power.

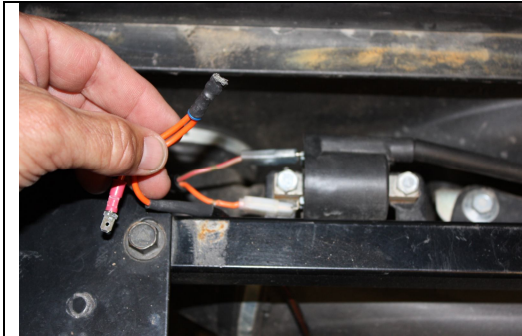


Alternatively, you can pigtail into your UTV's running lights so it's only on when your lights are on. On the Rhino, it's a blue

wire from the back of your headlight switch.

The long orange wire lead needs to go back to your Rhino's coil, which is located under the driver's seat. Remove your seat and you will see the coil right below the seat next to your engine cover.

You'll need to route the orange lead down the inside of your dash and through the front drive shaft cover. On Rhino 700's, this cover also includes a molded in console box. It's usually easiest to remove the console box/driveshaft cover to route this wire. You'll also want to secure this wire away from the front driveshaft, and away from any heat source such as the coolant tubes that also run along this channel.



Bring the end of the orange lead (the pigtail) up to your coil, securing the wire away from heat and sharp edges.



Remove the factory orange wire terminal from your coil, and plug it into the male terminal on the Tachometer pigtail, and plug the female pigtail terminal onto your coil. When done it should look like this.

Replace your driver's seat.

### Completion

By now, hopefully, you'll agree that these instructions are much longer than the actual work is. As always, if you have any questions, concerns, or suggestions please call us at 619-561-5000 or drop us an email at [CustomerServices@BlackRhinoPerformance.com](mailto:CustomerServices@BlackRhinoPerformance.com).



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