

Dingo Seat Covers

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ILean's Patio OKA; VDO gauges

OKA XT Gauge Replacement

I have just purchased a full set of replacement gauges. My OKA just spent four years chasing dirt bikes up the Cape York telegraph track without air con this left the instruments very sad. I also fitted two fuel gauges with a new set of vertically sliding float sensors (very accurate). I included a boost gauge to help with driving economically. All up these cost me a little over \$1,000 with a digital clock tossed in.

Replacing old VDO Speedo and Tacho for an XT (LT may be the same)

Not having access to the proper calibration equipment I gave this job some thought before I started.

I decided to start with the Speedo and use my GPS to fine tune the calibration then note the rpms at a given high speed. At 100kph the Tacho was reading 2,490 rpm

Speedometer

The Speedo that I chose is part number 437 055 011 G. This unit is good for 120kph a little less than what my newly powered up OKA is capable of but faster than what I plan on traveling at. The scale is large thus giving me maximum accuracy. It also has a trip meter; if you have ever used Ron and Val Moons books (excellent) a trip meter makes navigation easy.

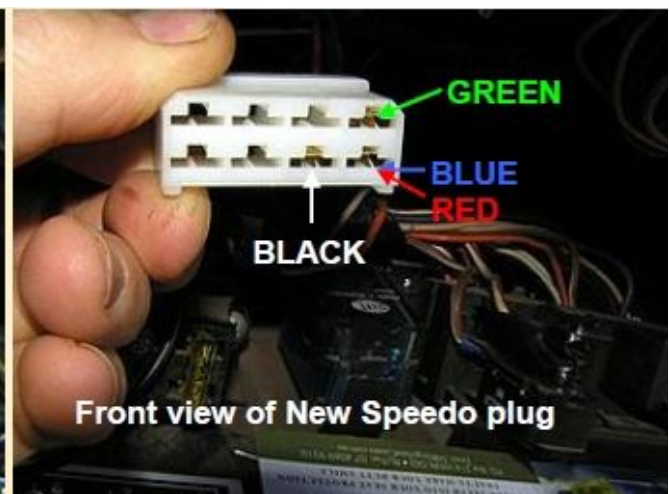
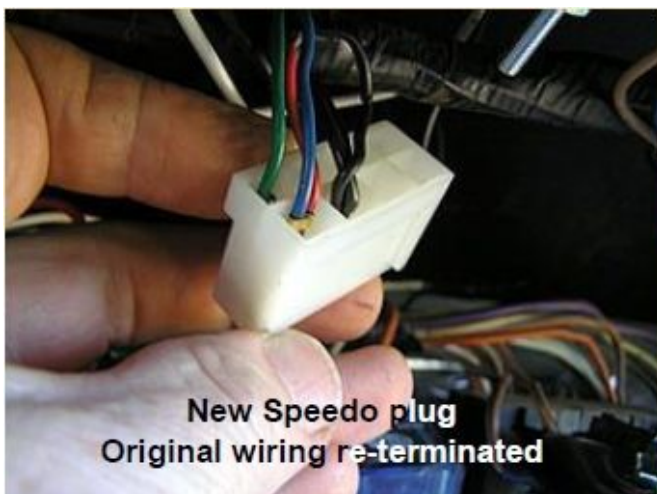


Installation wiring

Rewiring was very simple once I got the colour coding from the factory.

THIS IS FOR XTs

- **Blue** is 12v ignition.
- **Red** is 12v ignition going to the Hall effect sensor.
- **Green** is the Hall effect sensors signal wire coming back to the Speedo
- Black are the earths.
- Gauge illumination is the same (Grey and Black), simply splice in a second set of female terminals. This new type of VDO gauge use Perspex light channels with two bulbs. This gives much better illumination. Replacing the bulbs with LEDs is better again.

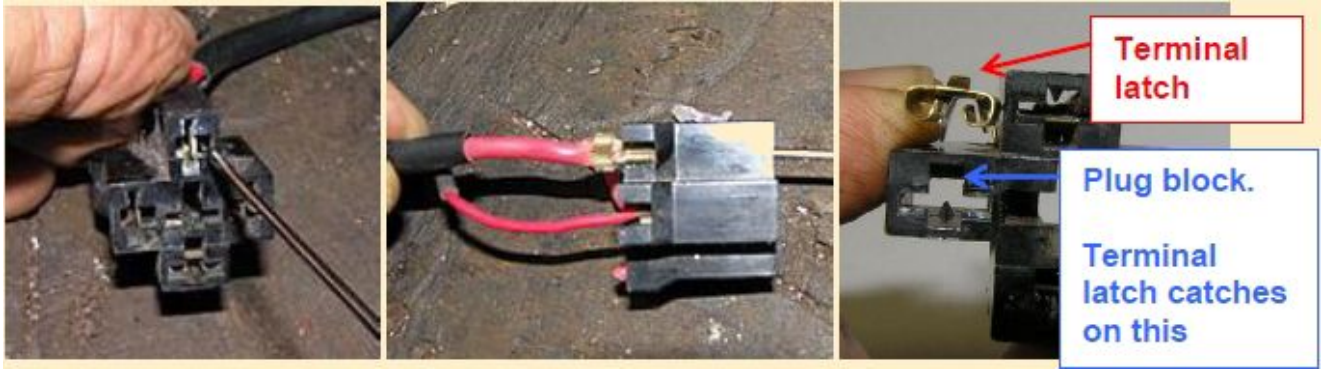


WARNING:

Do not connect 12V to the **green** wire; this will damage the Hall effect sensor.

1. Using a small flat bladed screwdriver (upholstery needle is better) pop out the female terminals from the plastic plug housing.

Use pictures below as a guide.



2. Cut the blue and red wires off as close to the terminal as possible and reconnect together on the one terminal. Do the same with the three black earth wires.
3. Clip terminals into the new plastic plug housing as per the pictures above.

Calibration

I found that the easiest way to calibrate was to use the PULSE function. My final pulse reading is 7520. I have $286 \times 19\frac{1}{2}$ or 35" dia tyres.



Tachometer

The Tacho part number that I chose is 333 055 001 G which tops out at 3,000rpm again gives me a big scale best suited for blind old blokes (ie ME). Note; running a little past the scale will not hurt these gauges.

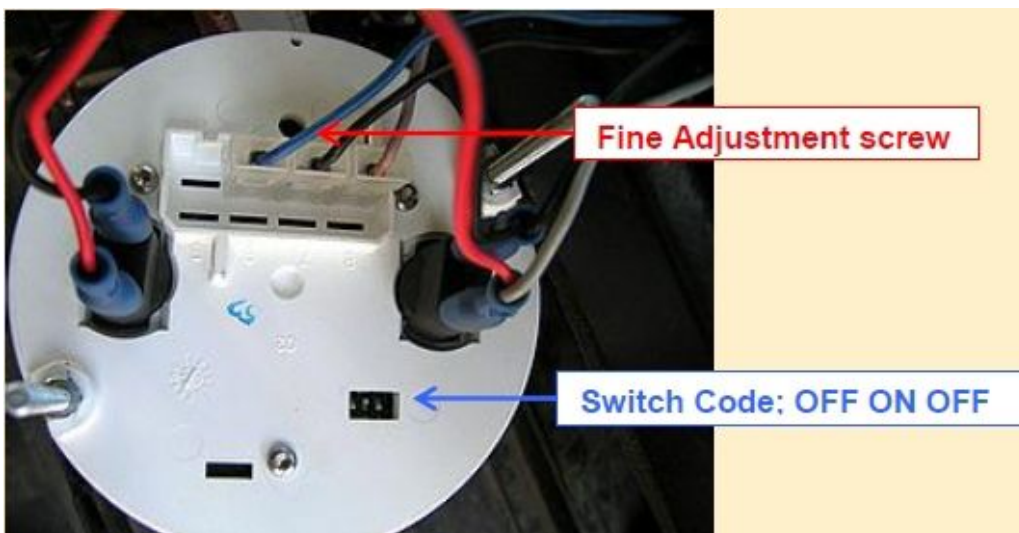


This was fun to sort out as VDO forgot to include instructions. I looked up VDO on the Internet and lo and behold they have a [site for dealers](#). This site has all their fitting instructions, what did we ever do before bloody computers?

Instalation wiring. Again for XTs

- Blue is 12v ignition
- Pinky/grey is the sensor wire. Looks brown in picture below.
- Black is earth
- Gauge illumination; again do the same as for the Speedo.

As there is no plastic plug simply plug the wires onto the correct terminal as per the picture below.



Calibration

This was simple enough. The three switch code for XTs are OFF ON OFF. Now fine tune via the tiny Philips adjuster so that 100ks gives you the same

revs as before. In my case it is 2,490.

Thanks,
Tim Forsyth

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