

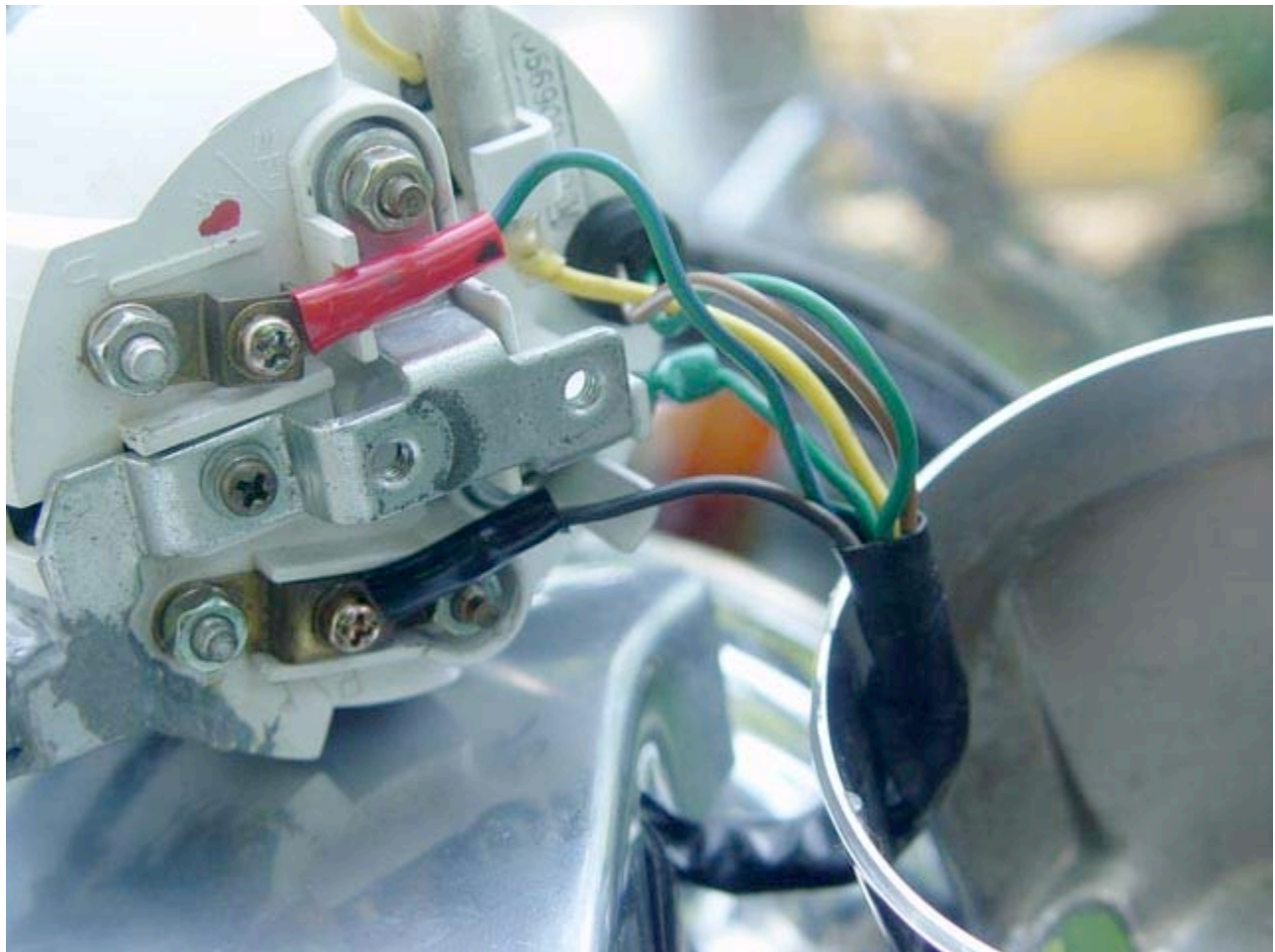
1983-1985 Honda VT-750C Shadow Tach Repair

**This page shows how to repair the two main issues with the '83-'85 VT750/700 tachs;
The infamous dead tach syndrome, and how to fix the lousy mount.**

**Three different tachs were used in the pictures below so you may notice some 'inconsistencies'
from photo to photo.**

**This is not a complicated job, but you will need a dremel tool to get into the actual case
and a soldering gun/iron to repair the board.**

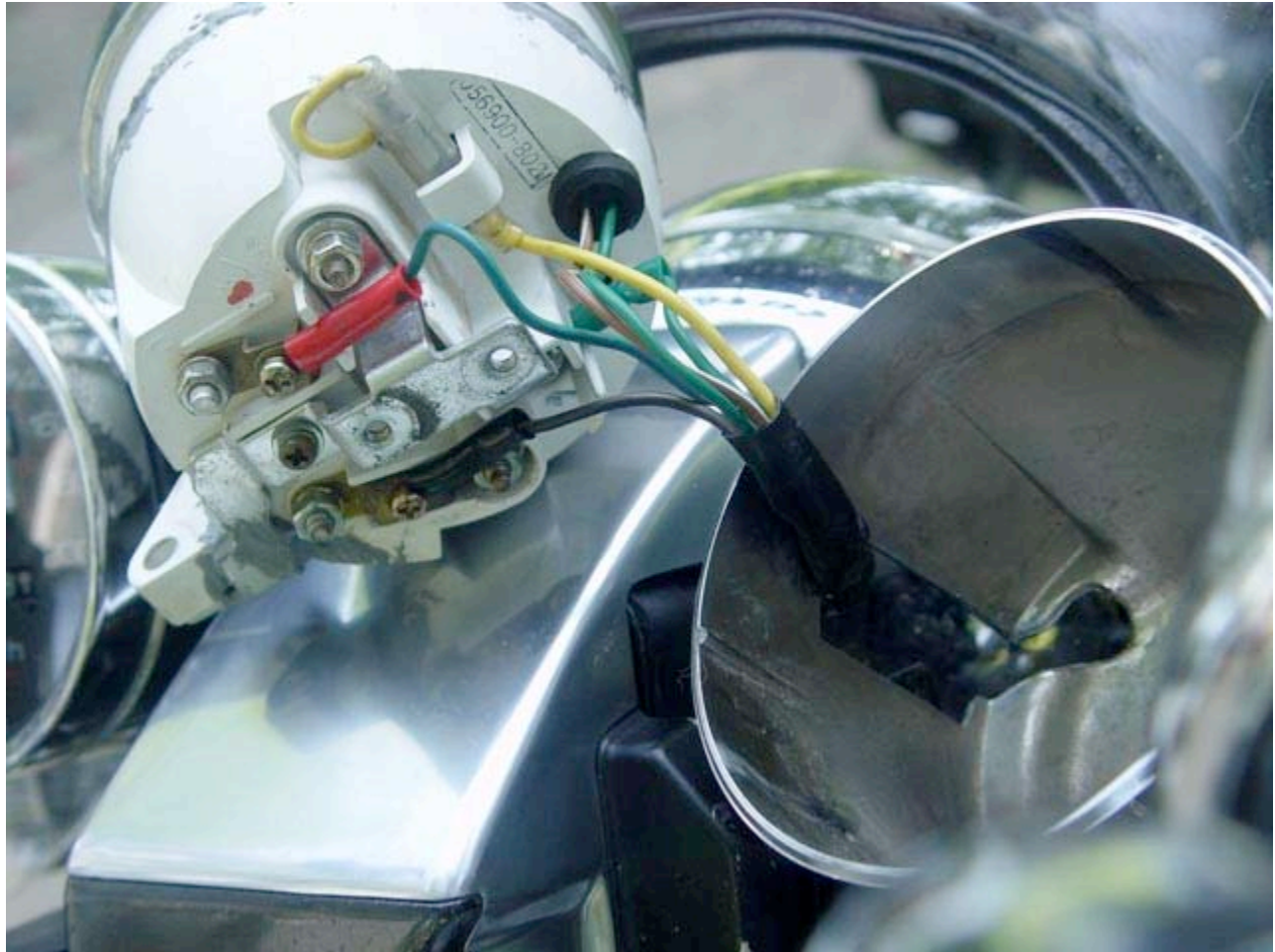
JB Weld was used to put the case back together, and fix the mount.



**When you get the mounting bolt and the two back screws off this is what you're looking at.
Note where the wires connect. I put a red dot on the case to help with re-assembly.
AND that the wires route through the back of the chrome case!!
(Remember that when you're putting it all back together....)**

These two images were taken during re-assembly after the repair was done.

Of course when you get this on the bench, you'll have to remove all three of the contact strips.

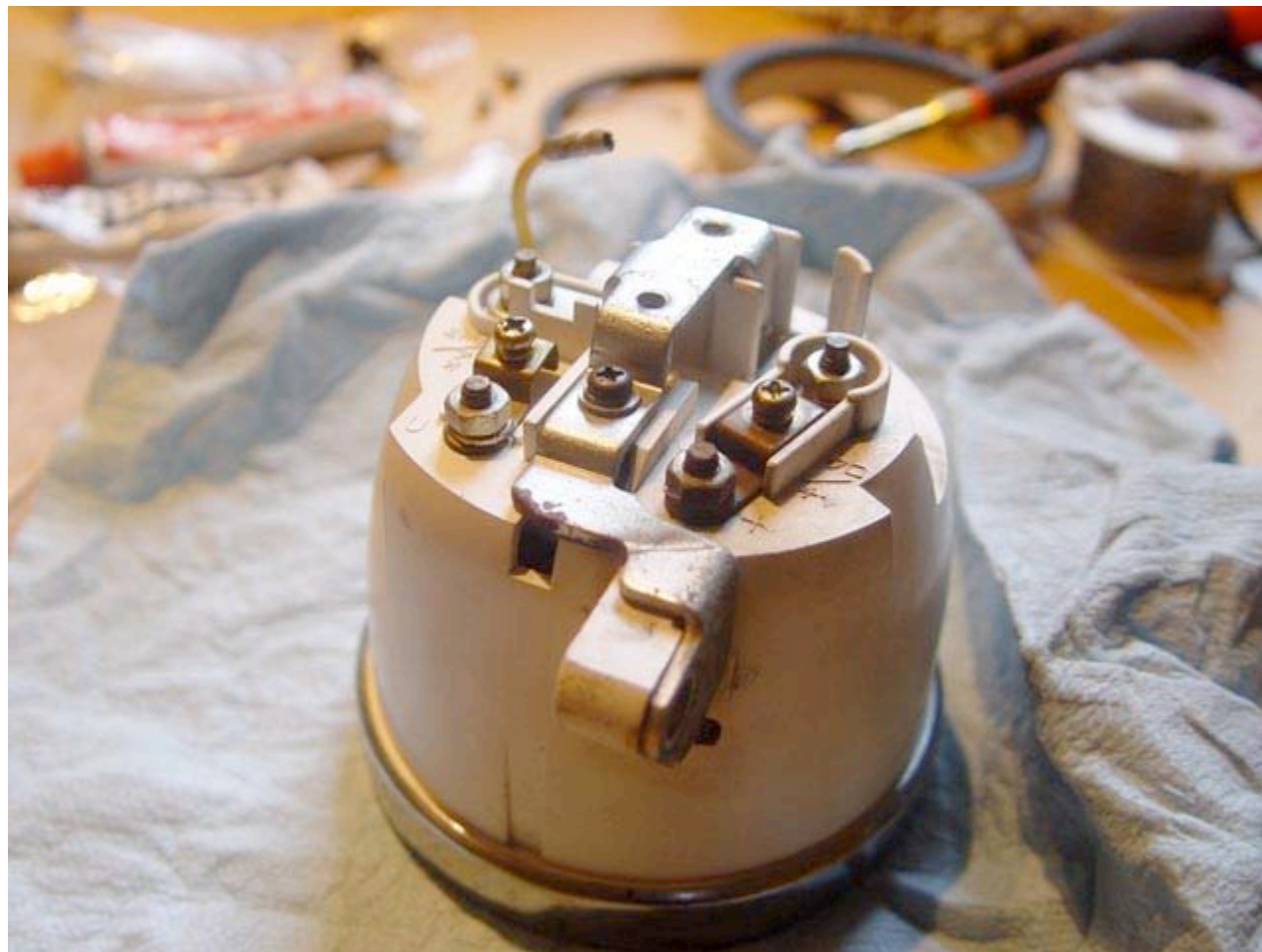


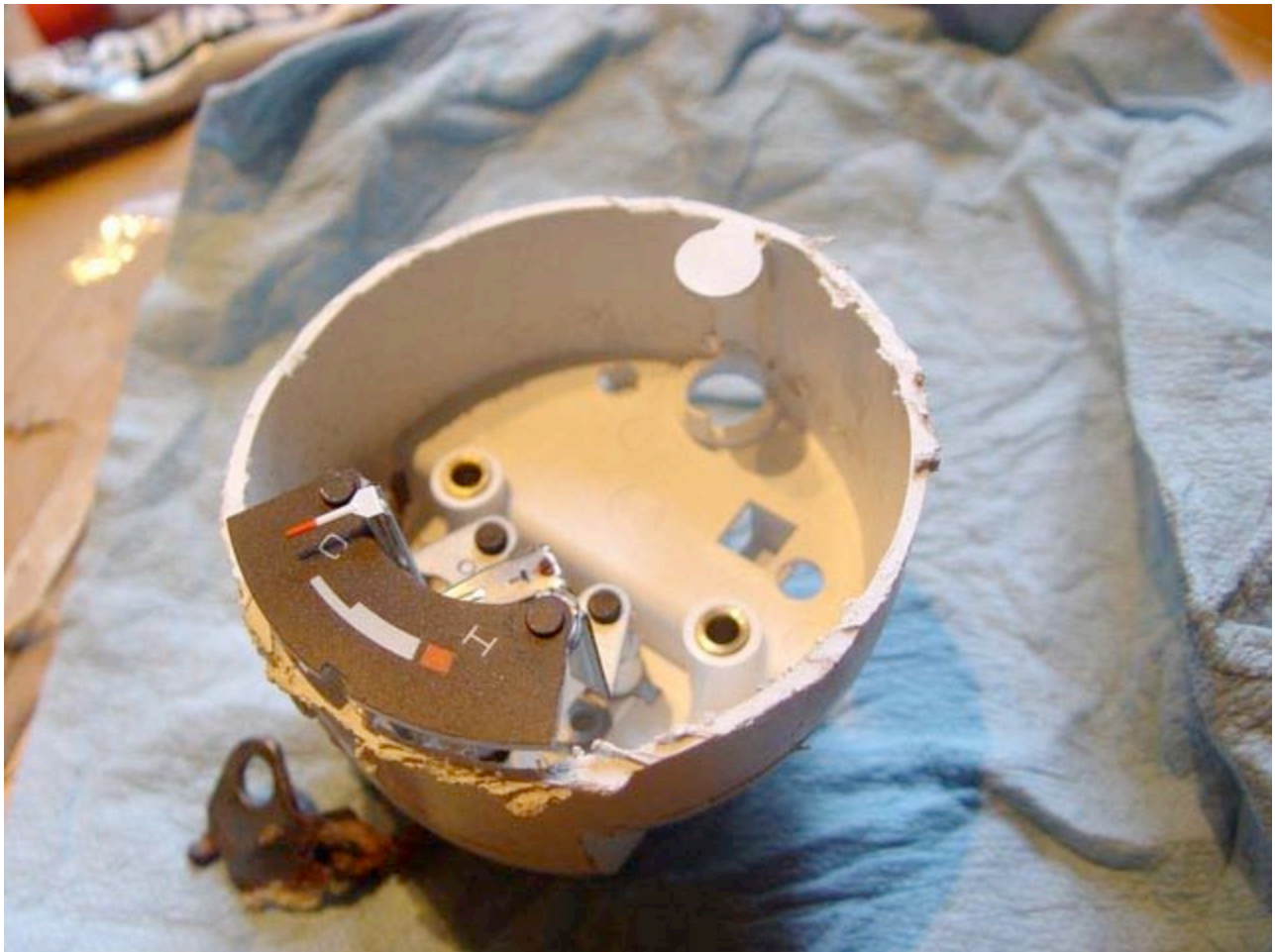
**When you cut the case open, don't worry about getting it perfectly straight around the case,
It actually works out a little better if the cut line isn't exactly perfect when it comes time to
re-glue the case. The 'offset' imperfections will help with re-aligning the two pieces....**

**Do try to get behind the thermometer dial, and there is a portion at the top where it is a little
thicker
where the light goes in.**

**The only thing to really watch for is to just 'barely' cut into the case. There are some wires in
there
that you don't really want to cut through, although if that does happen, they are easily repaired.**

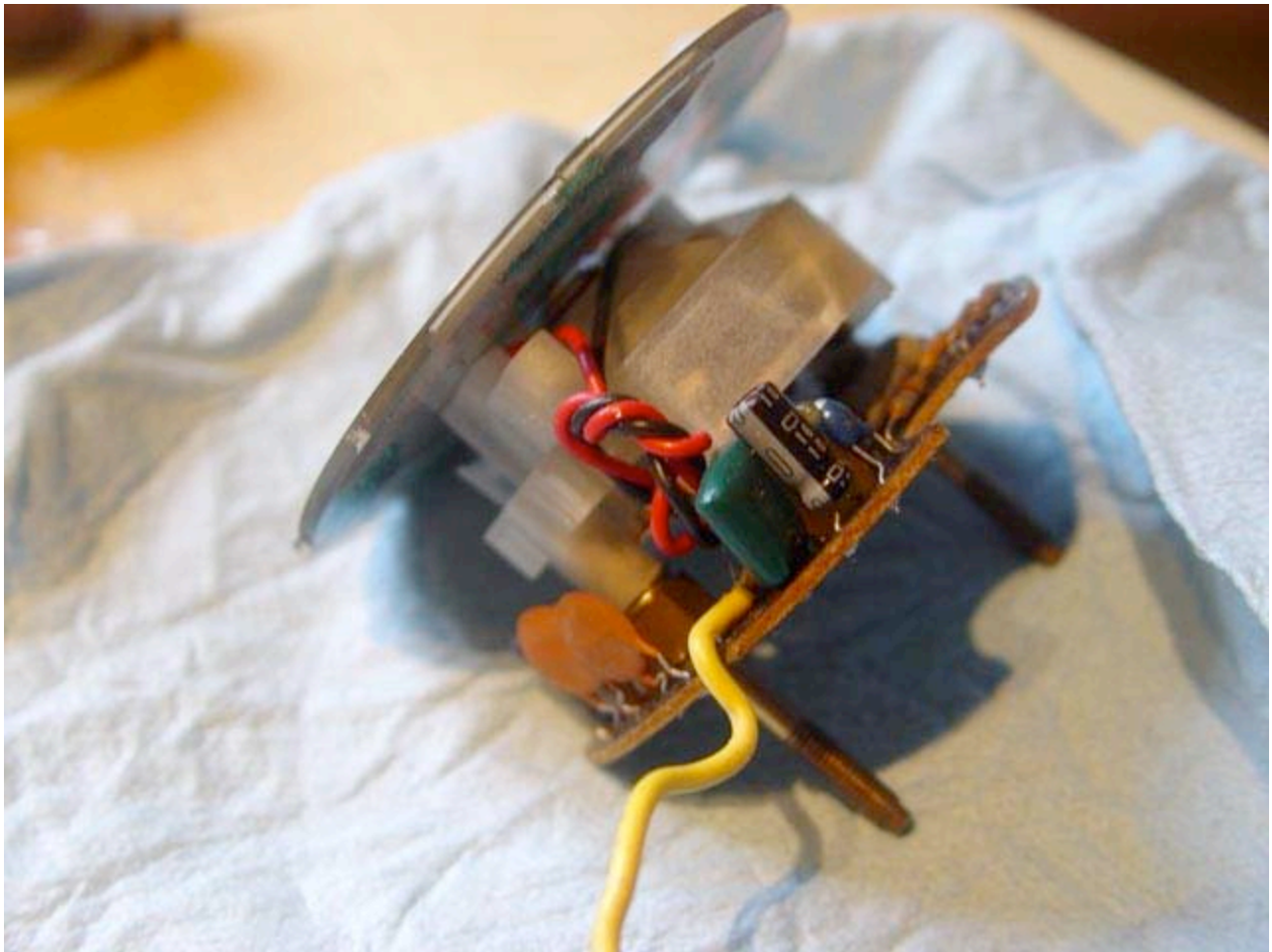
Cutting into the circuit board for the tach is not so easy....





The red and black wires can be unwound to further frmoce the circuit board, but it's not really necessary.

These are also the wires I referred to earlier that you 'may' cut through if you go to deap with the Dremel.



Note the red box and the blue box in the picture below.

The red box is the solder joints for the chip. They 'should' be ok but look vary closely at them. ALL other joints are suspect. Whatever process Honda used to solder the assembly together was pretty poor (like the blue box below).

I've done three of these repairs and found three different spots on each tha were the problem. I've since learned to hit ALL the solder joints other then those for the chip.

So, I do recommend reslodering ALL joints except the chip unless you see it is evident. Checking with a meter is also suspect, and some of these joints are just weak, not broken. Don't cheat yourself, hit them all with new solder....

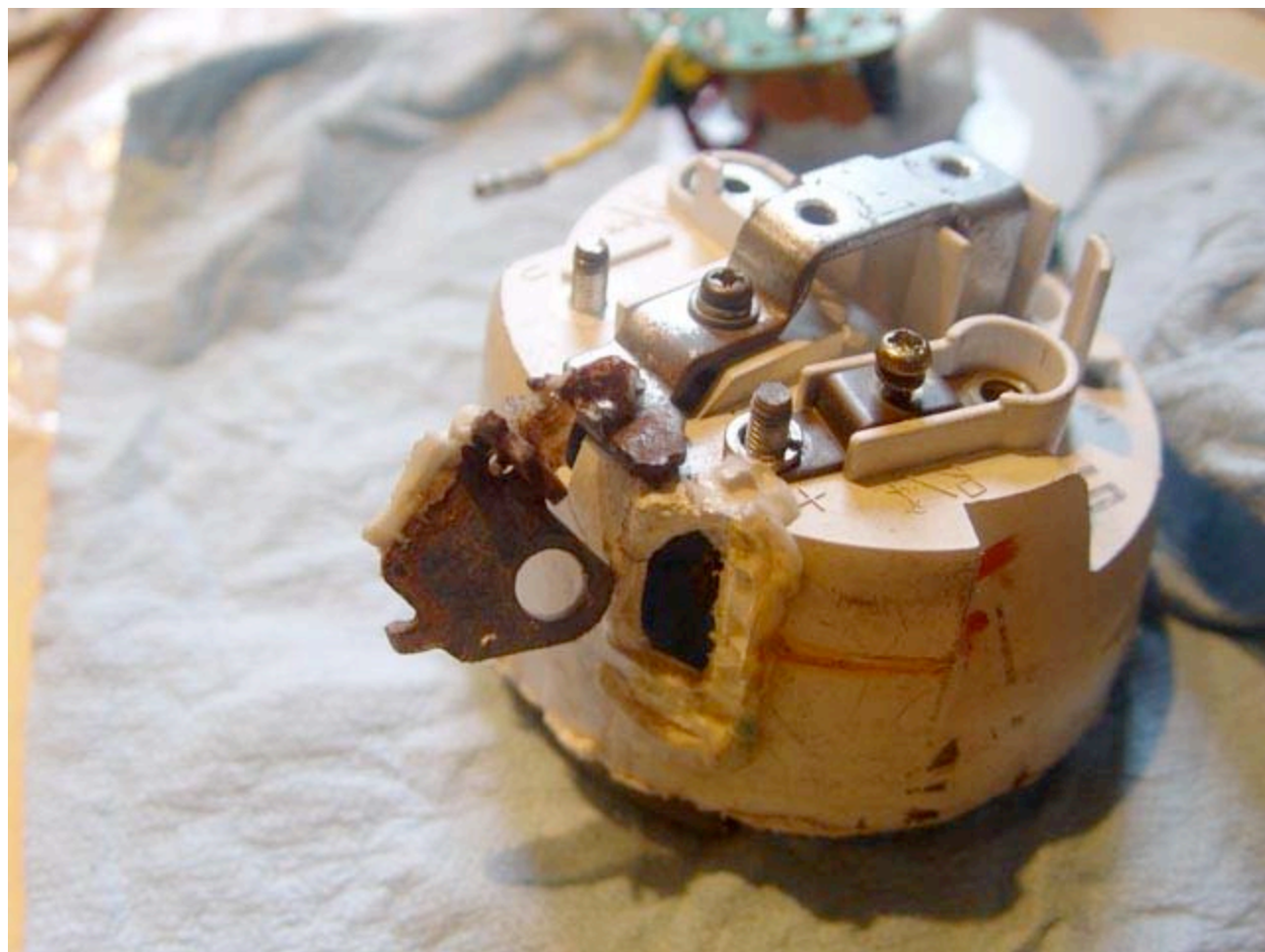


BEFORE PROCEEDING....

**Do a re-assembly WITHOUT glue and test on the bike.
Tap and shake the tach and see if you get any drops in tach response.....**

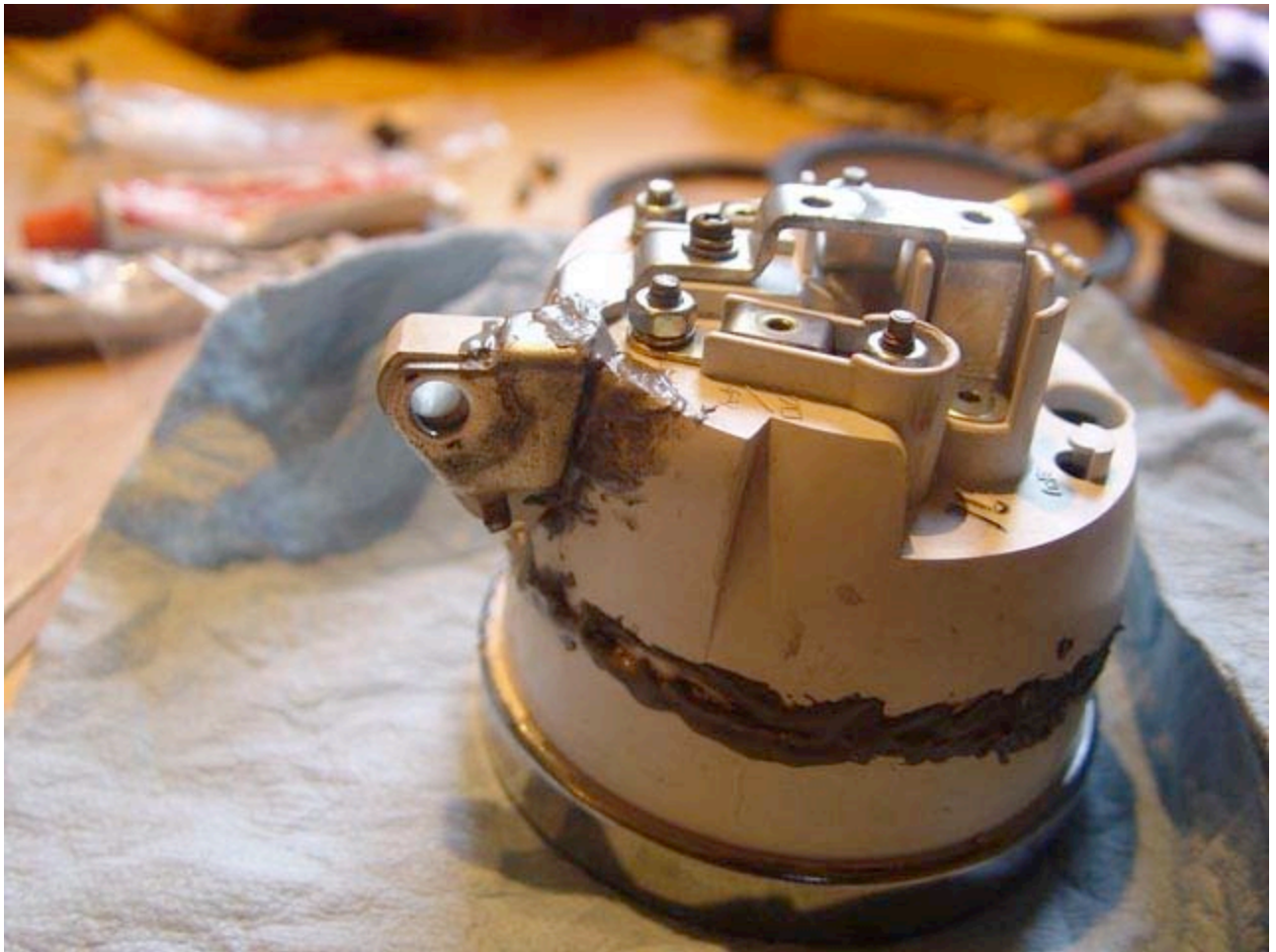
Onto to putting it back together.....

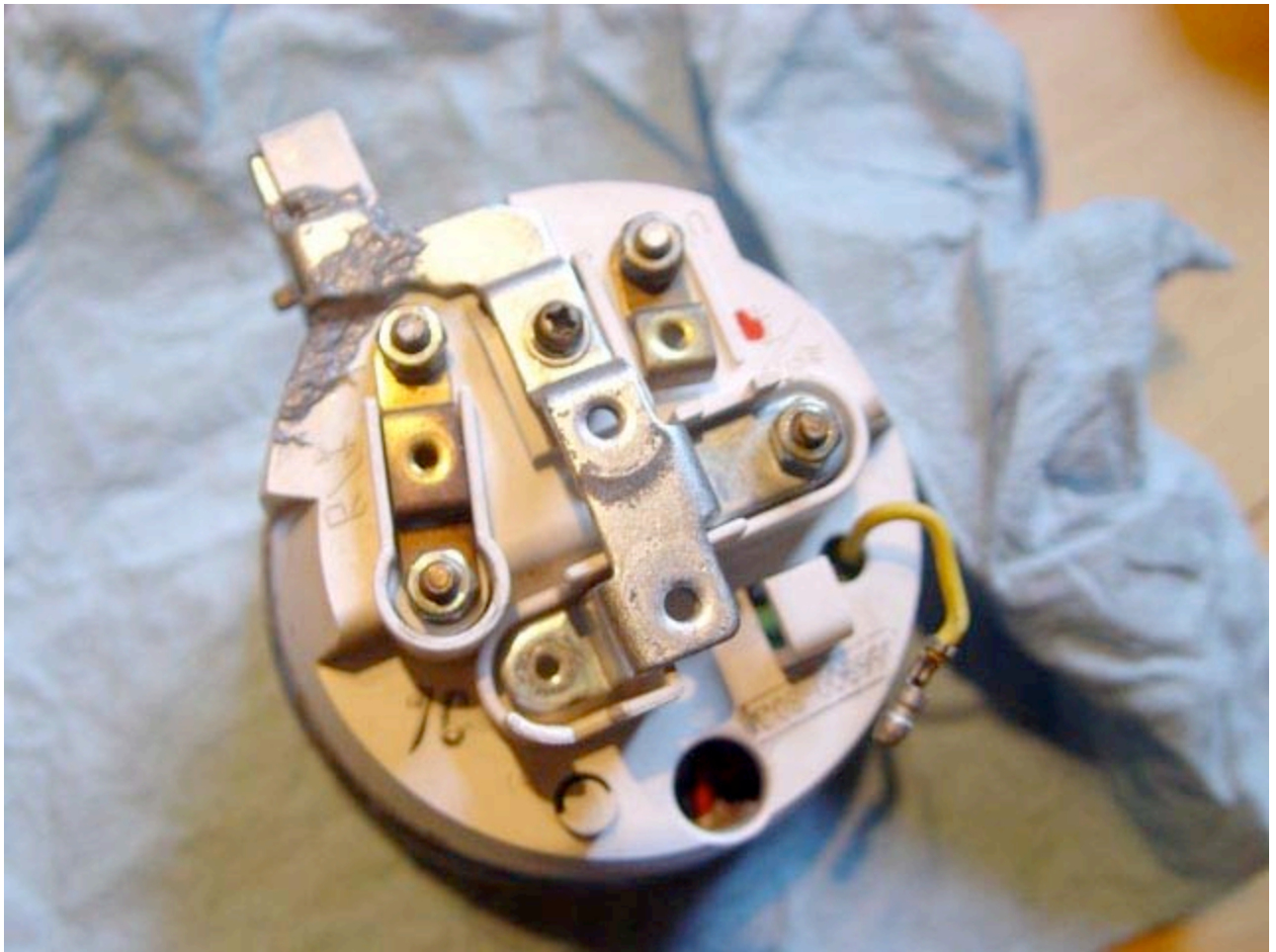
The poor mounts may end up looking like this:

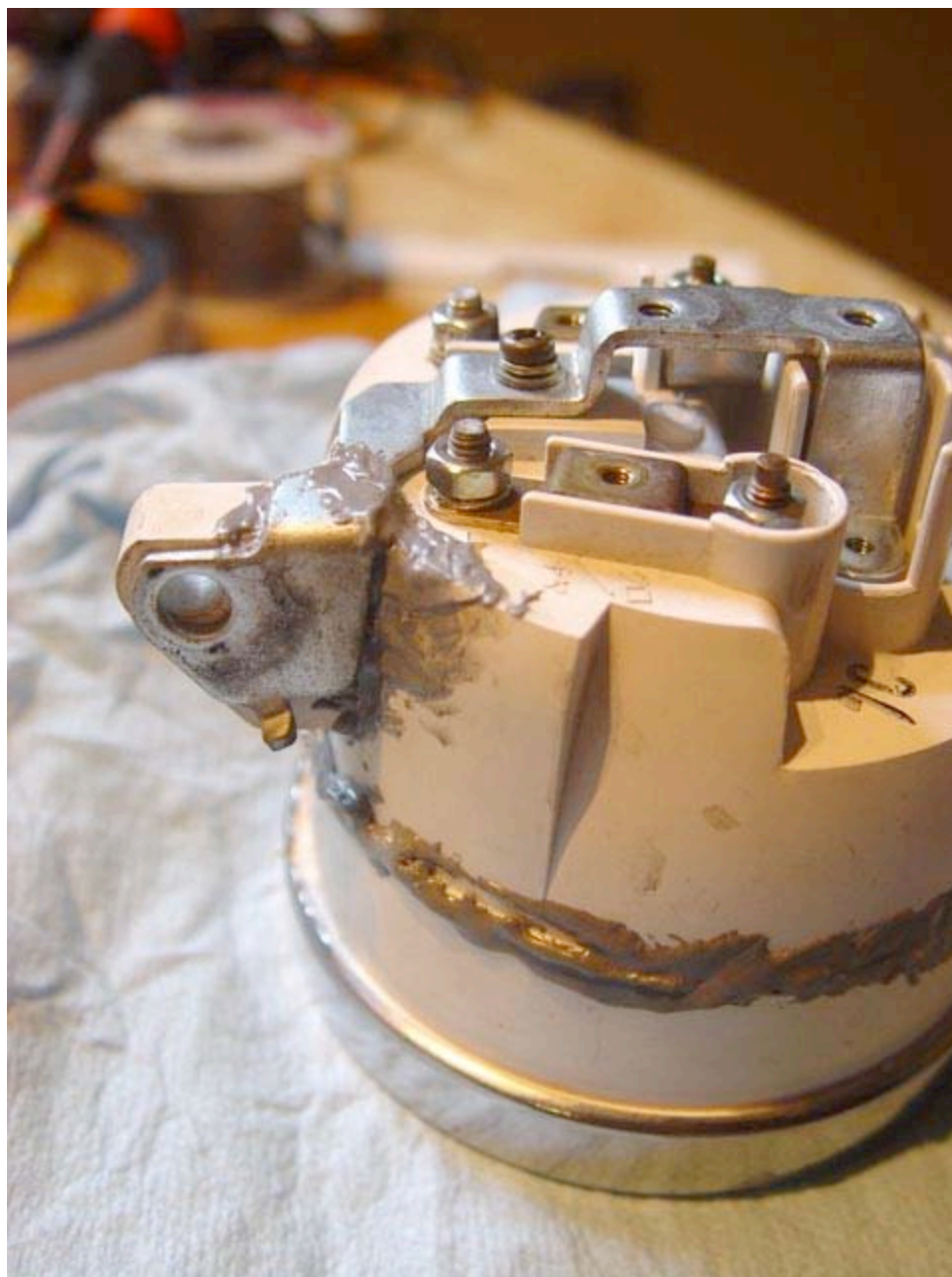


At the point that the centre metal with the mounting holes makes the turn to go along the side of the case is a weak point. If yours is not broken yet, you may want to get pro-active and reinforce it with JB Weld while you have the case apart. The pictures below show JB Weld putting the case back together, and re-attaching the mount.

Leave the weld to cure for a day or so.







Note the small 'tab' to the below right of the tach mounting hole. That will line up with a small slot on the bike.

Do ensure that it is properly re-aligned before tightening the mount bolt otherwise it will put a LOT of stress on the plastic of the case....

That's it. This should be a permanent repair.

I highly recommend the obvious:

Do a quick reconnection and make sure it works before routing the wires back through the chrome case and remounting the tach.....

