Pin assignment BMW K75 / K100 connector to the lunch box

1. Red / White: + 12 volts from battery. The clock was clamped here at the time. The BDA don´t use it.

2. Yellow / White: One of the three switches for the gear indicator. This must be in the neutral position be closed to ground. Otherwise it is open.

3. Yellow / Black: The second switch for the gear indicator. This must also be in the neutral position be closed to ground.

4. Yellow / Blue: The third switch for the gear indicator. This must also be against in the neutral position Ground to be closed.

5. Black / green: + 12 volts switched from the BDA to the start relay if all 3 switches are closed. Then the bike can also be started without the clutch pulled.

6. Green / Black: + 12 volts switched from the ignition switch, power supply f. Speedometer and BDA.

7. White or brown / white: tank sensor 1, for bikes up to 1985.

8. Brown / black: tank sensor 2, for bikes up to 1985.

9. Blue: charge indicator light. Here is a resistor in the BDA, which is a small load represents for the alternator to "simulate" the original indicator light.

10. Violet / black: cooling water temperature, 12 volts are present here if temperatures are too high, the pin is not queried in the BDA.

11. Brown / Green: Connection from the oil pressure switch. The signal only goes through with the BDA.

12. Violet / white: 12 V switched from the choke (who needs that?)

13. Brown: Ground

14. White / Blue: Monitoring the lightbulbs via lamp control device (what nonsense ...)

15. White / high beam display, is only "passed on" by the BDA.

16. Black / Blue: Signal from the tachometer. The signal is only "passed on" by the BDA.

17. Blue / Black: Right indicator control. If your speedometer has 2 led´s for the indicators, then the right LED comes on here. If there is a display you can take the exit from the BDA.

18. Brown: Ground

19. Blue / red: left indicator control. The left LED from the speedometer is connected here, if desired.

20. Not used

21. Blue / Green: Signal flasher reset to the relay box.

22. Yellow: Signal from the speedometer on the final drive. This signal is very weak and is being used by the BDA reinforced so that it can be used for most speedometers.

23. Brown: mass from the speedometer.

24. Gray / Blue: Power supply for the various indicator lights in the lunch box. This pin is not connected to the BDA.

Pin assignment from the BDA to your speedometer

Brown: Ground

White: Output LED for charge control. The LED can be clamped with a pin against plus, or can also be clamped against ground, depending on personal taste, whether they are loaded should be on or off. If the LED is clamped to plus, then it is on, if not is loaded.

Gray: Output LED for reserve display. The LED lights up when there is a remaining 7 liters and flashes when 4 liters fuel are remaining. The LED is clamped against plus with a pin.

Violet: Output neutral LED. One end of this LED is clamped against plus. It is on when no gear is engaged.

Blue: Output high beam LED. One end of this LED is clamped to ground.

Green: Output flashing display. You can take this cable if you only have one flashing indicator in the speedometer. Otherwise you can connect the connections directly to the original plug as described on the first page.

Yellow: Temperature display output. The temperature LED is connected here. The other end of the LED is wired towards plus 12 volts.

Red: Output from the switched plus for the power supply to the speedometer.

Brown: Output from the sensor signal to the rev counter, if available.

Black: Output from the speedometer sensor to the speedometer. This signal is the amplified signal from the BDA and should fit to the most speedometers.