These instructions are written to be comprehensive and detailed to make the installation of this product go as smoothly as possible. No instructions can be a substitute for the mechanical experience necessary to properly complete this project. Therefore, if after reviewing this document you have any doubts about your skills or experience we strongly urge you to seek professional assistance.

SPORTBIKE WIRING INSTRUCTIONS

- CONNECT THE BLACK WIRE OF THE SHIFT LIGHT TO THE NEGATIVE BATTERY TERMINAL OR A SUITABLE GROUND ON THE VEHICLE CHASSIS.

- LOCATE AN IGNITION COIL. USE THE WIRING CHART ON PAGE 4 TO DETERMINE WHICH OF THE TWO WIRES GOING TO THE COIL IS +12VOLT. ONCE YOU HAVE DETERMINED THIS, INSERT THE MALE TERMINAL OF THE RED WIRE(S) INTO THE SUPPLIED MALE COIL CONNECTOR ENSURING IT WILL LINE UP WITH YOUR +12 VOLT WIRE. NEXT, INSTALL THE MALE TERMINAL OF THE GREEN WIRE INTO THE OTHER PIN OF THE MALE COIL CONNECTOR. REPEAT THESE STEPS FOR THE FEMALE COIL CONNECTOR. REMEMBER TO INSTALL THE SUPPLIED YELLOW LOCKS INTO THE COIL CONNECTOR ONCE COMPLETE.

- CONNECT THE WHITE WIRE OF THE SHIFT LIGHT TO THE VEHICLE SPEED SIGNAL (VSS) INPUT FROM THE ECU. (SEE PAGE 4 TO DETERMINE PROPER WIRE COLOR) LEAVING THIS WIRE DISCONNECTED WILL CAUSE THE SHIFT LIGHT TO REMAIN IN LAUNCH MODE UNLESS DISABLED BY THE USER (SEE “ENABLE OR DISABLE THE LAUNCH FEATURE” BELOW).

- THE BROWN WIRE CAN BE USED TO GROUND A CIRCUIT (SWITCHES TO GROUND) WHEN THE RPM IS EQUAL TO OR GREATER THAN THE SHIFT POINT. IT DOES NOT ACTIVATE AT THE LAUNCH RPM. DO NOT SHORT TO 12 VOLTS! TAPE THE EXPOSED CONDUCTOR IF NOT USING. THIS OUTPUT TRIGGERS AT THE SHIFT SETTING AND STAYS ON UNTIL RPM FALLS 200 RPM BELOW THE SHIFT SETTING. THIS IS TO ELIMINATE SUCCESSIVE ON/OFF CHATTER AT THE SETPOINT AND ELIMINATES “DOUBLE SHIFTING” ON AUTO SHIFTED MOTORCYCLES. A RELAY IS REQUIRED FOR AUTOSHIFTING. (SEE FIGURE 2 FOR INSTRUCTIONS) *IT IS RECOMMENDED TO INSTALL A TOGGLE SWITCH INLINE WITH THE BROWN WIRE SO THIS OUTPUT CAN BE DISABLED*.

UNIVERSAL WIRING INSTRUCTIONS

- BLACK WIRE – BATTERY NEGATIVE OR GOOD CHASSIS GROUND.
- RED WIRE – FUSED (5 AMP) SWITCHED +12 VOLT SOURCE.
- GREEN WIRE – TACH SIGNAL INPUT. CONNECT TO TACH OUTPUT FROM ECU OR NEGATIVE SIDE OF AN IGNITION COIL.
- BROWN WIRE – AUXILIARY GROUND OUTPUT: (1/4 AMP MAX) THIS OUTPUT SWITCHES TO GROUND WHEN THE RPM IS EQUAL TO OR GREATER THAN THE SHIFT POINT. IT DOES NOT ACTIVATE AT THE LAUNCH RPM. DO NOT SHORT TO 12 VOLTS! TAPE THE EXPOSED CONDUCTOR IF NOT USING. THIS OUTPUT TRIGGERS AT THE SHIFT SETTING AND STAYS ON UNTIL RPM FALLS 200 RPM BELOW THE SHIFT SETTING. THIS IS TO ELIMINATE SUCCESSIVE ON/OFF CHATTER AT THE SETPOINT.
PROGRAMMING
PARAMETERS THAT WILL BE SET DURING PROGRAMMING IS AS FOLLOWS AND IN THE ORDER GIVEN:
LAUNCH RPM, LAUNCH LIMITS, PULSES/REV (CYLINDER CONFIGURATION), SHIFT RPM
***SEE FIGURE 1 FOR REFERENCE***

1. LAUNCH RPM SETTING

- PRESS AND HOLD BOTH PROGRAM BUTTONS (TWO SECONDS) UNTIL RPM DISPLAY STARTS TO
  FLASH. THIS IS THE LAUNCH RPM THAT IS STORED IN MEMORY.

- PRESS AND RELEASE THE UP OR DOWN BUTTON TO SINGLE STEP UP OR DOWN IN RPM. OR
  HOLD THE UP OR DOWN BUTTON TO FAST SCROLL TO THE DESIRED LAUNCH RPM. PRESS BOTH
  PROGRAM BUTTONS AGAIN TO ADVANCE TO THE NEXT SETTING

2. LAUNCH RPM LIMITS SETTING

- THE RPM LIMITS SHOULD BE DISPLAYED AND FLASHING. THIS IS THE LAUNCH LIMITS THAT ARE
  STORED IN MEMORY. (THIS VALUE IS ADDED AND SUBTRACTED FROM THE LAUNCH SETTING TO
  GIVE YOU AN UPPER AND LOWER LAUNCH LIMIT). **NOTE**: THE LAUNCH RPM BAND CAN BE
  SET FROM 100 TO 500 RPM. HOWEVER, THE LAUNCH RPM MINUS THE LAUNCH RPM BAND,
  CANNOT BE BELOW 1000 RPM. EXAMPLE: IF YOUR LAUNCH RPM IS SET TO 1200 RPM, THE
  MAXIMUM LAUNCH RPM BAND CAN ONLY BE +/- 200 RPM (1200 – 200 = 1000).

- PRESS AND RELEASE THE UP OR DOWN BUTTON TO SINGLE STEP UP OR DOWN IN RPM. HOLD THE
  UP OR DOWN BUTTON TO FAST SCROLL TO THE DESIRED LAUNCH RPM LIMITS. PRESS BOTH
  PROGRAM BUTTONS TO ADVANCE TO THE NEXT SETTING.

3. PULSES/REV (CYLINDER CONFIGURATION)

- NEXT, THE CYLINDER SETTING SHOULD BE DISPLAYED AND FLASHING. THIS IS THE CYLINDER
  SETTING THAT IS STORED IN MEMORY. VALID ENTRIES ARE 1,2,3,4,5,6,8. THIS VALUE IS ENTERED
  AS CYLINDER VALUE. IF YOU KNOW PULSES/REV, THEN MULTIPLY THAT VALUE BY 2 TO GET
  CYLINDER VALUE. IF YOU’VE WIRED THE SHIFT LIGHT UP TO A STICK COIL, YOU WILL WANT TO
  SET THIS TO 1 CYLINDER.

- PRESS AND RELEASE THE UP OR DOWN BUTTON TO SINGLE STEP UP OR DOWN IN CYLINDER
  SETTING. HOLD THE UP OR DOWN BUTTON TO FAST SCROLL TO THE DESIRED CYLINDER
  SETTING. PRESS BOTH PROGRAM BUTTONS TO ADVANCE TO THE NEXT SETTING.

4. SHIFT RPM

- NEXT, THE SHIFT POINT SETTING SHOULD BE DISPLAYED AND FLASHING. THIS IS THE SHIFT
  SETTING THAT IS STORED IN MEMORY. MAXIMUM VALUE IS 20,000 RPM.

- PRESS AND RELEASE THE UP OR DOWN BUTTON TO SINGLE STEP UP OR DOWN IN SHIFT SETTING.
  HOLD THE UP OR DOWN BUTTON TO FAST SCROLL TO THE DESIRED SHIFT SETTING. PRESS BOTH
  PROGRAM BUTTONS TO EXIT PROGRAM MODE.
ENABLE OR DISABLE THE LAUNCH FEATURE

- There may be times when you wish to disable the launch feature such as normal street driving. To toggle between launch mode enabled or disabled simply press the “Up” program button twice within a 1/2 second time frame.

- If the launch is being enabled, there will be a quick burst of flashes to indicate this.

- If the launch is being disabled, there will be one flash to indicate the launch mode is being de-activated.

- The shift light will remember the last state the launch mode was set for and retain that state each time the key is turned off then on. So if the shift light had the launch disabled when the ignition was turned off, it will also be disabled when the ignition is turned back on.

TACH SENSITIVITY RECONFIGURE

- To reconfigure the input type (for low amplitude weak signals), hold both buttons down on the shift light while the key is off. Then while holding, turn the key on. The shift light will display either “111” or “222”. If it displays “111”, it is setup for normal signals like all the applications above. If it displays “222”, it is setup for weak signals. The input type toggles from normal to weak signal input types and vice versa each time the reconfigure step is carried out. (1) “111” for normal signals. (2) “222” for weak signals. Sportbikes should not need to change this setting for any reason.
+12 VOLT WIRE SUPPLY AT COIL CONNECTOR

*NOTE THAT +12 VOLT WIRE WILL BE THE SAME COLOR WIRE AT EACH COIL

- KAWASAKI ZX6R (05-12) – RED WIRE
- KAWASAKI ZX10R (04-14) – RED WIRE
- KAWASAKI ZX14 (06-11) – RED WIRE
- KAWASAKI ZX14R (12-14) - RED WIRE
- SUZUKI GSXR1000 (01-11) – GRAY WIRE
- SUZUKI HAYABUSA (99-12) – GRAY WIRE

VSS SPEED INPUT WIRE COLOR

- KAWASAKI ZX6R (05-12) - YELLOW WIRE FROM TRANSMISSION SPEED SENSOR
- KAWASAKI ZX6R (13-14) - RED W/YELLOW FROM REAR WHEEL SPEED SENSOR
- KAWASAKI ZX10R (04-10) - BLUE W/YELLOW FROM FRONT SPROCKET COVER
- KAWASAKI ZX10R (11-14) - RED W/YELLOW FROM REAR WHEEL SPEED SENSOR
- KAWASAKI ZX14 (06-11) - YELLOW FROM FRONT SPROCKET COVER OR BLUE W/YELLOW AT GAUGE CLUSTER CONNECTOR
- KAWASAKI ZX14R (12-14) - BLACK W/ORANGE FROM REAR WHEEL SPEED SENSOR
- SUZUKI GSXR600 (00-11) – PINK FROM FRONT SPROCKET COVER
- SUZUKI GSXR750 (98-11) – PINK FROM FRONT SPROCKET COVER
- SUZUKI GSXR1000 (01-11) - PINK FROM FRONT SPROCKET COVER
- SUZUKI HAYABUSA (99-12) - PINK FROM FRONT SPROCKET COVER