IGNITION QUICKSHIFTER

STAND ALONE UNIT

Honda CBR250R

- Installation Instructions

Parts List

- 1 Quickshifter 2 Stand Alone
- 1 Shift Sensor (push)
- 1 Shift Rod
- 1 Installation Guide
- 2 Dynojet Decal
- 2 Cable Tie
- 2 Velcro
- 1 Alcohol Swab

▪ PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet ▪ *2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com*

Fitting the Control Unit

The Ignition Quickshifter control unit should be positioned so it does not exceed an operating temperature of 160°F and must be installed where it is protected from excessive vibration and harsh environmental elements.

- Remove the seat
- The fuel tank will need to be loosened so that you can hold it up to access the ignition coil. It does not need to be completely removed.
- Using the supplied velcro mount the control box to the top of the battery (Fig. A).

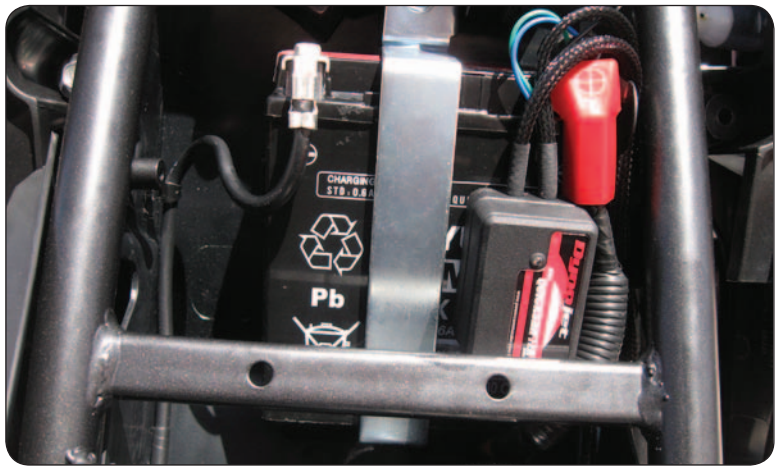

Figure A: Mounting Unit

- Route the wiring harness down the left side of the bike following the frame (Fig. B)

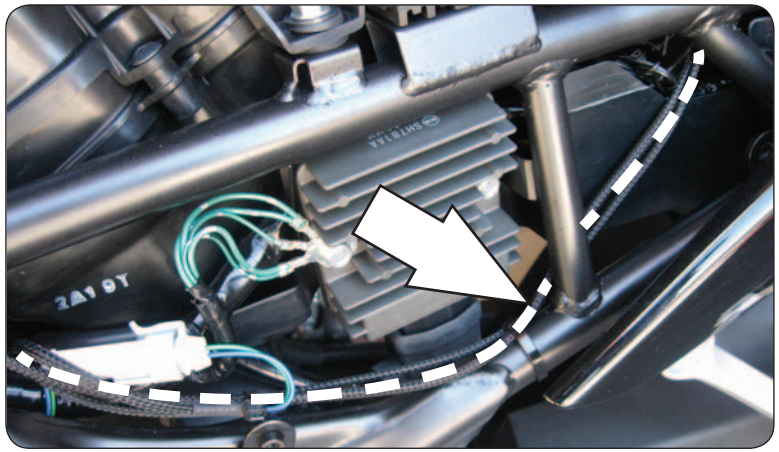

Figure B: Harness routing

- Connect the Ignition Quickshifter harness in-line of the stock wiring harness and Ignition coil (Fig. C).
- PURPLE wire goes to the spade terminal of the coil that is marked GREEN
- RED wire goes to the spade terminal of the coil marked BLACK

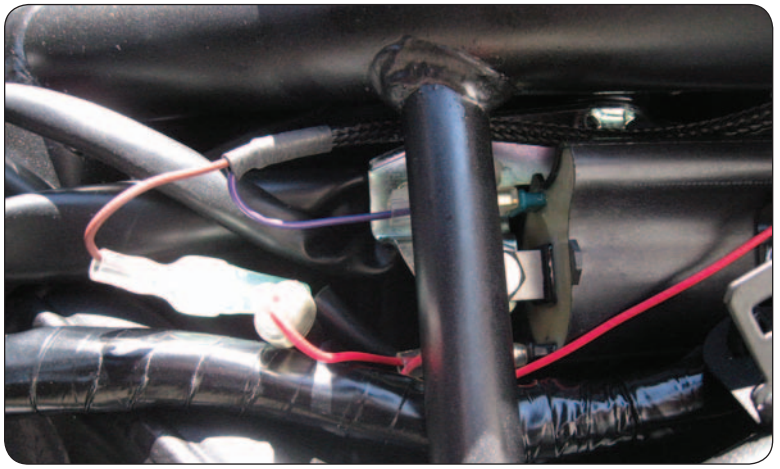

Figure C: Coil connection

- Ground the Ignition Quickshifter to the bolt hole near the thermostat (Fig. D).
- This is located on the left side of the engine.

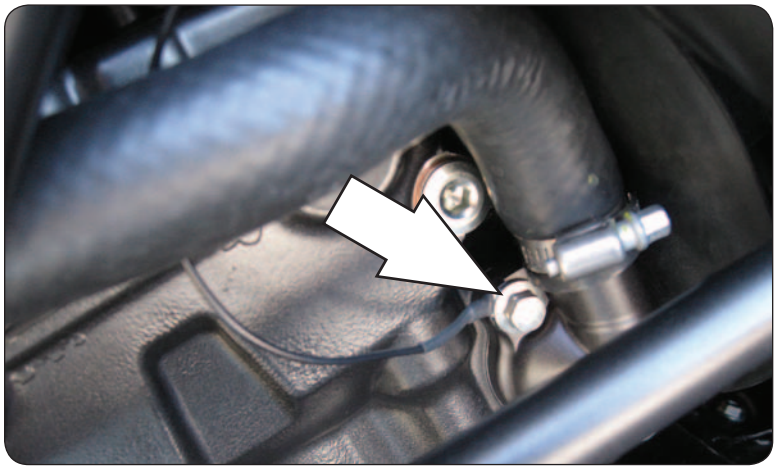

Figure D: Ground location

Fitting the Sensor

- Remove the stock shift rod from the shift linkage
- Screw the sensor all the way into the rear heim joint until it bottoms.
- Install the supplied shift rod in between the sensor and front heim joint. Adjust lever position and then tighten the locknuts.

Figure E: Sensor mounting

Quickshifter System Operation

To use the Ignition Quickshifter, make a full and positive gearshift with your foot in an upshift direction without using the clutch or rolling the throttle.

Note: The gear lever must return fully to the rest position before the system resets itself for the next gear selection.

The status LED will illuminate solid green whenever the Quickshifter sensor is in the trigger position. This status LED will flash in unison with the engine whenever the engine is running and if there is an ignition coil/RPM signal which is required for running mode.

There will be no interrupt/quickshift below 2500 RPM.

The unit comes with a set shift kill interrupt time. If for some reason you need to alter the kill time the optional Quickset adjuster can be purchased - part #61100014. Remove the BLACK plug from the harness and plug the Quickset adjuster in it's place. This unit will give you a kill time range of 45-90ms.

- The BLACK wire from the control unit can be connected to the grounding side of the clutch safety switch. When this wire is connected the unit will not KILL while the clutch is pulled in.

Troubleshooting

No power up	Check for incorrect connections, blown fuses, poor negative battery terminal connections, and severed or trapped wires.
No quickshifter interrupt	Check for correct Ignition Quickshifter power supply. Verify the sensor output signal and the quickshifter parameters and programming has been carried out. Check for loss of tacho/RPM signal. Check for severed or trapped wires.
No quickshifter operation	Verify the quickshifter parameters and programming have been carried out. Check for loss of tacho/RPM signal. Check for severed or trapped wires.
Engine misfire	Verify the control unit mounting position and check for isolation from vibration. Check plug and play connections. Verify ignition coil type and suitability and if the ignition coil adapter connectors require fitting. Verify sensor output signal.

Optional Quickset Adjuster