

## QUICKSHIFTER KIT Installation Guides

Congratulations on your purchase of the Dynojet Quick Shifter (DQS) kit.

The DQS kit allows you to make full throttle, clutchless up shifts. Follow this installation guide, then you can shift up simply by pressing or lifting (depending on the bike) the gear shift lever.

Your "kill time" is adjustable via the provided software. You can also set a minimum rpm for the system to function. This keeps the system from activating at too low of an rpm, such as low speed road riding.

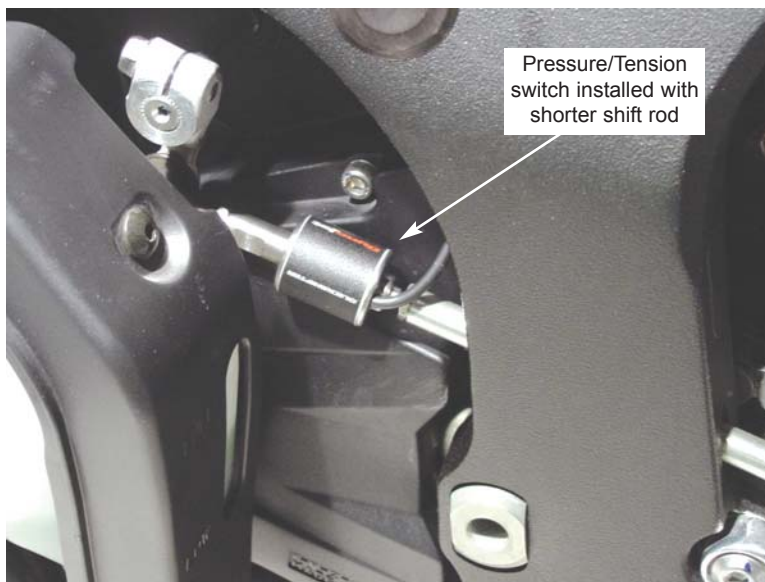
The DQS is compatible with all PCIIIUSB's and plugs directly into the expansion port. No cutting or splicing of the bike's wiring is required.

*Note: PCII, PCIII, and PCIIIr model*

*Power Commanders cannot use this kit*



### PRESSURE/TENSION SENSOR INSTALLATION



1. Loosen lock nuts from stock shift rod and remove rod from the motorcycle.
2. If you have purchased the optional universal shift rod installation kit please refer to chart for correct selection. It will be necessary to use the original lock nuts from the stock shift rod during installation.
3. Thread the sensor into the stock shift knuckle or gear lever rod end (depending on application). Now, thread the new shift rod into opposite end of the sensor and other original attachment point. (Note: on some applications it may be necessary to move the knuckle on the shift shaft forward one or two splines to achieve proper clearance.)

## PRESSURE/TENSION SENSOR INSTALLATION *(continued)*

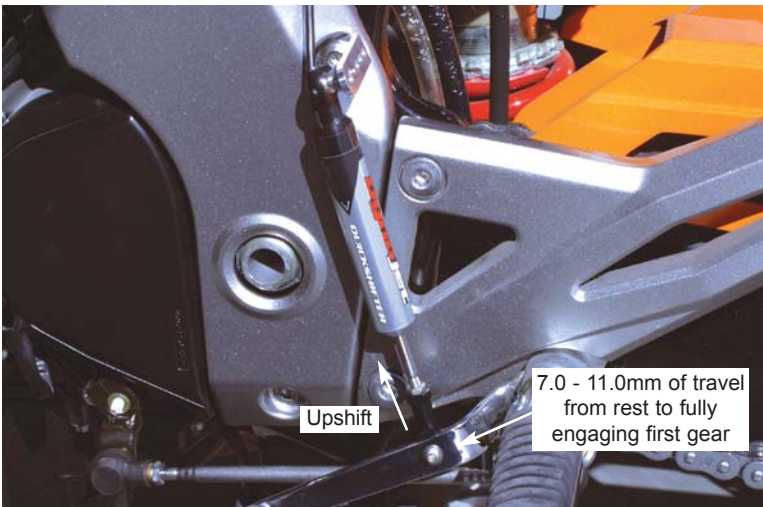


4. Adjust the gear lever position as necessary by threading the shift rod in and out.
5. Tighten lock nuts after lever adjustment is made.
6. Route the pressure switch cable to the Power Commander and plug into the white expansion port. When routing the cable ensure that it is kept away from moving parts like the chain or swing arm and avoid hot areas such as the exhaust etc.

## PRESSURE/TENSION SENSOR ADJUSTMENT

There is no adjustment necessary.

## LINEAR SENSOR INSTALLATION



1. Attach the rod end of the sensor to the gear lever mechanism as shown in the example. This requires drilling and tapping of the lever itself in most cases. Use the supplied universal fitting kit to aid with installation.

Ensure that the rod end is attached to the gear lever at a point which travels through a distance of between 7.0 mm - 11.0mm from rest to fully engaging 1st gear. Incorrect placement of the sensor will result in it becoming mechanically bound. Ensure that 1st gear actually engages by rotating the rear wheel when checking for total gear lever travel.

2. Attach the opposite end of the sensor to the chassis/frame as shown in the above example. Use either the sensor plate and matching oval adhesive gasket or the aluminum bracket for attaching the sensor plate to the chassis/frame. When using the adhesive mounting plate make sure to clean the attachment area with alcohol prior to installation. With a hair dryer (or similar device), warm the area where the mounting plate is to be installed to help in achieving a proper bonding of the plate. Use the spacer fitting kit as required. If it is not practical to use the adhesive mounting plate you can drill and tap the available mounting area.

*(Be aware that there must be approximately 15.0mm of shaft showing prior to fixing the body end of the sensor which can be adjusted by turning the sensor shaft in or out of the sensor rod end.)*



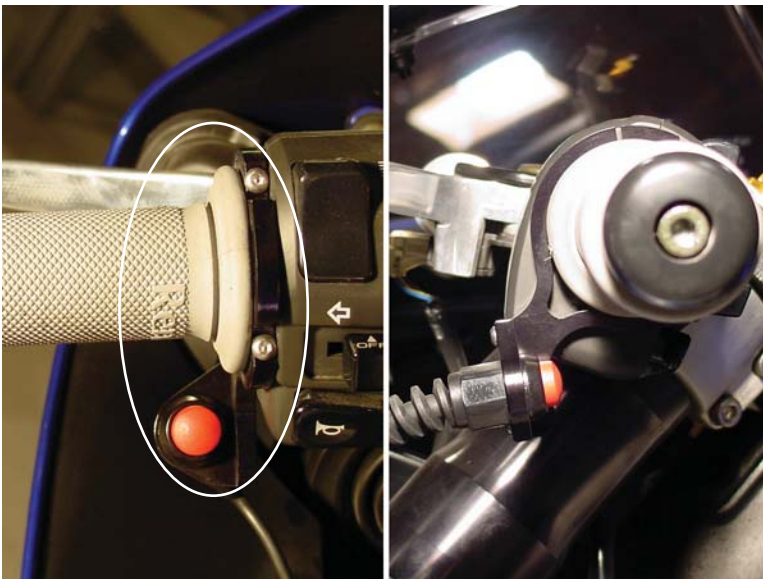
3. Route the linear switch cable to the Power Commander and plug into the white expansion port. When routing the cable ensure that it is kept away from moving parts like the chain or swing arm and avoid hot areas such as the exhaust etc.

## LINEAR SENSOR ADJUSTMENT

To adjust the interrupt point, switch the ignition on and view the LED indicator in the side of the linear sensor. The LED will light up green when the shift kill is not being triggered. When the shaft of the sensor enters the body the LED indicator will change to red indicating the trigger point, approximately 15.0mm of shaft showing. *(Note that the inverted "pull" sensor version operates in reverse when the shaft exits the sensor.)*

While stationary select 2nd gear, then by hand move the gear lever towards 3rd gear and hold the lever still when you feel the lever meet the rotating drum in readiness for 3rd gear selection, approximately 1.0 - 2.0mm of travel. Hold the gear lever absolutely still in this position. Now rotate the shaft of the sensor in or out of the rod end accordingly so that the LED changes from green to red at this gear lever position. Finally tighten the rod end locknut and re-check your settings.

## HANDLEBAR MOUNTED SWITCH



1. The handlebar switch mounts to the left hand handlebar between the grip and switch housing. The unit should be mounted with the button below the level of the handlebar (see figure). Slide the grip away from the switch housing and bolt switch bracket together in between.

2. Position switch so that it is easily reached with your thumb. Make sure there is adequate clearance between the switch assembly and the bikes fairing and/or frame. Turn bars full lock in both directions to check clearance before riding.



3. Route the handlebar switch cable to the Power Commander and plug into the white expansion port. When routing the cable ensure that it is kept away from moving parts like the chain or swing arm and avoid hot areas such as the exhaust etc.

4. To use, press button at desired shift rpm and simultaneously shift to the next gear. Timing is critical and a firm upshift is necessary to prevent shifting into a false neutral.