



BLIPPER FOR RUBEN

IRC Components quickshifter uses a "Strain Gauge" style sensor that is IP65 rated with quick-disconnect plug. We have put an enormous amount of energy in the form of time, technology and knowledge to create a reliable performance-oriented product. This product is encouraged for use on a closed circuit only, is not homologated for road use. IRC is not liable for any injury or damage to the operator, vehicle, or third parties from the use of this product.



DISCLAIMERS

- System setup must always be done when bike is at complete halt and is parked on stands. A wrong setting could affect, partially or fully, the system's effectiveness, ultimately damaging the gearbox.

- System setting is the responsibility of the user and not of the manufacturer. While fixing sensors, take extra caution to not damage while screwing and unscrewing the bike. It is a delicate product.

- The use of this product is at the total discretion of the private parties.

Each system modification, both of hardware and software, as well as harness or single components, could affect the system functionality. It can do potential damage or cause injury to the user, vehicle, or to third parts and this will negate the product warranty.

- Installation must be done carefully. It is mandatory that you follow instructions provided in the manual book. After installation it is highly recommended that you do proper test of the product before riding on.

- Installation is an extremely crucial setup for system efficiency. Be sure it is done by competent and specialized mechanic.



WARNING

- Our blipper provides an additional throttle % when you need to downshifting. If the engine revs are high, near the red line, the system will provide this acceleration but the bike ECU will cut it to avoid the over revving with engine damage. Result is that the gear could be not engaged or not properly engaged. We suggest don't pass the 80% of max engine revs when you start the downshifting.
- **Blipper works only at 0% throttle. Any other opening % could cause bike limp mode.**

1. CONNECTIONS

1.1 Fix the Main Board on underseat

In an accessible position. Especially at the first installation you'll must change parameters to properly set up. Avoid hot area especially for the black box.

1.2 Connect the Ground Wire

Connect the black eyed wire preferably to the battery ground, not to the frame or to the engine.



1.3 Quickshifter Sensor installation

Remove the IRC **Orange** that is now on the bike and replace it with the **Black** IRC sensor.

Check that the shiftrod does not rub or touch anything, as this could impair sensing. Try to fix sensors that does not get in connection with heated parts while riding. Make sure wire

has a slight bend/loop so that it does not tighten up and pull the sensors up or down while shifting. Warranty does not cover ripped out wires

1.4 Coils connections

Take the coil harness.



Locate coils back to the rear cylinder, underseat, right side of the bike.

Unplug the connectors and put the IRC bypass in the between.

1.5 APS Connector

Locate the APS connector on the front right side of the bike

Disconnect it and connect in the between the IRC bypass.



Properly fix the wires using hose clamps avoiding contacts with the forks and hot engine.
Wires must be maintained closed to the frame. Use hose clamp to assure this.

2. DISPLAY

At key on, the system will be powered and the ECU makes a general check. I passed, the display will show the firmware Version. Do not start any process, setting or action on sensor until the above routine is completed.
In some Ducati the "key on" is not sufficient to maintain the unit powered but the engine must run.
When the pre load threshold has passed (par. 3.4 and 3.7), the display will show "--". In case of failure, the display will show an "E" followed by a number. Give this code to the assistant.

3. SETTINGS

To set up initial program press both the buttons to enter into the system. Push lower button to scroll the menus forward. Push the upper one to scroll the menus backwards. Press and maintain the lower button to enter into the various menus. However, to exit from the menu and undermenus press upper or both buttons. System will go out of programming session if no button is pushed except the "r" menu. Also during programming, the quickshifter is disabled.



Act only on the following setup. If a menue doesn't appear into the following list, don't modify it.

3.1 Upshift time programming "I".

It is the duration of the power cut. It can be adjusted within 20÷99ms. Default is "60"ms for cut on coils and "45" for cut on injectors

3.2 Minimum rpm "rL".

Set the minimum rpm above which upshift and blipper works.

3.3 Downshift timing "SL".

Set the desired timing of the "blip" at "rL" rpm (see par. 3.2).

Default is "20".

3.6 Downshift Timing "tS".

Set the "Blip" timing within 20÷98ms at 8,000 rpm. Default 98ms. The blip timing at 12,500rpm will be 70ms more than this value. In the between the CPU will interpolate the value. We suggest timings between 98 and 80ms. A too long timing allows gear in but then you'll feel the bike pushing a while. A too short timing doesn't allow a proper downshift. We suggest to start with high value and reduce it during the tests on road.

Default is "50". **It must be higher than "SL".**

3.8 Pushing/Pulling "CE".

Referring to the upshifting, "C" Pushing, "E" Pulling. To properly set this parameter, engage the 2nd gear and try to put the 3rd. Look at the shiftrod: Is it compressing (C: Push) or extending (E: Pull)?

3.9 Normally Open/Closed circuit "OC".

Leave it on "C": commonly closed circuit, for direct cut of coils (UPKIT)

Set in "O" if the translogic is used

3.11 Smoothness "rr"

"00" means hard upshift. Higher values provide a "shake" so upshif engaging is smoother

If the translogic is used, set to "00"

3.12 Model bike "H"

Don't touch. If accidentally done, set to "2"

4. WORKING CONDITIONS

11÷17.5V; -20°C÷ +60°C

Enjoy your choice.

For any questions or troubleshooting queries, please contact us at:
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