

The SGRACE is our latest high performance creation; we have put down an enormous amount of energy both in time, technology and knowledge to create a reliable and innovative product. It is a "Strain Gauge" sensor type that, thanks to own electronic and manufacturing tricks, guarantees reliable and long lasting performances. This product is intended for use on a closed circuit only. It's not homologated for road use. The manufacturer of this product is not liable for any kind of damage or injury deriving to the operator, vehicle, or to third parties from the use of this product.

MADE IN ITALY



DISCLAIMERS

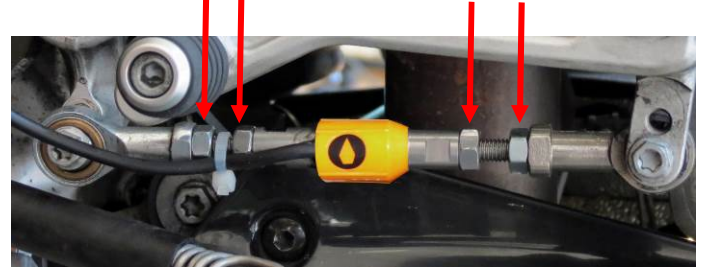


- System setup must always be done with bike stop and on stands.
- A wrong setting could affect, partially or fully, the system effectiveness damaging the gearbox.
- System setting is responsibility of the user and not of the manufacturer. Take care to sensor fixing to avoid it unscrew or interfere with other parts of the bike.
- The use of this product is at the total discretion of the private parties.
- The manufacturer of this product is not liable for any kind of damage or injury deriving to the operator, vehicle, or to third parties from the use of the product.
- Each system modification, both hardware and software and harness or single components, could affect the system functionality with potential damage or injury caused to the operator, vehicle, or to third parts and delete the product warranty.
- Installation must be done carefully following these instructions. It's strongly recommended to test the product and the bike after the installation.
- Installation is a very critical operation for system effectiveness. Be sure that it is done by competent and specialized personnel.

This manual is issued on Nov. 16th 2018 in Rev. 3.0. It's the end user responsibility to periodically visit the website www.irccomponents.it in order to check new releases of the manual.

1. SENSOR INSTALLATION

Sensor has "magic threads" i.e. both right and left. Connect the sensor to the shiftrod (not included in the kit), cut it if necessary. Tight the nuts and the eventual grubs to avoid disconnections and loss of functionality due to vibrations.



Install sensor and rod with uniball links on both ends, most bikes have uniballs stock, check that the shiftrod does not rub or touch anything, could impair sensing. Put sensor far from very hot parts. Make sure wire has a slight bend/loop so it does not tighten up and pull at the sensor during up or down shift. Warranty doesn't cover ripped out wires.



WARNING: To adjust sensor positioning act on the proper planes. Sensor failure could occur of acting on the cover.

2. DISPLAY

After powering, the ECU makes a general check and, if passed, the display will show the firmware version.



WARNING: don't act on the sensor till this procedure has finished.

Whenever the pre load threshold is passed (par. 3.3), the display will show "--".

In case of failure, on the display will appear an "E" followed by a number. Give this code to the assistance.

3. INITIAL SET UP

Press both buttons to enter in the programming. Push lower button to scroll the menus forward while push the upper one to scroll backwards. Press and maintain the lower button to enter into the various menus. To exit from the menu and undermenus, press upper or both buttons. System will go out of programming if no buttons are pushed except

the "r" menu. During programming, the quickshifter is not working.



WARNING: Act only on the following setup options.

3.1 Cut Time programming "t"

Default setting 60ms. It can be adjusted within 20÷99ms.

3.2 Choice of cut type "tp"

Choose "F" for fixed times, "U" for adjustable. In this case ECU modify the cut time in function of rpm, acceleration and makes a "smooth" cut to ease the shock loads on the gear box and chain and to lessen loss of traction at up shift.

3.4 Pre Load adjustment "L"

Default setting "12" it's possible to change the load necessary to apply on the sensor for having the upshift signal. With ignition on, engine off, try to select the upper gear. Shift lever should move through the spring load in gearbox until gear resistance is felt. If rpm is above the set value at par. 3.8, the panel led should show "---" for a while. If this happen too early or too late consequently change the preload set.

3.5 Actual Load displaying "S"

Entering in this menu it's possible to read the actual load value. Useful feature for preload adjustment and for gearbox check and maintenance.

3.5.1 Max Load displaying "--"

At this point, pressing and holding the lower button, the display will show blinking "--" for about 10s. Afterwards it will show the max load value registered in this period Useful feature for preload adjustment and for gearbox reliability and maintenance. During this menu the sensor is enabled.

3.6 Actual rpm displaying "r"

If 3.2 choice is "U", rpm as considered by the ECU will be displayed. Check they are in line with the real engine rpm.

3.7 rpm adjuster "rS"

If the 3.6 is faulty, use this feature to multiply or divide the rpms as considered by the SGRACE. Divided ".2" and ".4", Multiplied "2" and "4".

3.8 Minimum rpm limit "Sr"

Set rpm below which the system is not cutting. Visualization: /1000.

3.9 Type of analog output "dS"

If your system has the analog output, this function allows to set the type of output: "dC": 0÷5V with 0 load at 2.5V. "dU": 0÷5V with 0 load at 5V. "DD": 0÷5V with 0 load con at 0V.

3.10 Bottom/Upper limits "dr"

If your system has the analog output, set "5"=±50Kg, "10"=±100Kg.

3.11 Pushing/Pulling "CE"

"C" Pushing, "E" Pulling.

3.13 Smoothness "rr"

If you chose for dynamic cut "U" (par 3.2), higher values means smoothness increase. Initially set the ideal upshift rpm. Visualization: /1000.

4. CONNECTIONS

Connect the quickshifter module to the additional module.

Connect **Black** wire to the battery ground.

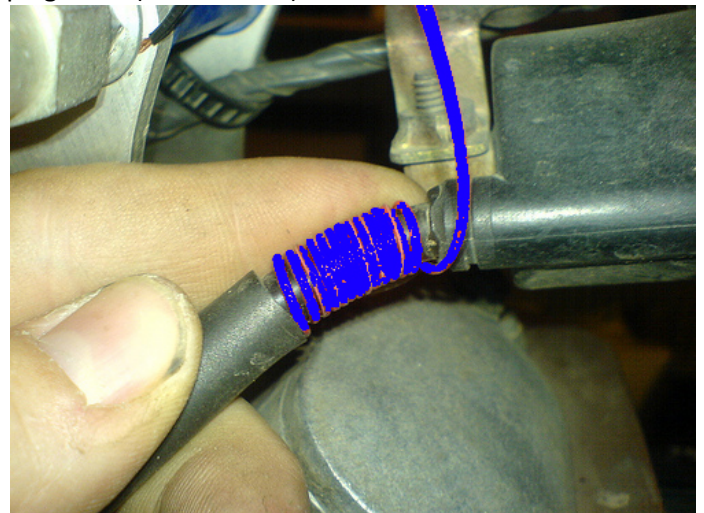
Connect spliced **Red** to a +12 powered source.

From the additional module you have 3 pairs of wires with terminals.

On coils you should have 2 plugs. On one of these you have +12V. Disconnect it and to the **red** wire. Connect the **orange** to the coil. (**If you has 2 coils, do this on both coils**)

Now remove the other connector of the coil. Connect in the between the blue wires from our harness (**If you has 2 coils, do this only on one coil, the one you prefer**)

Otherwise connect the spliced **Blue** to the rpm signal behind the dashboard or wrapping it around the spark plug cable (10÷15 times).



Any position in between coil and spark is good.

Secure it with more vulcanizing tape:



5. ANALOG OUTPUT FOR DATA LOGGERS

A not used **Green** wire comes out from the connector. Connect it to your data logger. Output is 0÷5V. Refer to paragraph 3.9 and 3.10 for further information on setup.

6. QUICK PRESETTING SUGGESTIONS

The sytem is provided fully working. Just properly set "CE" to immediately enjoy the blipping. However all parameters are set in safety way. Every rider must properly adapt the sytem to his riding mode.

These are some suggestions:

5.1 Preloads setting: Give power, don't start engine, don't touch the lever, enter in the menu, go to "S" and check that you read "00" or oscillating "01", not more. Then put 3rd gear and try to push the pedal in the upshifting way till you just "feel" the gears load, not till the upper gear enter. You should read values between "08" and "17". Set this value in "L". Now try to push the pedal in the downshifting way till you just "feel" the gears load, not till the lower gear enter. You should read values between "08" and "17". Set this value in "LS". LS should be around L. Difference mustn't be higher than 2Kgs.

5.2.1 Blipping timings setting: concentrate on blipping in gears above 3rd and revvs above 10,000rpm. Is the bike "pushing" you after the downshifting? If yes, reduce "tS". Is the downshifting "harsh"? Increase "tS".

5.2.2 After setting the above, now concentrate on blipping in gears above 3rd and revvs around 5,000rpm. Is the bike "pushing" you after the downshifting? If yes, reduce "SL". Is the downshifting "harsh"? Increase "SL".

5.2.3 Now check the downshifting in 3-2 and 2-1 gears. Is the downshifting "harsh"? Increase "1A".

5.4.1 For Upkit users: Set "OC" to "C". We suggest to set "rr" at the beginning of red zone. If the upshifting are still "harsh", increase this value, if instead it is too smooth, reduce this value. Eventually change the parameter "t".

5.4.2 For NO Upkit users: Set "OC" to "O".

7. TROUBLESHOOTING

6.1 System continuously cut or blipping even if the foot isn't acting on the pedal: check the sensor. Tight the nuts and the eventual grubs to avoid disconnections and loss of functionality due to vibrations as per Par.1.

6.2 Blipper works, upshifting no: Check "OC" and properly set as per above suggestions. Check the connection to the upshifting unit (IRC or OEM or additional module or remapping).

6.3 System works in reverse manner: check and properly set "CE".

6.4 Gears aren't fully engaged during Blipping or go out after a while: Increase "SL" and "tS". Check "LS", eventually increase it a couple of points.

8. WORKING CONDITIONS

8÷17.5V; -20°C÷+95°C

We appreciated your business.

For every questions and problem contact us any time through:

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