

SGRACE-QUICKY



The SGRACE_QUICKY will allow you to make upshift and control the speed of your bike.

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 Dec 19th in Rev. 1.0. It's the end user responsibility to periodically visit the website www.irccomponents.it in order to check new releases of the manual.

1. CONNECTIONS



WARNING: QUICKY ECU acts the cut on +12V lines. Connection to ignition harness of CDI engine ECU damage the QUICKY. In this case connect the system to injector (no plug&play harness included) or contact the support to find a proper solution.

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 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. 4.3), 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.

4. 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" and "U" menu. During programming, the system is not working.



WARNING: Act only on the following setup options.

4.1 Cut Time programming "t"

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

4.2 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.

Choose "R" for Automatic quickshifter.

4.2.1 Gear preset

With bike on the rear stand, turn on the engine, go to menu "tp" choose "R2 then press the lower button till menu "01" will appear. Press the lower button and maintain till "SS" will blink for 3 sec. After this you'll see "01" blinking for 5 sec. In this period you must engage 1st gear, run engine at constant speed at 5÷6000rpm till "01" become fix and then "ss" will appear again for a while followed by "02". This is the 2nd gear. Repeat the procedure till 6th gear. After the 6th gear, "88" for 5 seconds will be shown and the ECU will come back to "01".

4.2.2 Gear recognition

At this time go to "02" menu, press the lower button for a while. The ECU will show the current gear. Check that at any gear, with rpm above 2,000, the reading is correct otherwise repeat the "4.2.1 procedure

The below preset shouldn't be modified but if necessary:

4.2.3 Gear recognition

"03" it is the percentage of cut advance. "00" is 100% if you want shorter go below for instance "95".

4.2.4 Gear recognition

"04" timing of precut. For smoothness.

4.2.5 Gear recognition

"05" timing of post. For smoothness.

4.2.6 Gear recognition

"06" Number of precut. For smoothness.

4.2.7 Gear recognition

"07" number of postcut. For smoothness.

4.4 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. 4.8, the panel led should show "--" for a while. If this happen too early or too late consequently change the preload set.

4.5 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.

4.5.1 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.

4.6 Actual rpm displaying "r"

If 4.2 choice is "U", rpm as considered by the ECU will be displayed. Check they are in line with the real engine rpm.

4.7 rpm adjuster "rS"

If the 4.6 is faulty, use this feature to multiply or divide the rpms as considered by the QUICKY. Divided ".2" and ".4", Multiplied "2" and "4".

4.8 Minimum rpm limit "Sr"

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

4.9 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.

4.10 Bottom/Upper limits "dr"

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

4.11 Pushing/Pulling "CE"

"C" Pushing, "E" Pulling.

4.13 Smoothness "rr"

If you chose for dynamic cut "U" (par 4.2), higher values means smoothness increase. Initially set the ideal upshift rpm. Visualization: /1000.

"P" is pulsating cut i.e. the system only gives a warning 0.5s cut. After this it will be possible to pass the set speed.

5. CONNECTIONS

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

Connect the proper harness you find in the kit to ignition.

Otherwise consider that **Red** wire is the positive IN (and powering +12V), **White** is the positive OUT, **Blue** is Rpm and must be connected to the bike signal not to the coil.

On the supplied harness, **Red** wire is the positive IN (and powering +12V), **Orange** is the positive OUT, **Blue** is the rpm to be connected to a negative pulse wire of a coil or to another rpm signal.

Green is for data logging, 0÷5V.

6. SPEED SIGNAL CONNECTION

Connect **Pink** to the Speed sensor wire.

If you connect the speed signal wire to the bike ECU you need to locate from wiring diagram the proper wire.

REFER to your WIRING DIAGRAM. Below only general colors, not specific for your bike.

Usually:

HONDA: It's a PINK/GREEN wire (VSS three pin connector)

NOTE: The connector for the SPEED sensor is usually directly on the speed sensor which is located on top of the

gear box. (directly under the tank) to the rear of the engine.

YAMAHA: It's a WHITE/YELLOW wire.

SUZUKI: It's a PINK wire (under the throttle body in a black cover).

KAWASAKI: Usually it's a BLUE/YELLOW wire.

7. WORKING CONDITIONS

8÷17.5V; -20°C÷+95°C

We appreciate your business.

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