STANDALONE QUICKSHIFTER KIT

Harley Davidson EFI Big Twin Models with EV-1 Fuel Injectors
Installation Guide

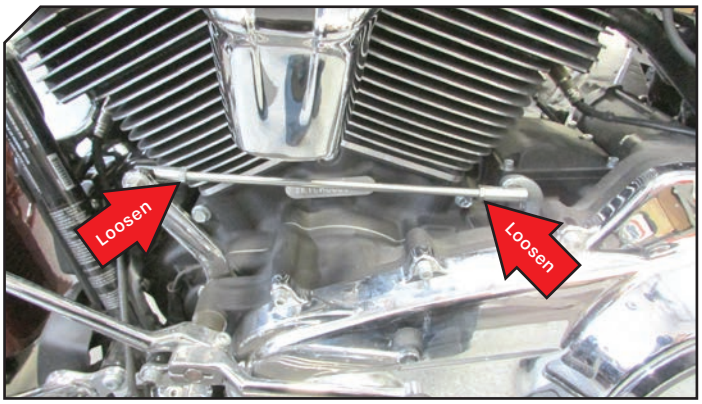
PARTS LIST

1	SHIFT SENSOR	1	SHIFT KILL MODULE
1	SHIFT ROD	1	GROUND CABLE

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

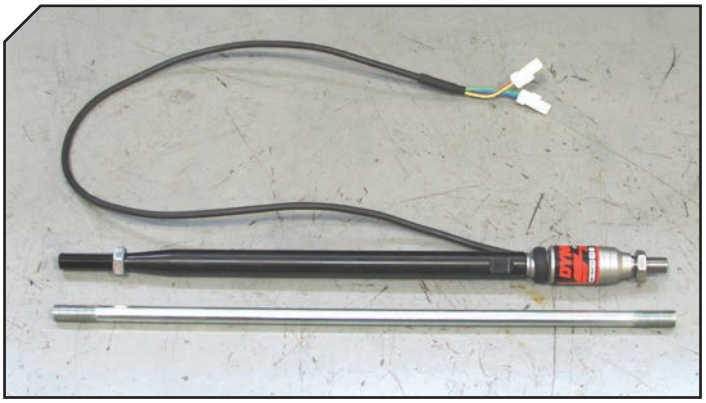
INSTALLATION FOR SHIFT SENSOR

Loosen the lock nuts from the stock shift rod and remove the stock shift rod from the motorcycle.



Thread the supplied Dynojet shift rod into the female end of the Dynojet shift sensor and tighten. Put the stock lock nuts from the stock shift rod onto the Dynojet shift rod/ shift sensor assembly.

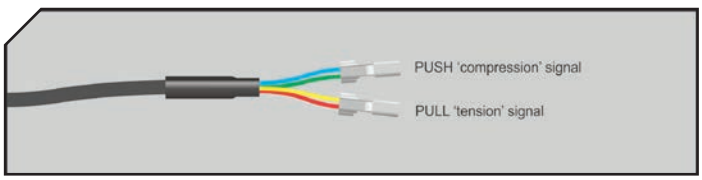
The overall length of Dynojet shift sensor/tie rod assembly should be the same as the stock shift rod that is being replaced.



Install the Dynojet shift sensor/shift rod assembly into the bike's shift linkage in place of the stock tie rod. Tighten both lock nuts. Route the cable under the seat.

The shift sensor can operate with PUSH or PULL forces by connecting the corresponding connector. For this application ONLY the PUSH cable (GREEN/BLUE) should be used. The PULL cable (YELLOW/RED) will NOT be connected.

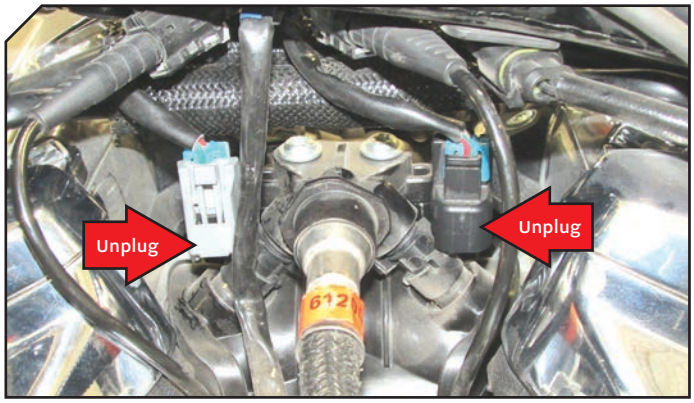
GREEN/BLUE wires = PUSH
RED/YELLOW wires = PULL



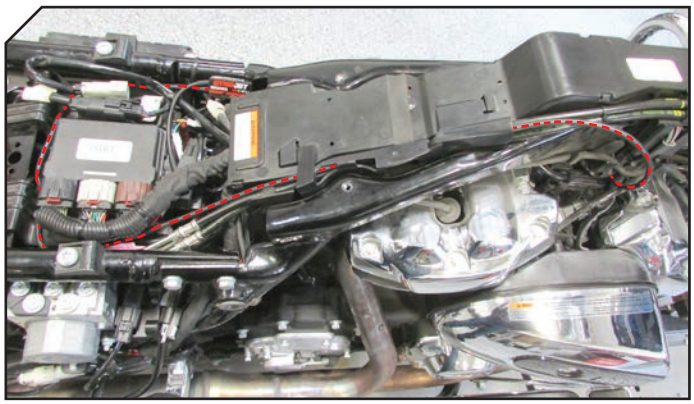
INSTALLATION FOR SHIFT KILL MODULE

Remove the seat and the fuel tank.

Unplug both fuel injectors.
(The pictured injectors are EV-6 type, not EV-1.)



Route the main cable going from the module to the fuel injector connectors.
In this example, we are installing on a 2018 Touring model and have chosen to store the module beneath the seat near the ECU just inside the left frame rail. Exceptions for model variations and personal preferences may need to be made. Be sure to route the cable away from any hot or moving parts. Try to keep the module free from heat, excessive vibration, and harsh environmental elements.



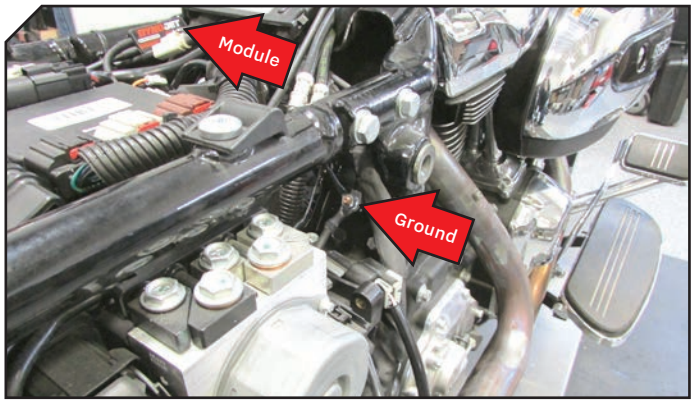
Plug the Dynojet connectors in-line of the Fuel Injectors and the stock injector connectors.
The pair of Dynojet connectors with ORANGE and GREEN wires should go to the FRONT cylinder.
The pair of Dynojet connectors with GREY and YELLOW wires should go to the REAR cylinder.

Secure the ring terminal on the ground cable to a suitable chassis ground source within reach of the module.

Connect the ground cable to the module.

Connect the PUSH shift sensor connector with BLUE and GREEN wires to the module.

Reinstall the fuel tank and the seat.



Connecting the ORANGE “lock out” wire of the ground cable is optional. This can go to the brake light power circuit (BLUE/RED wire of the tail light connector). When 12 volts is applied to this wire, the module will NOT kill the engine. This might help prevent engine kills when stationary while searching for neutral or while cycling through gears.

OPERATION AND TUNING ADJUSTMENTS

To use the Quickshifter system make a full and positive gearshift with your foot in a positive up-shift direction without using the clutch or rolling off the throttle. Be aware that the gear lever must return fully to the rest position before the system resets itself for the next gear selection.
NOTE: Status LED will only illuminate when the sensor is in the trigger position, it does not illuminate when the ignition is on and the unit is powered up. The module does not draw any current when not Quickshifting.

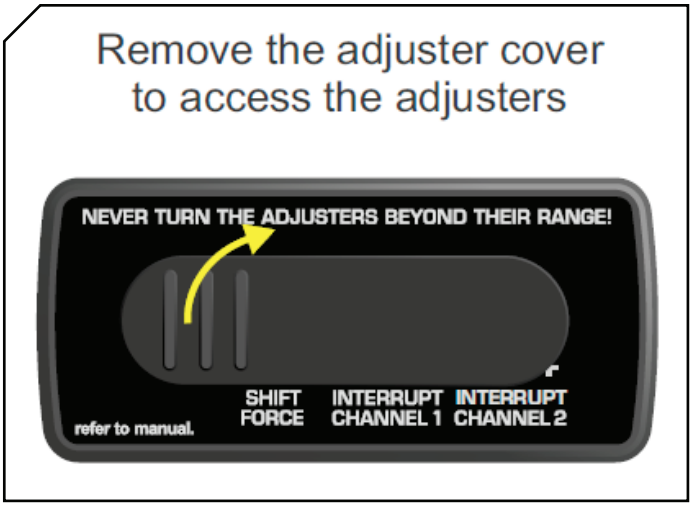
The default settings are all the adjusters centered. It may be possible to improve the `feel' of the Quickshifter system from the default settings by moving each of the 3 adjusters on the back of the module to suit a particular rider or vehicle transmission.

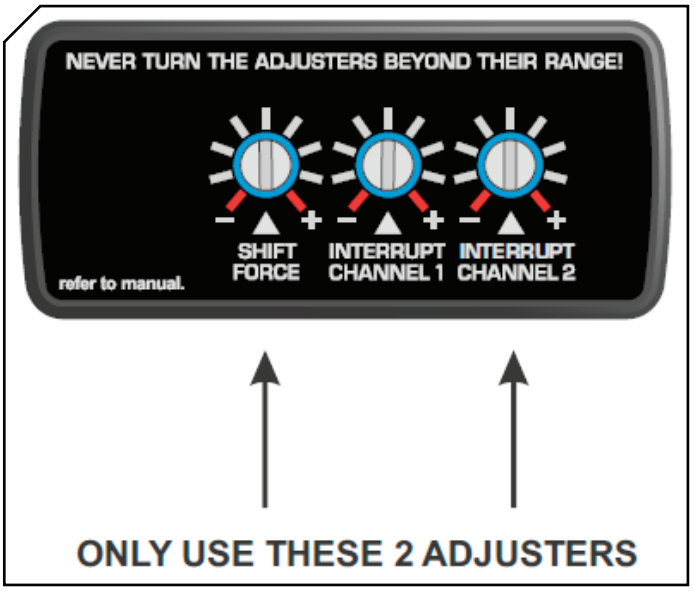
If you choose to adjust the settings then road riding/ testing is essential to get the best out of this Quickshifter system as a dyno can suppress the feel of the Quickshifter.
It is recommended to make adjustments of one segment at a time between testing.
Never turn the adjusters beyond their range! The adjusters are small and only require a 'light touch'.
Only use the supplied adjuster screwdriver to make adjustments. Broken adjusters will not be covered by the product warranty.

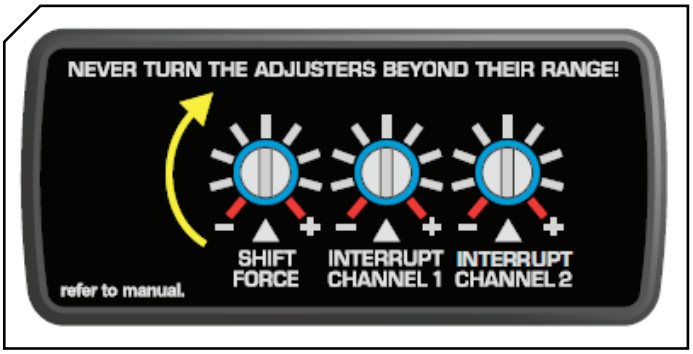
Use only the Shift Force and Interrupt Channel 2 adjusters. Interrupt Channel 1 is not used.

Shift Force: This changes the feel of the shift lever when Quickshifting. The amount of force on the shift lever required to Quickshift should increase as this is moved clockwise (towards +).

Interrupt: This changes the duration of the engine kill when a Quickshifting event it triggered. Excessive interrupt might feel like the bike is coming off of power for too long when shifting. Not enough interrupt duration might feel like a clunking or snatching of the next gear, or it might not actually shift at all.







PUSH THE LIMIT

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