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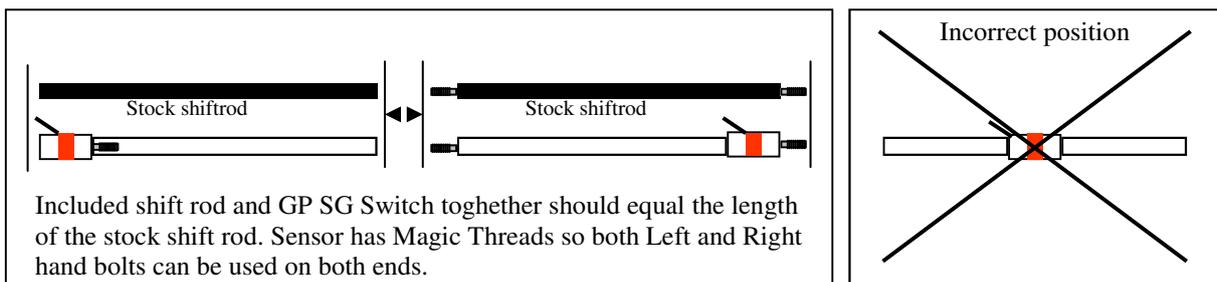
**Cordona Analogue Strain Gauge/Loadcell GP Switch Quickshifter, GP ASG.**

No movable parts, i.e. super durable, designed for MotoGP, WSBK and Endurance racing use. Temperature, vibration and creep adjustments done automatically with high precision by 20Mhz processor for an absolute stable up shift signal in all riding conditions.  
 Dimensions: 45mm long, 14mm diameter.  
 Output: No load 2,5v, max load push 5v, max load pull 0v.  
 CNC machined with super high precision from stainless steel.  
 Sensor has Magic Threads and can take right and left hand M6 bolts on both ends.  
 Absolutely Waterproof.  
 Sensor available as spare part, will reset automatically at power up.  
 Prototype tested to 603 000 activations with 45 kg force, approx 12 years of use.

**Installation**

Tools needed: 8mm and 10mm spanner, ( Hacksaw, 5 mm drill and m6 tap).

Remove and measure stock shift rod; cut included shiftrod to correct length and tap M6 if needed, cut a short piece at a time and drill before hand so the drillbit is centered.  
 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. **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 does not cover ripped out wires. Sensor has Magic Threads, both ends can take M6 Right and Reverse threaded bolts.



**Locate control unit, black case, away from heat, preferable below 50 degrees Celcius.**

**Wiring**

Brown: Supply pwr +5 to 15v.

Green: Ground.

White: Signal 0,5-4,5v, no load is 2,5v.

<b>HRC CBR1000RR</b>
BL/W: +12v
Green: Ground
Lg/BL: Signal