

Please read the installation instructions carefully before using your shifter. Make sure you agree with disclaimer before use.

Not suitable for Yamaha R6 and R1, all year models use SBK



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#### **CORDONA RACING SHIFTER SBK – 4.**

Thank you for selecting a Cordona Racing Shifter to make your bike stand out in competition. The Cordona Racing Shifter is developed by racers for racers, it is smaller and lighter than other shifters, it will perform on the racetrack, providing smooth and lightning fast up shifts. The Cordona Racing Shifter is intended for use on a closed circuit only.

#### **Instructions on how to install the Cordona Racing Shifter.**

Your kit should include:

1. Killbox
2. Pullswitch. Not included in Combo kits.
1. Piece of Velcro
1. On/Off flip switch
2. Stainless steel pieces (one bracket and one "pull arm"). Not included in Combo kits.
4. Pcs. of heatshrink.
4. Scotch lock connectors
5. Zip ties.

#### **Tools needed to install the shifter**

Soldering iron  
Solder  
Testlight or Amp. meter  
Adjustable wrench  
Drill

**It is recommended that you solder all connections and keep all wiring as short as possible to enable a trouble free, smooth operation of the shifter.** No soldering is needed where Scotch Lock Connectors are used.

Mount the pullswitch to the frame, a crank case bolt or other solid object nearby the gearlever of your bike. Attach the pullswitch spring to a hole drilled in the gear lever, or bolt the "pull" arm to the gearlever and attach the spring to it ( depending on if you have a "push" or "pull" type linkage). If the spring supplied in the kit is too short for installation on your bike it can be extended with a piece of piano wire, or replaced with a longer spring (not supplied in the kit)

Mount the On/Off flip switch to a suitable position on your bike.

Fit the Killbox with zip ties and the included velcro to a suitable position on the bike. The killbox should be located where it is protected from direct spray of water and dirt, engine heat and vibrations. Please note that the adjustment dial on the killbox preferably should be accessible for adjustment while installed on the Motorcycle.

Connect the red wire from the On/Off switch to +12V (usually available at several locations on a motorcycle, and off course, at the battery). Connect the other end of the red On/Off switch wire to Killbox red.



Connect the looped blue wire to killbox connector, any of the two vacant cavities are ok, then cut blue loop and pullswitch blue loop and connect together to correct length to fit your bike.

For GP Switch Installation insert the correct combination of two wires in the vacant cavities. For correct color of wires please refer to your GP Switch instructions.

#### Connect the Killbox to the ignition system.

Locate all **negative** wires from the ECU to ignition coils, these leads are usually of different colour (most bikes have the same colour for +12v wires). Another way to locate the **negative** wires is to turn the ignition on, engine not running, and check both wires to each coil with a testlight or amp. meter, the ones without + 12v are **negative**. Splice Killbox yellows to the negative wires with the scotch lock connectors supplied in the kit. You are now done with installation, what remain is to dial the shifter in to suit your bike.

**If you have a bike with 4 coils but only 2 negative leads from the ECU** to the coils: splice any 2 killbox yellows to the negatives with the scotch lock connectors, twist the other 2 killbox yellows together and connect to ground.

**If you have a single engine motorcycle:** splice any killbox yellow to the negative with a scotch lock connector, twist the other 3 killbox yellows together and connect to ground.

You are now done with installation, what remain is to dial the shifter in to suit your bike.

**Dyna 2000:** Connect one yellow to orange-Dyna and any other yellow to gnd, the other 2 yellows are not used.

#### Adjust the shifter to fit your bike.

Start by adjusting the pullswitch, it should be activated (slide back rubber cover and check with an amp. meter or a test light, or just listen for the “click-click”) when the gearlever has moved beyond its spring-loaded play and selector drum resistance is reached while performing an up shift (**WARNING**, should be done with the engine **NOT** running). When the Pullswitch is adjusted, start the engine and preferably prop the rear wheel off the ground, or pull the clutch lever in. Adjust the kill time dial on the Killbox, turn the adjustment dial counter clockwise to the stop for a preferred initial setting. Rev the engine to about 7000rpm, try to make simulated up shifts while holding the clutch lever in, or with the rear wheel propped up. While simulating up shifts the RPM should drop and then immediately pick up again. Turn the adjustment dial clockwise to decrease kill time.

Test ride the bike and perform up shifts at low RPM, adjust kill time as needed, then slowly increase the RPM. Adjust the kill time until you get smooth lightning fast up shifts without the use of the clutch. Seal the killtime adjustment hole with tape to prevent dirt from entering the killbox. **Please note** that the initial adjustment of the Pullswitch maybe have to be redone at this time to enable the shifter to work properly.

#### **WARNING, BE CAREFUL WHILE ADJUSTING KILL TIME!!!!**

Too short of a kill time might turn the ignition on too early and the gears may not be properly engaged, the result is a missed up shift. This could cause damage to the gearbox and engine.

Please note that the adjustment dial is highly sensitive and should be changed in small increments.

If you are experiencing problems with the shifter vibrating out of trim, use thick nail polish or a glue gun on the Killbox dial to lock it in position.

**FAQ:** *My bike is shifting fine on the stand and I can hear the box go click-click as it is supposed to, but it won't up shift when I ride the bike?.*

**A:** The switch is probably activated continuously from vibrations when the bike is rolling down the track and the SCD (single cut device) is preventing up shifts without a 0.5 sec gap in between. Readjust the compression of the GP Switch, it is too loose so tighten down the correct allen screw further to correct the problem.

**Q:** *Can I insert the two blue wires or GP Switch wires into any of the two vacant cavities in the killbox connector or pc3 usb connector (shown on pc3 page) or do each wire have to go into a specific cavity?*

**A:** The two wires used are completely interchangeable, it does not matter which of the two cavities they go into.

**Q:** *I can hear the box go click-click but it is not inhibiting ignition?*

**A:** The yellows are probably connected to the +12v wires in error, move the yellows to the pulse wires to rectify the problem.

**Please be careful and always wear a helmet and full protection motorcycle gear while riding your motorcycle.**

**The Cordona Racing Shifter should be used on a closed circuit only. The use of this product is at the sole discretion of the user. The manufacturer of this product is not liable for any kind of damage or injury caused to the operator, motorcycle, or to third party. To put it simple, do not come to us if you bend yourself, third party, your bike or anything else.**

**Good luck, see you at the race track,**