

For serious racers

Senses both Push and Pull

Internal submersible switch

Adjustable preload

Billet made

Compatible with most fuel injection systems and quickshifters



**Engineered, Designed, Manufactured,
Assembled in Sweden with Precision**

**By
South Coast Engineering AB**

www.Cordona.net
Email: info@cordona.net

CORDONA GP SWITCH

Thank for selecting a Cordona GP Switch to make your bike stand out in competition.

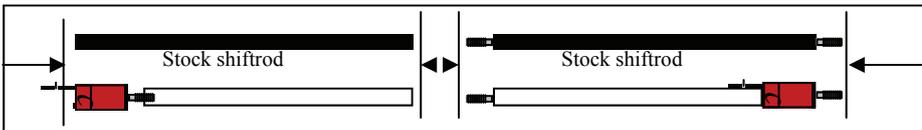
The Cordona GP Switch is our latest high performance creation; we have put down an enormous amount of time and engineering in to it. It is developed by racers for racers, it will together with a Cordona Racing Shifter, Cordona Precision Quickshifter 8 or any fuelinjection system with quickshift capability perform on the racetrack, providing smooth and lightning fast up shifts, lap after lap after lap. The Cordona GP Switch is intended for use on a closed circuit only.

The in house billet made GP Switch senses pressure on the gear shift pedal. With a GP Switch you don't have to worry about a pull switch coming out off adjustment, or even installing a pull switch since the GP Switch is replacing it. We chose an internal submersible brand name sub miniature switch to keep track of up shifts instead of just grounding the circuit inside the switch like some other shift sensors on the market. With an internal submersible switch the GP Switch is unaffected by weather and environment that would cause other type of sensors to malfunction. The GP Switch is easy to install since no fabrication of a bracket is necessary and it can be removed from the bike and reinstalled without any adjustment changes, adjust it once, and that's it.

A GP Switch replaces the arm between the shifter pedal and gear box. It is made of aircraft aluminum and stainless steel and contains a total of 13 parts, m6 male thread on one end and female M6 on the other. Will fit bikes where the shifter arm is "compressed" or "extended" at up shifts, i.e. it will fit both standard and race pattern gearboxes. Other switches on the market are for single use only, compression or extension, so you need two x-brand switches to match a Cordona GP Switch, and you won't get the internal submersible switch and hassle free operation if you don't go with Cordona.

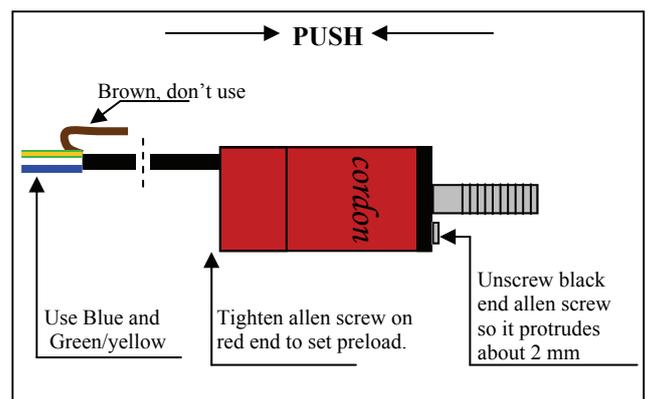
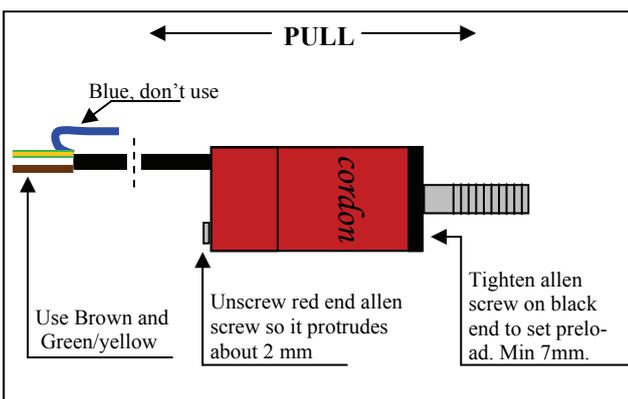
Instructions how to install the Cordona GP Switch

Remove the stock shift rod from your motorcycle and measure the length of it without uniball joints attached. The length of the aluminum rod in the kit together with the GP switch should equal the length of the stock shift rod. Use a hacksaw to cut the aluminum rod to required length. Drill a hole at the end of the rod and thread it to the dimension needed to fit your bike. We do supply custom made rods at a small fee, made to any length and M6, M8 left and right hand, female and male. We also supply M6 female and male uniball links at www.cordona.net if you can not find a suitable combination for your bike with the stock links. **Note: The aluminum rod is threaded left hand m6 and will not fit the GP Switch, so the opposite end needs to be cut and threaded right hand m6.**



Install the GP switch assembly on the motorcycle.

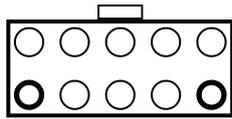
We have found it easy to remove the shifter pedal and turn it to mount the GP Switch, or remove the arm bolted on to the shift shaft coming out of the gearbox and turn it to mount the GP Switch. The GP Switch itself can be difficult to turn over because of the wire.



For extension/pull type linkages: Connect **brown wire to killbox connector** and **green/yellow wire to killbox connector** (please see picture). Use Allen wrench stop screw located on the **black end** of the switch to set preload. Untighten the aluminum end preload stop screw until it protrudes 1mm. *Seal off blue wire*

For compression/push type linkages: Connect **blue wire and green/yellow wire to killbox**, (please see picture). Use Allen wrench stop screw located on the aluminum end, **red end** of the switch to set preload. Untighten the **black end** preload stop screw until it protrudes 1mm, *Seal off brown wire*.

White connector, only two positions are used



Green/yellow and blue or brown goes here. Either hole, left or right doesn't matter.

For PQ8 installations; Connect Green/yellow, and Blue or Brown to PQ8 Pink and Black.

Adjust the preload of the switch To get in the ballpark it should be tight enough that you can just compress it with one hand prior to installation, and that means barely moving the piston. You should not be able to compress the piston more than 1mm by hand. Please see page 1 for location of preload allen screws. When on the bike, the switch should be activated (check with an amp. meter or a test light, or just listen for the beep/click from the killbox (that is what we do) when the gearlever has moved **beyond** its spring-loaded play and selector drum resistance is felt while performing an up shift, (**WARNING**, should be done with the engine **NOT** running).

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 wires into any of the two cavities in the killbox connector or pc3 usb connector 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: *Can the GP Switch be refurbished after extensive use?*

A: Yes, we can service a GP Switch and replace all worn out parts with new originals. Please send us an email for more details.

ZIP TIE THE WIRE TO THE ALUMINUM ROD SO THAT THE BENDING ACTION WHILE SHIFTING IS AT THE ZIP TIE AND NOT WHERE THE WIRE EXITS THE GP SWITCH.

USE THREAD LOCK ON ALL SCREWS TO PREVENT THEM FROM VIBRATING LOOSE.

DO NOT USE ANY LUBRICANT ON THE SWITCH. THE SWITCH BEARING IS MADE OF PLASTIC AND DOES NOT NEED ANY LUBRICATION.

You are now done with installation; please refer to your Cordona Racing Shifter instructions for test ride instructions.

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

The Cordona GP Switch 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, vehicle, or to third party. To put it simple, do not come to us if you bend yourself, third party, your vehicle or anything else.

Good luck, see you at the race track,