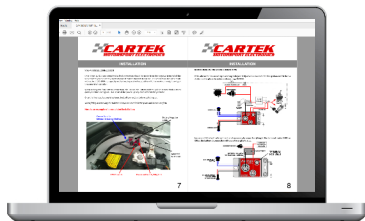




SHIFT LIGHT (Club)



INSTALLATION GUIDE



For the very latest information and extra
installation advice go to:
www.cartekmotorsport.com/downloads

For off-road use only

Made in UK



INTRODUCTION

The **SHIFT-LIGHT (Club)** from **CARTEK** is a dashboard mounted device that is designed to indicate to the driver the optimum time to shift up a gear to obtain maximum performance from their engine. The device contains 8 multi-coloured LEDs which form a display sequence that will commence at an engine speed prior to optimum and complete at precisely the optimum speed thereby giving the driver early indication to shift up before the rev limiter is reached or engine damage occurs.

The **SHIFT-LIGHT (Club)** is fully configurable including the setting of the lower and upper engine speeds, LED brightness levels, and has a choice of LED display patterns. All settings are retained even when disconnected.

The **SHIFT-LIGHT (Club)** requires an engine speed signal to operate which can be any RPM output from an ECU (5V or 12V square wave), tachometer signal or ignition coil signal.

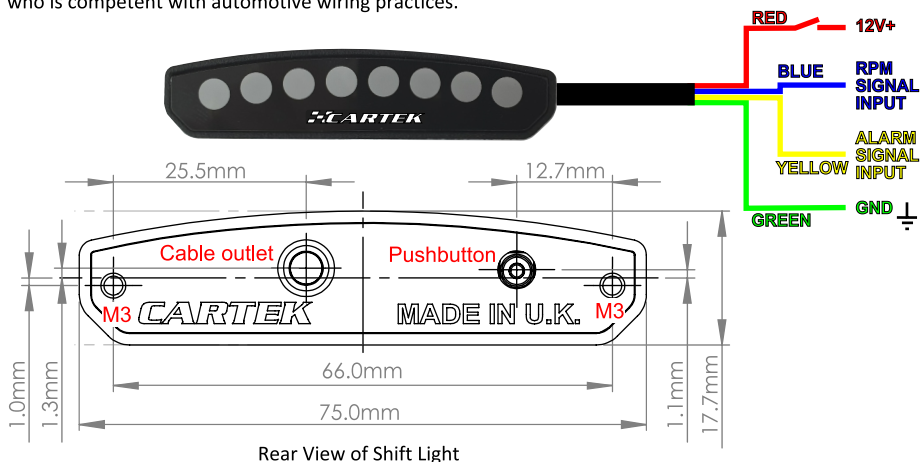
The **SHIFT-LIGHT (Club)** also includes an Alarm feature which can be used to alert the driver of an engine issue, such as over-heating or low oil pressure, by making a connection to a compatible sensor, data logging system or dashboard alarm output signal.

INSTALLATION

The Shift Light unit should be mounted securely on the dashboard where the LEDs can be clearly seen by the driver.

Mounting can be by two M3 screws from the underside or two M3 screws from the rear of the unit. If mounting using M3 screws from the underside then please note the maximum thread depth is 8mm.

Once mounted, make the wire connections as per the diagram below. This should be carried out by someone who is competent with automotive wiring practices.





CONFIGURATION

After installing the Shift Light, and with power switched on, Configuration Mode can then be entered where the following settings can be checked or adjusted.

Configuration Mode is entered by pressing and holding the pushbutton on the rear of the unit for 2 seconds. All 8 LEDs will flash White during this time. Configuration Mode will commence when the display changes to 1 White LED. This single White LED will indicate that Configuration 1 can be entered by releasing the pushbutton. If you wish to go directly to another Configuration then simply continue to hold the pushbutton until the required Configuration number is displayed, e.g. 4 White LEDs represents Configuration 4, etc..

There are 6 settings that can be adjusted via the 6 Configuration Menus:

Configuration Menu	LEDs Displayed	Description
1	1	LED Brightness Level
2	2	LED Shift Light Pattern
3	3	Pulses per Crank Shaft Revolution
4	4	Shift Light Pattern Start RPM
5	5	Shift Light Pattern Finish RPM
6	6	RPM Signal Input Filtering

Note 1:

Each Configuration is described in more detail below. Any changes to a Configuration are saved immediately. There are 3 ways to exit the current Configuration Menu:

1. Switch power off. Any adjustment made will be saved for use next time it is switched on.
2. Press and hold the pushbutton for **2** seconds. Doing this after an adjustment has been made will result in the new setting being saved and the Shift Light exiting Configuration Mode and ready for normal use.
3. Press and hold the pushbutton for **4** seconds. Doing this will move Configuration Mode onto the next Configuration Menu while also saving any adjustment made.

CONFIGURATION MENUS

Configuration 1 - LED Brightness Level:

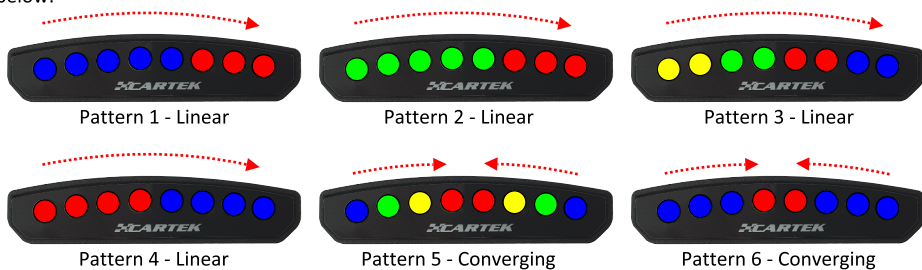
On entering Configuration Menu 1, the LEDs will display the current selected Shift Light pattern at the current level of brightness. Subsequent quick presses of the pushbutton will cycle through the 4 levels of brightness available.

Once the preferred brightness has been selected then refer back to **Note 1** to either exit Configuration Mode or move onto the next Configuration Menu.

CONFIGURATION CONTINUED

Configuration 2 - Shift Light Pattern:

On entering Configuration Menu 2, the LEDs will demonstrate the current selected Shift Light pattern. Subsequent quick presses of the pushbutton will cycle through each of the 6 available Shift Light Patterns below:



Once you have chosen your Shift Light Pattern then refer back to **Note 1** to either exit configuration or move onto the next Configuration Menu.

Configuration 3 - Pulses per Rev:

On entering Configuration Menu 3, the LEDs will display the current number of Pulses per Rev (sparks per crankshaft revolution) by illuminating Yellow LEDs, e.g. 2 Yellow LEDs = 2 Pulses per Rev. This value can be set from 1 to 8, so almost all engine configurations are catered for, e.g. a typical 4 cylinder, 4-stroke engine creates 2 pulses per crankshaft revolution. 2 Pulses per Rev is the default value, and many ECUs use this ratio irrespective of the number of cylinders.

Subsequent quick presses of the pushbutton will increment the Pulses per Rev value.

Once you have selected the correct Pulses per Rev value then refer back to **Note 1** to either exit Configuration Mode or move onto the next Configuration Menu.



CONFIGURATION CONTINUED

Configuration 4 - Shift Light Pattern START RPM:

There are two methods available for setting the Shift Light Pattern start RPM. This can be done by either using the pushbutton to enter an exact required RPM value, or running the engine at half the required engine speed.

4.1) Shift Light Pattern start RPM using the pushbutton (Engine must be stationary)

Firstly, consider the actual engine speed (RPM) that you wish the display to start. This RPM value will be entered as separate numbers, i.e. 10,000, 1,000, 100 and 10. Any RPM value can be entered up to 19,990 RPM in steps of 10 RPM. Perhaps write the required speed onto a piece of paper, e.g. 5,500 RPM = 0550.

On entering Configuration 4 when the engine is stationary, the display will show one Red LED followed by 3 Green LEDs on the **left** side of the display. This will be displaying the current 10,000RPM setting. Static, (no flashing) will represent 0x 10,000, 1 flash will represent 1x 10,000, etc. Quick presses of the pushbutton will allow the value to be adjusted, however, only two values are available, 0x 10,000 and 1x 10,000.

Pressing and holding the pushbutton for a minimum of 4 seconds will cause the configuration to move onto the next RPM factor, 1,000RPM. This value can be adjusted with quick presses of the pushbutton which will result in the value incrementing, e.g. static, (no flashing) will represent 0x 1,000, 9 flashes will represent 9x 1,000 (9,000).

Pressing and holding the pushbutton again for a minimum of 4 seconds will cause the configuration to move onto the next RPM factor, 100RPM. This value can also be adjusted with quick presses of the pushbutton which will result in the value incrementing.

Pressing and holding the pushbutton again for a minimum of 4 seconds will cause the configuration to move onto the last RPM factor, 10RPM. This value can similarly be adjusted with quick presses of the pushbutton which will result in the value incrementing.

If you now want to set the Higher RPM Limit hold down the push button for a minimum of 4 seconds until you move onto the next Configuration Menu (5) as shown by 5 White LEDs, or to exit the Configuration Menu refer back to **Note 1**.





CONFIGURATION CONTINUED

4.2) Shift Light Pattern START RPM using tachometer (**Engine must be running**)

This method of setting the display sequence **start** RPM will require the engine to be run at half the preferred speed. This means the engine does not need to be driven at high RPM but make sure the engine is up to normal running temperature before commencing this procedure.

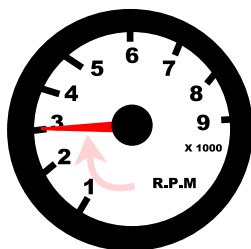
To indicate that the Shift Light is waiting to measure and store the engine speed for the pattern **start** RPM, the four LEDs on the **left** side will flash Green. At this point the driver needs to hold the engine speed at **half** the required RPM. When the driver is satisfied that the engine is running at half of the required speed, the pushbutton should be quickly pressed. The Shift Light will measure the engine speed, double it, and store it in memory as the Shift Light Pattern **start** RPM value. This will be acknowledged by the four LEDs changing to Red.

Note:

If the 4 LEDs on the left side do not flash while the engine is running, or a pattern as described in 4.1 is seen, then this would suggest that the Blue RPM Input wire has not been connected to a suitable RPM signal.

Example:

For 6,000 RPM to be stored, hold engine speed at 3,000RPM.



Raise and hold revs to half of required speed.



Press pushbutton on rear whilst holding revs.



Shift light start sequence RPM now stored.

If you now want to set the Higher RPM Limit hold down the push button for a minimum of 4 seconds until you move onto the next Configuration Menu (5) as shown by 5 White LEDs, or to exit the Configuration Menu refer back to **Note 1**.

CONFIGURATION CONTINUED

Configuration 5 - Shift Light Pattern END RPM:

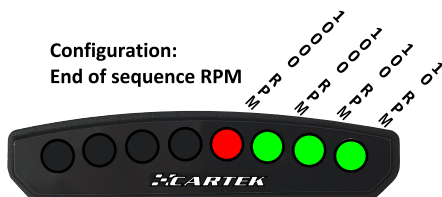
As with Configuration 4, the same two methods are available for setting the Shift Light Pattern end RPM: Entering the specific engine speed value using the rear pushbutton, or running the engine at half the required engine speed.

5.1) Shift Light Pattern end RPM using the pushbutton (Engine must be stationary)

This procedure is identical to Menu 4.1 but the LEDs are now displayed on the **right** side of the Shift Light. Follow the same instructions as Configuration Menu 4.1 to check or adjust the end RPM value.

Configuration:

End of sequence RPM



Example:

End of sequence = 10,500 RPM

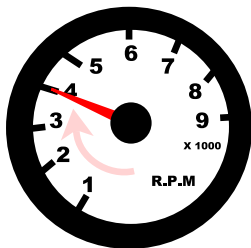


5.2) Shift Light Pattern END RPM using tachometer (Engine must be running)

This procedure is identical to Menu 4.2 but the LEDs are now displayed on the **right** side of the Shift Light. Follow the same instructions as Configuration Menu 4.2 to set the end RPM value by running the engine.

Example:

End of sequence = 4000 RPM (8000 RPM will be stored)



Raise and hold revs to half of required speed.



Press pushbutton on rear whilst holding revs.



Shift light end sequence RPM now stored.



CONFIGURATION CONTINUED

Configuration 6 - RPM Signal Input Filtering:

There is a choice of two filters for the input RPM signal:

Filter 1 is suited to clean, electronic / ECU RPM signals and suits modern, high revving engines.

Filter 2 is suited to RPM signals taken from the negative side of the ignition coil which can be electrically noisy and is especially suited to older, lower revving engines and historic cars with contact breaker style ignition systems.

On entering Configuration Menu 6, the LEDs will display the current selected filter by illuminating Blue LEDs, i.e. 1 Blue LED = Filter 1, 2 Blue LEDs = Filter 2. Subsequent quick presses of the pushbutton will toggle between the two filter choices.

Factory Reset

If required, it is possible to reset the unit to original factory/default settings. To do this, switch power OFF to the unit then, while pressing and holding the pushbutton, switch power back ON.

The outer LEDs will display Blue. Continue to hold the pushbutton until the outer LEDs begin flashing, which will indicate that the default settings have been restored. The pushbutton can now be released.

Factory/default settings:

- 1 - LED Brightness Level: 4 (Maximum)**
- 2 - LED Shift Light Pattern: 1 (Blue + Red display)**
- 3 - Pulses per Rev: 2 (Two sparks per crankshaft revolution)**
- 4 - Shift Light Pattern start RPM: 2,200 RPM**
- 5 - Shift Light Pattern end RPM: 8,200 RPM**
- 6 - RPM Signal Input Filtering: 1 (Minimal filtering)**

Alarm Input

The Shift Light is also equipped with an alarm input connection. This can be used to alert the driver of a problem with the car such as engine over-heating or oil pressure loss.

The input is a simple 0v switched input. This means that to activate the alarm, the Yellow wire must connect to GND perhaps by a thermo-switch, pressure-switch, relay or Open-Collector transistor switch. On detecting an alarm signal on the Yellow wire, all 8 LEDs will flash Orange and will continue to do so until the signal is released.

MOTORSPORT IS DANGEROUS.

**THIS PRODUCT IS DESIGNED FOR MOTORSPORT USE ONLY AND SHOULD NOT
BE USED ON ROAD/STREET VEHICLES OR ON PUBLIC HIGHWAYS.**

**NO WARRANTY IS MADE OR IMPLIED REGARDING ANY CARTEK PRODUCTS TO
PROTECT USERS FROM INJURY OR DEATH.**

USER ASSUMES ALL RISKS.