



HM OEM Replacement Shifter/Auto Blipper

User Guide

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Overview

The quickshifter/blipper sensor supplied as OEM as standard on the latest motorcycles are a simple switch with a spring.

This type of shifter has already shown to be unreliable and lacks feel for positive upshifts and downshifts.

Using advanced strain gauge technology, our sensor fixes the issues experienced with the standard unit. With no moving parts (unlike standard switch) there is no mechanism to fail. Fully adjustable for sensitivity - plug and play fitment.

Fitment is suitable for road and race (standard or reverse direction) and fits both standard and aftermarket rearsets.

Note: Only available for models with up and down shifting as standard.

Installation

As with any new technology, you must read and follow all set-up and usage instructions in the applicable user guide enclosed or provided electronically. If you fail to do so, this product may not function properly and you may not get results advertised. While HM Quickshifter has made every effort at the time of publication to ensure the accuracy of the information provided herein, such information is subject to change without notice. Note: All these instructions are correct at time of print. However since motorcycles are frequently modified, it is highly recommended that you refer to our website: <http://www.hmquickshifter.com/download> for any updates.

Installing the Sensor

Remove the standard linkage arm, making a note of the position of the shift lever. Now fit together the STRAIN GAUGE with an HM Linkage Kit (available separately) to achieve the same overall length as the standard linkage.

Re-install the shift linkage making sure that the STRAIN GAUGE and the cable exiting the STRAIN GAUGE will not foul the gear lever or any other mechanism.

It is preferred to fit the STRAIN GAUGE nearest the gearbox.

Important Points:

1. The Sensor and Shift rod must be free on the rose joints. This means that you should be able to rotate the sensor and linkage rod at least a small amount on the rose joints.
2. The sensor and linkage rod must not hit or foul anything. Move the lever through its entire range of travel and make sure that the sensor and linkage rod are free to move without touching anything or straining the attached cable.

Setting up your Quickshifter/Autoblipper

Once you have plugged your unit into the OEM quickshifter port you are on your way.

All Kill times and strategies are controlled by the motorcycle's ECU.

If you need to make any sensitivity adjustment this can be done via the LCD display.

To enter Setup Mode:

1. Switch motorcycle off so that the HM OEM Replacement Quickshifter/Auto Blipper is turned off.
2. Press and hold the shift lever in either direction and switch the motorcycle on so that the HM Unit is powered up. The display will count down: 5-4-3-2-1-0.
3. Release the shift lever when the LCD displays 0.

Screen should now be flashing.

The HM Unit is now in SETUP MODE.

Road or Race Shift

The HM Unit's LCD will now be displaying: **C** or **E**. The characters will be flashing.

If your bike is in compression set up (Push)

C means voltage low

E means voltage high

If you have extension set up (Pull)**C** means voltage high**E** means voltage low

Look at your shift linkage and determine if it needs to be compressed or extended to perform an up-shift. To change to the setting, simply press and release the shift lever in either direction.

Press the Lever and hold to move to next screen.

Sensitivity

The sensitivity is how much force needs to be applied to the gear lever before a quickshifter is initiated. The HIGHER the number, the MORE sensitive the quickshifter will be. The LOWER the number, the more pre-loading will be placed on the shift drum before the shift (ignition cut) is performed. **Lower sensitivity settings generally promote smoother and faster shifts.**

The display will flash the sensitivity setting between 5% and 100% in 5% increments and will look like this:



To change sensitivity, simply press and release the shift lever. To change the value to a higher sensitivity, press the shift lever so that it COMPRESSES the shift linkage. To change it to a lower sensitivity, press the shift lever so that it EXTENDS the shift linkage.

WARNING: If a very sensitive setting is selected, there is a risk of false neutrals or missed gears. Try and choose a setting that requires normal force to the shift lever (similar to the amount of force that would be required without the quickshifter).

Calibration

The HM OEM Replacement Quickshifter/Auto Blipper does require calibration, but this is fully automatic. A calibration is performed immediately upon power up, and the shifter re-calibrates itself continuously during operation. If there was a significant change since power off, such as might be caused by a significant temperature change, the display will briefly display "CA" while the shifter is re-calibrating, and then proceed to the normal operation display once re-calibration is complete.

Operation

Once the installation is complete and the HM OEM Replacement Quickshifter/Auto Blipper operation is confirmed, you are ready to enjoy limitless quickshifting. Once the clutch is fully released in 1st gear, use of the clutch is optional thereafter while up-shifting. You will achieve the best performance by shifting using a firm, assertive motion with the shift lever. Lower sensitivity settings tend to help achieve this. The HM OEM Replacement Quickshifter/Auto Blipper will only initiate an ignition cut once per quickshift/blip. The shift lever must be released before another quickshift/blip will be initiated.

NOTE:

BMW OEM Blipper shifters when unplugged and re installed, will need to re learn the gear ratios via the ECU.

This is the same when you fit the HM OEM Replacement Quickshifter/Auto Blipper.

You will need to contact a BMW dealer to assist you.