

# SHIFT SENSOR

For use with PCV

**COMPATIBLE WITH:** 4-115/4-116/4-128/4-129/4-130

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**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

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# INSTALL FOR PRESSURE STYLE SENSOR

Loosen lock nuts from stock shift rod and remove rod from the motorcycle.

You will need to shorten your stock shift rod about 55mm or use the optional shift rods from Dynojet to install this style shifter. Check the website for specific applications. It will be necessary to use the original lock nuts from the stock shift rod during installation.

The Dynojet sensor uses 6mm right hand threads on both ends. Thread the sensor into the stock shift knuckle or gear lever rod end (depending on application). Now, thread the new shift rod into the opposite end of the sensor and other original attachment point.

Note: on some applications it may be necessary to move the knuckle on the shift shaft forward one spline to achieve proper clearance

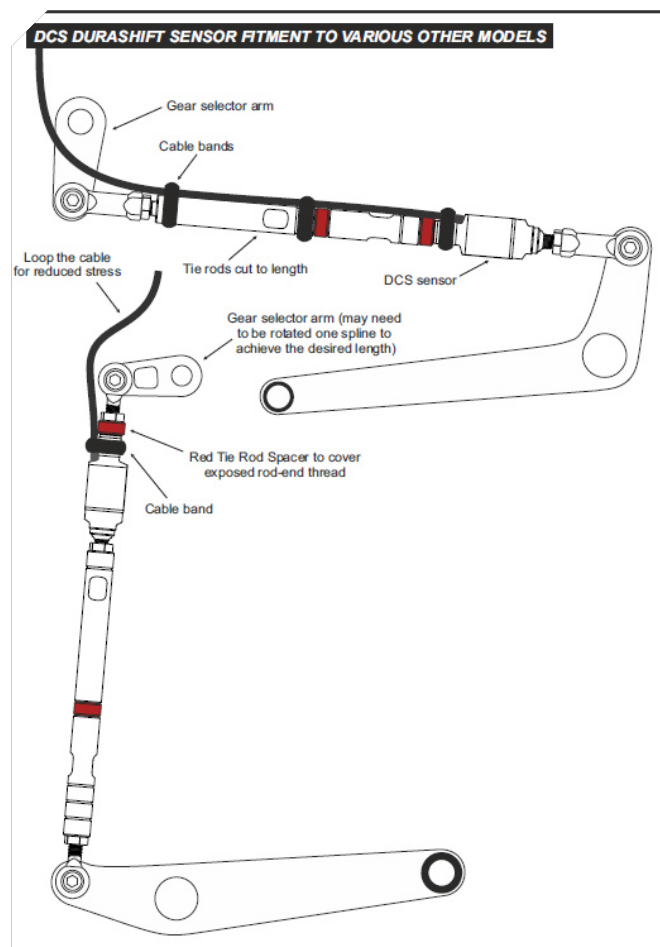
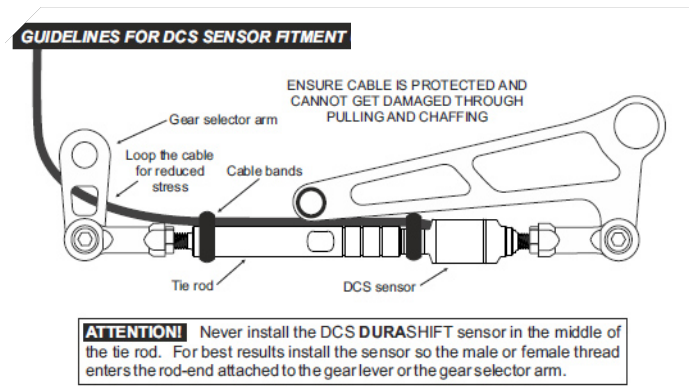
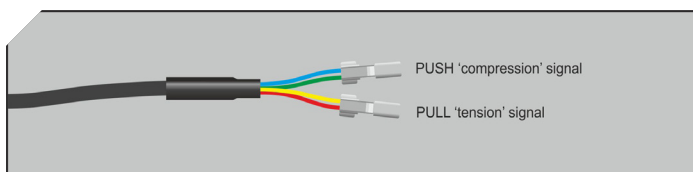
For best performance it is advised to keep as close to 90 degree angles at both ends of the attachment points as possible.

Adjust the gear lever position as necessary by threading the shift rod in and out. Tighten lock nuts after lever adjustment is made.

The DCS sensor can operate in either a PUSH or PULL direction by connecting the corresponding connector.

GREEN/BLUE wires = PUSH

RED/YEL wires = PULL



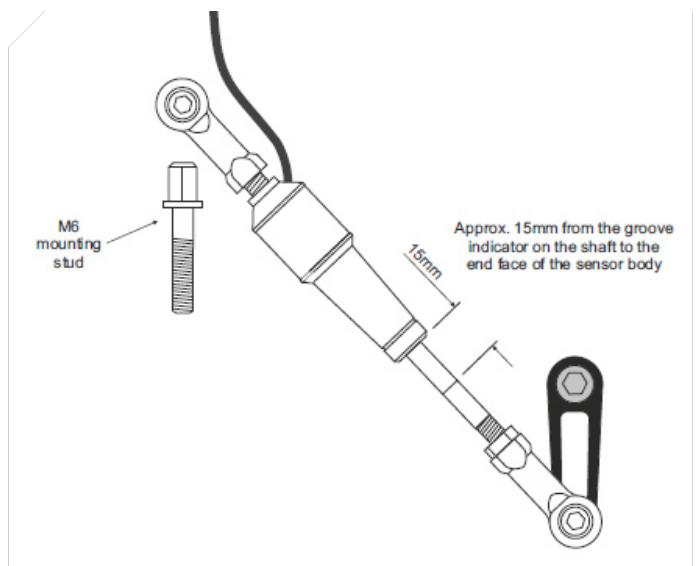
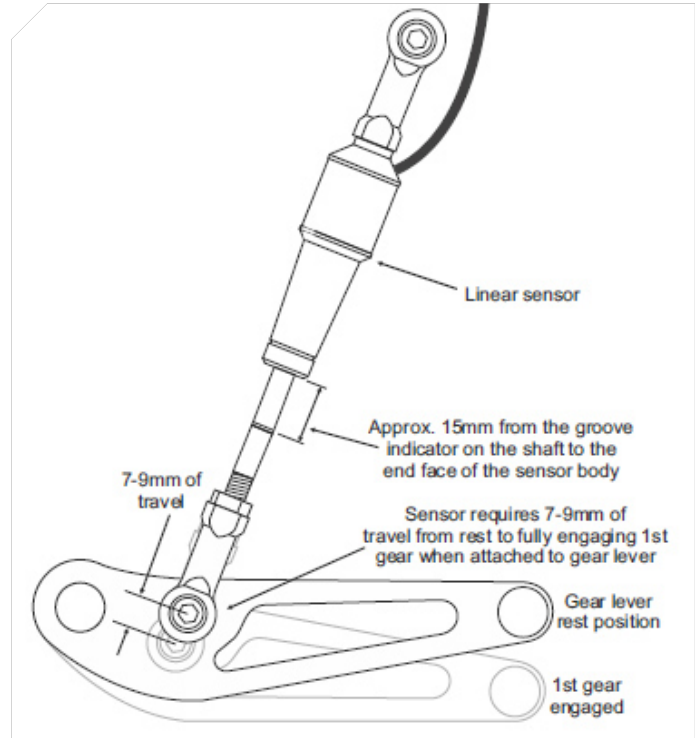
# INSTALLATION FOR LINEAR SENSOR

Attach the rod end of the sensor to the gear lever mechanism as shown in the example. This requires drilling and tapping of the lever itself in most cases. Use the supplied universal fitting kit to aid with installation. Ensure that the rod end is attached to the gear lever at a point which travels through a distance of between 7.0 mm - 9.0mm from rest to fully engaging 1st gear. Incorrect placement of the sensor will result in it becoming mechanically bound. Ensure that 1st gear actually engages by rotating the rear wheel when checking for total gear lever travel.

Attach the opposite end of the sensor to the chassis/frame as shown in the example. Use either the sensor plate and matching oval adhesive gasket or the aluminum bracket for attaching the sensor plate to the chassis/frame. When using the adhesive mounting plate make sure to clean the attachment area with alcohol prior to installation. With a hair dryer (or similar device), warm the area where the mounting plate is to be installed to help in achieving a proper bonding of the plate. Use the spacer fitting kit as required. If it is not practical to use the adhesive mounting plate you can drill and tap the available mounting area.

There must be approximately 15.0mm from the body of the sensor to the groove on the shaft showing prior to attaching the body end of the sensor which can be adjusted by turning the sensor shaft in or out of the sensor rod end.

The trigger point of the sensor will be when there is 10mm between the body of the sensor and the groove in the shaft. While stationary select 2nd gear, then by hand move the gear lever towards 3rd gear. When you feel the lever meet the rotating drum in readiness for 3rd gear selection, approximately 1-2mm of travel hold the gear lever still in this position. Now rotate the shaft of the sensor in or out of the rod end accordingly so that there is 10mm between the groove and body of the sensor. Tighten the rod end locknuts and re-check your settings.



**PUSH THE LIMIT.**

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