

# Q5X MODULE

## INSTALLATION GUIDE

Universal - spade terminals

### PARTS LIST

# 4-124

- |                      |               |
|----------------------|---------------|
| 1 Q5X MODULE         | 1 SCREWDRIVER |
| 1 BRAKE LOCKOUT WIRE | 2 DECALS      |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**



# PRECAUTIONS

Ensure that the ignition supply is switched off at all times unless instructed otherwise within this manual.

When removing or adding electrical cables to the vehicle battery or wiring harness always remove the ground (negative) cable/terminal before the positive cable/terminal. Replace the negative earth cable/terminal last to avoid shorting the electrical system.

When mounting the components ensure that the units are protected from excessive vibration, heat and environmental elements, and that they are securely mounted.

Be careful not to bend or pull the wires exiting the module as this could compromise the weather proofing causing water to enter the module.

When routing electrical cables ensure the cables cannot become trapped or pinched which could result in malfunction and secure with cable ties where necessary.

# FITTING THE CONTROL MODULE

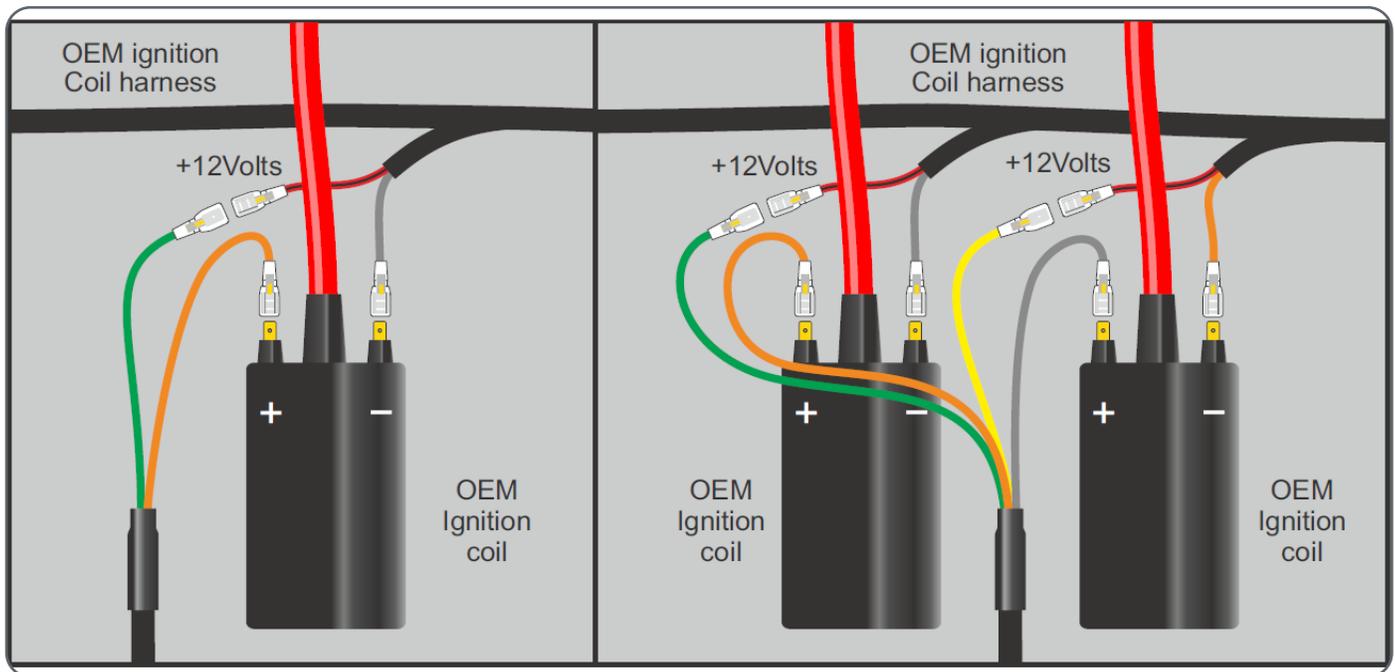
The QSX module should be positioned so it does not exceed an operating temperature of 160°F and must be installed where it is protected from excessive vibration and harsh environmental elements. Under the seat area or passenger seat is an ideal position.

- 1 Locate a suitable flat surface for the control unit to adhere to.

Note: Do not actually fix the control unit into position until you have installed the rest of the components and have routed the relevant cables.

- 2 Once you have completed the rest of the installation you can then finally fix the control unit into position using the supplied Velcro mounting pads.

Make sure you de-grease and warm up the mounting surfaces prior to peeling the backing off of the Velcro pads and securing into position. Cold surfaces result in poor adhesion



# CONNECTING THE HARNESS

1 Route the harness through the vehicle so the connectors from the QSX module end up in close proximity to the ignition coils.

2 One at a time, unplug the original connector on each ignition coil and plug the connectors from the QSX module in-line of the coil and the stock wiring harness.

You will need to do this on each of the ignition coils.

Coil #1 - ORANGE wire of module connects to the coil

Coil #1 - GREEN wire connects to the wiring harness

Coil #2 - GREY wire of module connects to the coil

Coil #2 - YELLOW wire connects to the wiring harness

If only one coil use the ORANGE and GREEN wires. The GREY and YELLOW will not be connected to anything.

3 Connect the BLACK eyelet ring terminal to the negative side of the battery.

4 Plug the quickshifter sensor into the 2 pin connector of the QSX module harness.

If you are using a linear type quickshift sensor you may want to connect the ORANGE 'brake switch lock-out wire' to the +12v source of the rear brake light. This will prevent the engine from stalling when selecting neutral and the bike is stationary.

# TUNING ADJUSTMENTS

It should not be necessary to alter the FACTORY DEFAULT SETTINGS but it may be possible to improve the 'feel' of the QSX System by incrementing and decrementing the BASE SETTINGS to suit a particular rider or vehicle transmission.

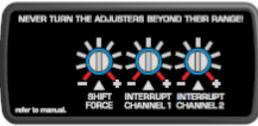
Status LED  
(illuminates only when the sensor is triggered)



Remove the adjuster cover to access the adjusters

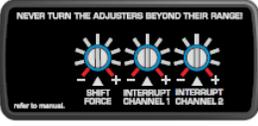


3 x Adjusters



1. Single cylinder engines  
(only use INTERRUPT CHANNEL 1 to adjust the interrupt duration)

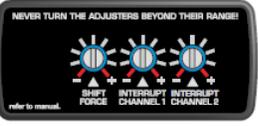


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ONLY USE THESE 2 ADJUSTERS

FACTORY SETTING	
SHIFT FORCE	Centered
INTERRUPT CHANNEL 1	Centered
INTERRUPT CHANNEL 2	Centered (not used)

2. Twin or three cylinder engines  
(only use INTERRUPT CHANNEL 2 to adjust the interrupt duration)

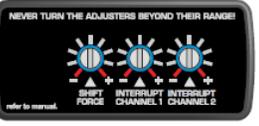


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ONLY USE THESE 2 ADJUSTERS

FACTORY SETTING	
SHIFT FORCE	Centered
INTERRUPT CHANNEL 1	Centered (not used)
INTERRUPT CHANNEL 2	Centered

3. Four cylinder engines  
(only use INTERRUPT CHANNEL 2 to adjust the interrupt duration)



↑ ↑

ONLY USE THESE 2 ADJUSTERS

FACTORY SETTING	
SHIFT FORCE	Centered
INTERRUPT CHANNEL 1	Centered (not used)
INTERRUPT CHANNEL 2	Centered

Shift force: The feel of the sensor shift force is a personal preference. We suggest you start off with the middle shift force setting and then increase/decrease the shift force to the desired level. This adjustment will make it feel as if you need to apply more or less pressure to the shift lever.

Interrupt duration: This adjustment will increase or decrease the actual interrupt duration time. If the duration is too short then the shift will feel abrupt or snappy. If the duration is too long then it may bog or fall on its face when the shift happens.

Make sure to use the supplied screwdriver for making any adjustments to the module. The adjusters can strip easily so use light force and never turn past their usable range.

In some cases if the interrupt duration is set too long the ECU can trigger a FI light. If this happens try reducing the interrupt time until the problem goes away.

**PUSH THE LIMIT.**

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