

Installation Instructions

(S2000 owners - see web site to download S2000-specific instructions)

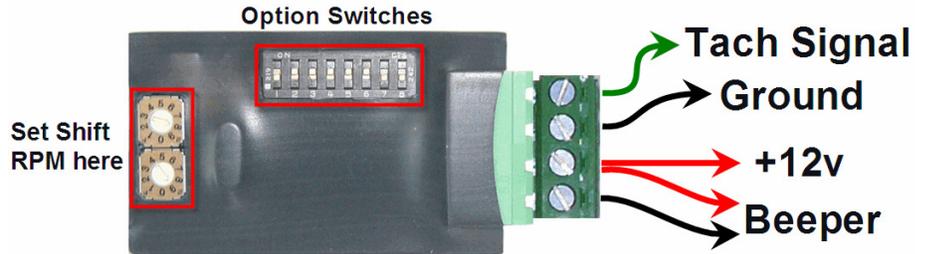
Mounting – Use the supplied Velcro to mount the module under the dash. Do not mount it in the engine compartment. The beeper can be secured to an under-dash wire bundle or support using the included wire ties through the two mounting tabs or it can be screwed to an appropriate support (screws not included).

Wiring – Only 3 connections to the car are needed: +12v, ground, and a tachometer signal

Suggested wire colors:

- Black – Ground
- Red – +12 volts ignition power
- Green – Tachometer signal

Switch Settings –The switches are only “read” on power-up so any changes made while powered won’t take effect until the power is turned off and back on.



Shift RPM - The rotary switches allow you to set the Shift RPM in 100 RPM increments from 3,000 to 12,900 rpm. Adjust the rotary switches so the “arrow” points to the numbers you want. **Note** – settings below 3000 are added to 10,000 to extend the rpm range. For example, 5-5 would be 5500 RPM but 2-5 would be 12,500.

Interval - This setting defines how far apart the “Warning Beeps” are set. For most applications 200 RPM seems to work well but you can experiment and see what you like best. Example – With a “shift rpm” of 7000 and an interval of 200, you will get a warning beep at 6400, 6600, and 6800 rpm, then a steady beep at 7000 Changing the interval to 100 moves the warning beeps to 6700, 6800, and 6900 rpm, but the steady “shift beep” remains at 7000.

Test Mode –Setting switches 1 & 2 ON activates the test mode and causes the beeper to beep once a second at idle rpm (800 rpm). The beeping will speed up as the engine RPM increases so this is an excellent way to verify you have a good tach signal connected to the Shift Beeper module. In Test Mode the beeping should be a consistent regular beep, should never “skip a beat” at any time, and it should always speed up when the rpm increases.

Number of Warning Beeps – Switches 3 and 4 control the number of warning beeps, 1, 2, 3 or none (none still gives the steady “shift beep” at your set RPM). Warning beeps are useful because you can anticipate when redline will occur by the pacing of the beeps. With 3 warning beeps simply count “one, two, three, shift” and you’ll be shifting right at redline.

Cylinders – If you connect the Shift Beeper to a “standard” tachometer signal you will set these switches to the number of cylinders in your engine. Some cars have unusual tach signals, such as the Dodge Viper (10 cylinders) which has a 5-cylinder tach signal. In other cases your car may not have a standard tach signal at all, in which case you can connect to a “coil trigger” wire and set the cylinders to 1, or connect to a “TDC sensor” and set the cylinders to 2.

Interval RPM			Warning Beeps		Cylinders				
Switch# →	1	2	Switch# →	3	4	Switch# →	6	7	8
Test Mode	↑	↑	3 Beeps	↑	↑	1 Cylinder	↑	↑	↑
100 RPM	↑	↓	2 Beeps	↑	↓	2 Cylinders	↑	↑	↓
200 RPM	↓	↑	1 Beep	↓	↑	3 Cylinders	↑	↓	↑
300 RPM	↓	↓	No Beeps	↓	↓	4 Cylinders	↑	↓	↓
						5 Cylinders	↓	↑	↑
						6 Cylinders	↓	↑	↓
						8 Cylinders	↓	↓	↓
						10 Cylinders	↓	↓	↑

↑ = switch ON (up)
↓ = switch OFF (down)

Note - The negative output terminal for the beeper can drive up to 1 amp so you can use a different sounder or a 12 volt lamp or LED light as your shift indicator. Connect the positive and negative terminals of your indicator to the same terminals on the shift beeper module where the beeper normally connects. Just don’t exceed the 1 amp rating!