

handlebar switch. You should then see the red LED on the interrupt module blink. This indicates that the unit is being triggered and the flashing LED gives a visual indication of the duration on interrupt. Start the engine and then try this again, as the interrupt is triggered you will see a momentary dip in revs and you will hear a slight variation in engine note – this indicates that the unit is functioning correctly. If you do not get a flashing orange LED then the unit is not being triggered correctly – please consult the original Kliktronic installation instructions, since your push-button wiring may need modifying.

Back-firing, is something that you may experience on a carbureted machine, unfortunately this is unavoidable since un-burnt fuel will accumulate in the exhaust manifold during interrupt period and ignite once the spark is restored.

The adjustment on the dial gives a timer range of 12milliseconds to 1second – set the dial to the number 1 position which should suit the majority of machines. If you feel that there is unduly long pause between shifts then reduce the kill time very slightly until the shift feels as smooth and seamless as possible - this will be the optimum setting. If you dial in too short a kill time then you will miss gears - the setting up is best done from 2nd gear upwards at around $\frac{3}{4}$ revs.

IMPORTANT

In use you must ensure that you press the up button long enough for the shift to take place, jabbing the button quickly will not result in a faster shift – it will result in a missed gear since the system will be unable to complete its cycle.