

Manual GP SG MX Quickshifter 724-YZ23

2024-01-30, Rev A

This manual is possible to download at www.cordona.net/manuals.

For information and videos check out our Offroad page at
www.cordona.net/products/offroad

1. Application

This kit is plug and play for the new generation Yamaha YZ/WR 250 and 450cc.

Yamaha YZ450F 2023-

Yamaha YZ250F 2024-

Yamaha WR450F 2024

Yamaha WR250F 2024-

2. Product description

This quick shifter system uses an integrated strain gauge sensor in a Cordona developed shift lever to trig the electronic module to cut either ignition or fuel injection when do a upshift. The strain gauge sensor measure resistance which varies with the changes of strain when bending in the aluminium shift lever. This changes in resistance amplifies in the electronic module and with help from a microprocessor and a MOSFET solid state relay, this ultimately creates the possibility to cut the ignition in a perfectly timed fashion and to make full throttle super distinct quick shifts possible.

Full throttle quick shifts can be exploited to ultimately ride faster and make shifts much easier in for example in heavy track conditions, improve gear box life and save some energy for the rider.

With parts developed and manufactured with the highest materials there are available, this system withstands and delivers consistency in the toughest conditions experienced and required in top motocross and enduro competition. All these details put together makes this system:

“The first working quickshifter for MX, Enduro and SuperMoto categories”

Includes

- Cordona 417Evo solid state module
- Cordona 724-CL01 SG shift lever
- Cordona 724-H02 loom
- Installation parts, 3M velcro, cable ties, P-clip, stickers

Features

- Digital switched based ‘Stand-Alone’ quickshifter connected to ignition or fuel injection
- Adjustable kill time and shift force
- Integrated strain gauge – load cell technology in a Cordona MX aluminium shift lever
- Robust design developed for conditions in top level MX and Enduro racing
- Plug and play system
- Optional – analogue output for logging of up and down shift force

The system is developed with the highest quality materials there are available.

- Shift lever and toe piece in high strength aerospace aluminium alloy.
- Sensor cable and loom manufactured with Raychem Spec 55 aerospace quality wires protected with Raychem heat shrink tubes used in various top-level motorsport, aerospace, defence and marine applications.
- Digital electronic switch module with solid state technology.
- Industry strain gauge load cell technology used by Cordona in quickshifter for 15 years.
- The sensor cable design has been verified to withstand up and down movements of more than 180.000 gear shifts.

Technical Specification

- GP SG Digital Switch Solid State quickshifter
- Model specific gear lever with integrated strain gauge/load cell
- Model specific loom connected to ignition (Yamaha YZ/WR) or fuel injection (Honda CRF), switched +12v and battery minus.
- Adjustable kill time 10-99ms.
- Adjustable shift force 1-40kg.
- Configurable closed or open loop.
- Configurable upshift direction.
- Cordona designed gear lever in aerospace quality aluminium alloy.
- Digital switch with solid state technology.
- Plug/play system.
- Waterproof IP68 class electronic module and load cell sensor

Photos to be updated



Cordona Strain Gauge shift lever



Cordona loom



417Evo solid state Quickshifter module

3. Installation guidelines

The most important part of the installation is to get the sensor cable going from backside of the lever to the fixing point with p-clip at the gear box cover, installed in the correct way. The sensor cable needs to be in the correct length, with a loop to allow gear shifts up and down, without too much strain pulling the cable, and not to long loop which also creates an unwanted strain when upshift.

Make sure the installation is properly done with good workmanship in the details. Take care of the cables, don't squeeze the cable ties to hard, avoid the cables touching sharp edges. Install the loom with smooth loops and without strain.

a. Preparations prior the installation

Remove seat, side left and right fairings. Loosen the fuel tank and turn it 180° backwards to get access to the area above engine.

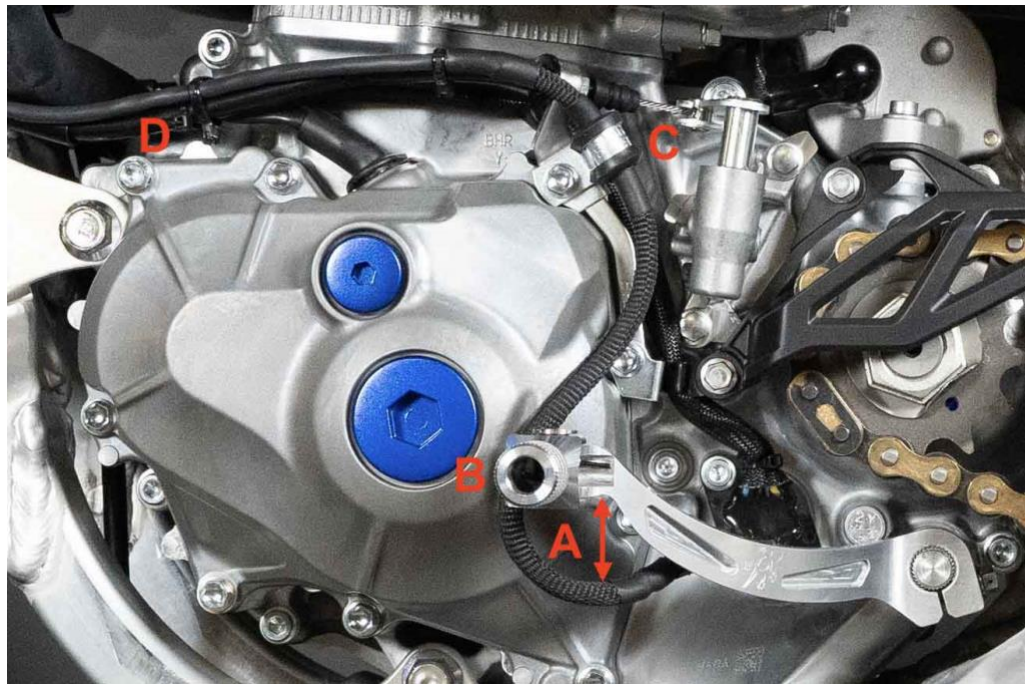
Remove oem gear shift pedal.



b. Strain Gauge shift lever

Position the SG lever at the shift shaft. The Cordona shift lever is slightly offset from the OEM spline position. The shift lever tip measures approx. 9mm higher than the OEM in the 'normal' position.

c. Sensor cable



SG lever and sensor cable

A and B: Sensor cable loop at SG lever

*With the shift lever at neutral position, the sensor cable going out from back of the SG lever **must** go in a loop that allows enough movement when do up and down shifts.*

B. The sensor cable shall be routed behind the front top of lever. Just like as shown on the picture.

C. P-Clip fixing point at engine cover

Use the upper right bolt at left engine cover and mount the included stainless-steel P-clip and fixate the sensor cable.

D. Sensor cable

Follow the clutch cable to route the sensor cable. Use included cable ties.



SG lever and sensor cable

E. Route the sensor cable with a distance from the radiator hose, i.e. slightly below- in front of the clutch cable at this location. **Do not route the sensor cable touching the radiator hose.**

F. Loosen the bolt at the radiator bracket. Route the sensor cable behind the clutch cable to avoid direct contact with the sharp edges at radiator bracket. Fixate the sensor cable with included cable ties as shown in the picture.

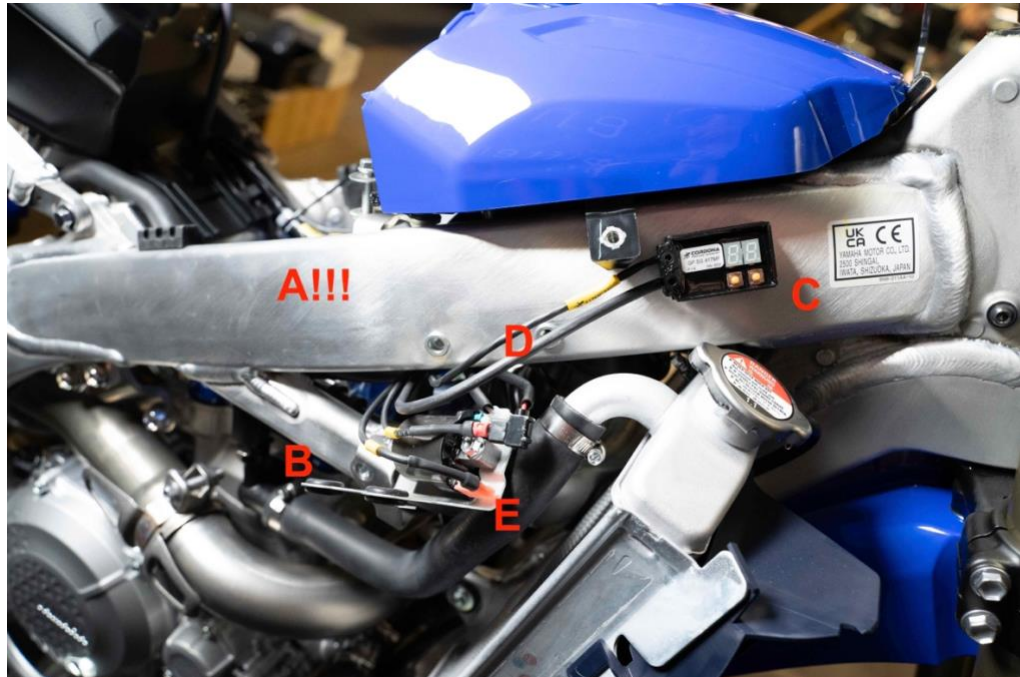


Sensor cable, front connection

G. The connection between the SG lever sensor cable and sensor cable from 417Evo electronic module shall be in the 'V shaped' area where frames joints together to steering head. This will make sure the connectors go free to left front fork in end position.

d. Electronic module/ loom

A !!! As first step disconnect Battery minus before start to disconnect the Coil connector.



Electronic module and coil connections

B. Dismantle the coil bracket from the right frame, angle it out according to the picture to be able to work more easily.

C. Clean the frame at the area where to attach the electronic module with a degreasing agent.

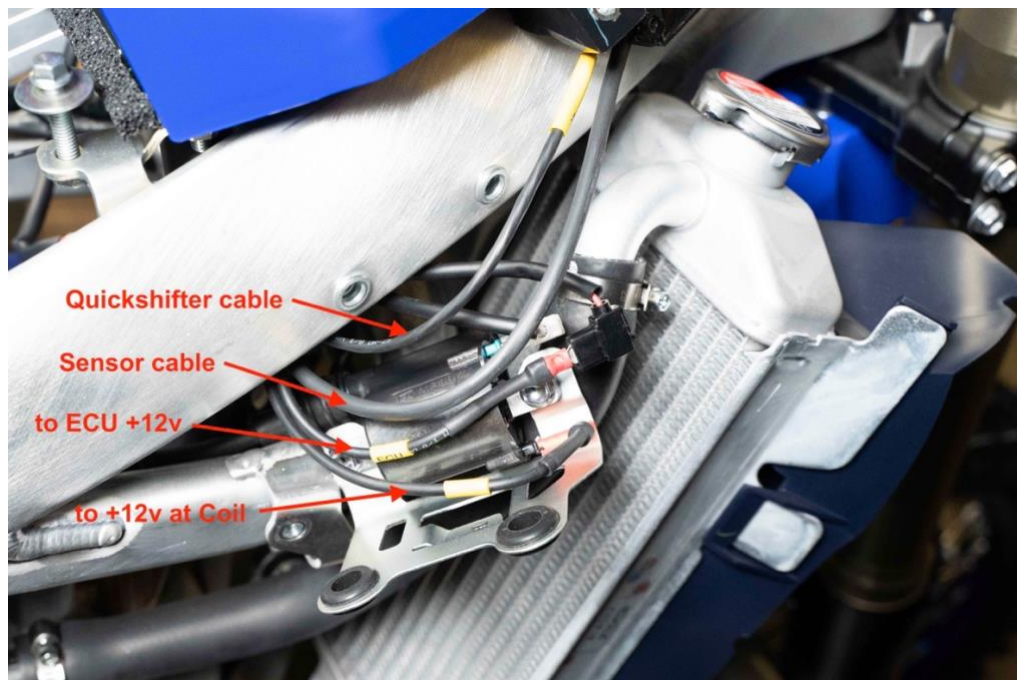
The included 3M velcro shall be attached to the back of the electronic module. Then place the module with attached velcro to the frame location shown at picture.

D. Route the quickshifter cable (with the 4-way white JST connector) and sensor cable (longer cable with a 2-way SuperSeal connector) underneath the frame to inside of engine bay

...**D1 to D4** Lay out the Cordona Loom loosely, connect the white connectors **D2** from module to loom. Route the ECU and Coil wires at **D1** under the frame towards the coil. Lay out the sensor cable **D4** coming from the electronic module towards left front under frame at rectifier/regulator position. Route the loom following the bike main cable rearwards **D3**.



E. Disconnect the +12v source (red wire) going from bike ECU to the coil.
 Connect the 'Coil' wire in Cordona loom with 90° isolated spade connector to the coil.
 Connect the 'ECU' wire with spade connector in Cordona loom to the loose coil wire going to bike ECU.
 Lay out the 4 cables from the module and Cordona loom from coil in the order shown at picture.



Make sure they don't cross each other when mount the coil back at frame.



e. Sensor cable connection from quickshifter module

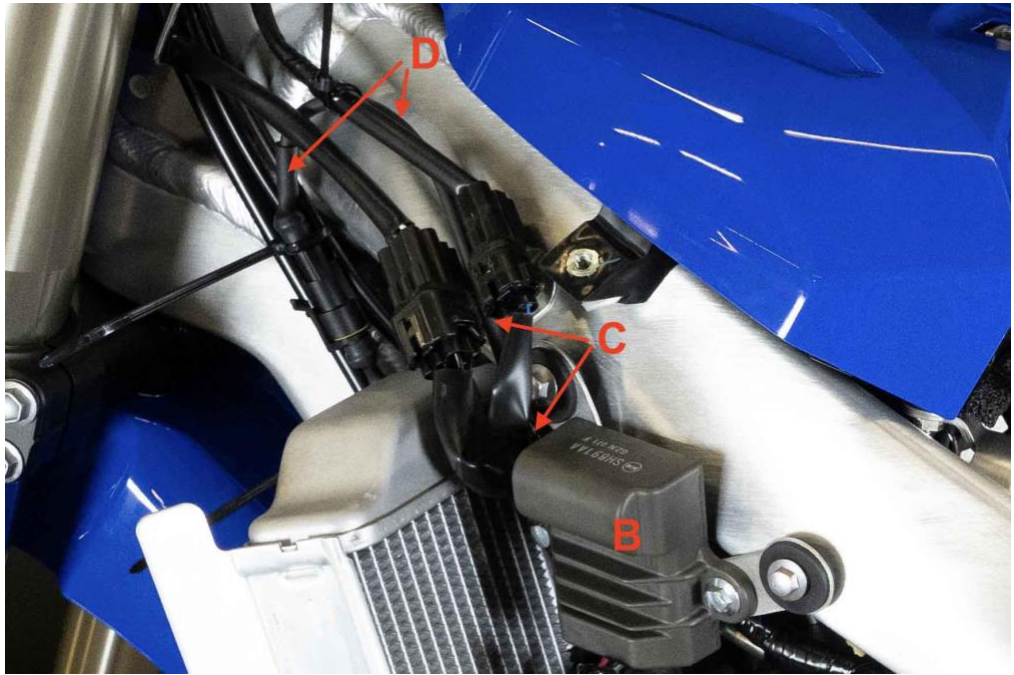
A. Route the sensor cable coming from the quickshifter module shown in picture. Route the cable under the frame at Rectifier/Regulator location.



B. The sensor cable shall go under the Rectifier/Regulator...

C. ...coming out in front of Rectifier/Regulator bracket, route the sensor cable forward between the handlebar switch and start switch couplers.

D. Route the sensor cable under the start switch and handlebar switch cables. Use cable ties to fix the sensor cable. Connect the two sensor cables together.



f. Loom

A. Route the sensor cable, Quickshifter loom and bike main cable together.

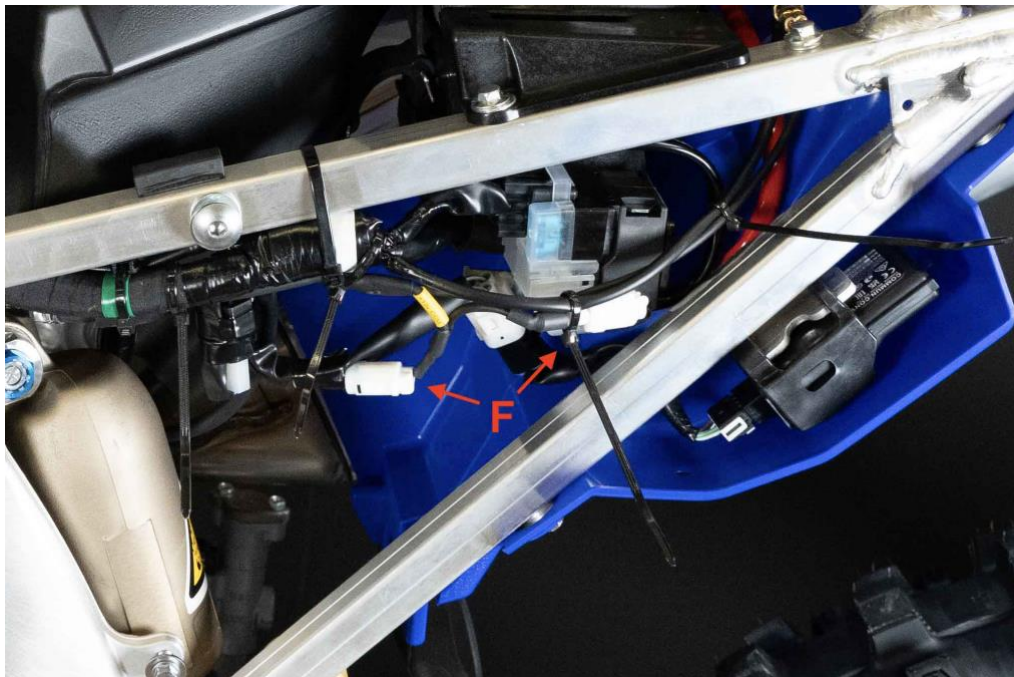
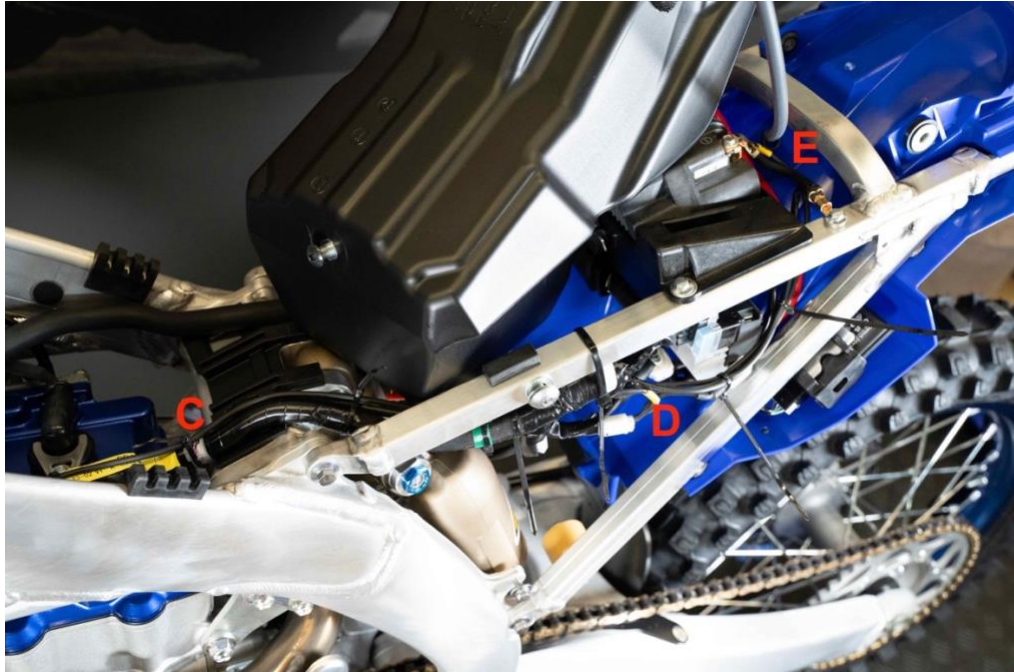
B and C. Lay out the loom rearwards following the main bike cable.



D. Route the loom and connect to bike CCU connectors as shown in picture.
The quickshifter system source switched +12v from the CCU connector in bike main cable.

E. Route the ground cable to battery minus as shown in picture.

Use cable ties to bundle together the Cordona loom with bike main cables.



Loom switched +12v source from bike CCU connectors

g. Finalize and start up

Inspect the installation and make sure all cables and looms are professionally routed and installed at the bike.

Do not forget to tighten the titanium bolt at Cordona SG shift lever.

Reassembly the fuel tank

Connect to battery cable to minus including Cordona loom ground wire.

Do a quick push at bike start button and check the Cordona electronic module show 1.9. shortly. Push left and right button to check the module operates and show the set shift force and kill time.

When the module still has power (bike relay switch power off after 1 minute), check the LED display dot at electronic module, flash when do a manual upshift.

Reinstall everything, fuel tank, fairings, seat etc.

Start up the bike.

Helmet, boots and gloves on... Let's do some quickshifts!!!



4. Settings and adjustments guidelines

This system has fully adjustable kill time and shift force. With its very robust design and load cell/strain gauge technology, integrated in a high strength aluminium shift lever, this system delivers a very distinct and consistent quick shift function during all conditions.

This system comes pre-set with kill time and shift force settings currently used by our test and development rider in enduro and motocross. This will be a good starting point for motocross and enduro, but these settings are optimized for his riding style, bike tuning character and preferences (a strong elite MX rider with a quite hard racing style).

Pre-set values Yamaha YZ/WR

Kill time 30ms Shift force 15kg

Setting examples used during 2023 and winter 2024

Conditions	Used kill time	Used shift force
Hard frozen soil, snow WR450 Spike tires, Enduro	35ms	17kg
Soil/loose gravel, YZ450	29ms	15kg
Sand, soil etc in MX2, YZ250	29-35ms	15-17kg

Recommendations

We strongly recommend that you learn to take advantage of the system's flexibility and setting options to optimize the gear shifts for different track conditions and your driver preferences. Do not be afraid of change and play with different settings and take time to understand the relationship between kill time and shift force and in which riding conditions a setting will work well for you.

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Rider Notes: Kill time and shift force relationship guide

The quickshift shall feel smooth and distinct, almost seamless.

Feedback	Possible cause	Proposal
It is hard to engage next gear	To long kill time	test 5ms longer kill time
You move forward when upshift. It feels the engine almost stalls	To sensitive shift force	test 5ms shorter kill time
It is hard to engage next gear at low speed	To low rpm with too much traction (asphalt)	Increase kill time 5ms in steps
It's hard to for the foot to engage next gear	To hard shift force	Lower shift force 5kg
Shifts in heavy bumps** without rider engage the lever	to sensitive shift force	Test min. 15kg as shift force ** with a smooth track conditions without heavy bumps lower shift force can be used
Smooth track conditions without heavy bumps		lower shift forces possible, no risk for

<p>**If the gear lever is positioned too much upwards on the spline positions, your foot might need more force and move more upwards.</p>		<p>test less shift force or lower the gear lever one click</p>
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a. FW version

When power up the electronic module the led display shows the current FW version '1.9.'



b. Kill time

Show set value:

When electronic module is powered up...

Push left button it shows the kill time value.

Change kill time:

When electronic module is powered up...

Push and hold left button, then push and hold right button at the same time for 3 seconds...

- The LED display starts to flash with the set kill time value.
- Change the value up or down with the right or left button.
- Set the new kill time with push both left and right button at the same time for 3 seconds.

Kill time can be set between 10 and 99ms or with default setting (df) at 150ms.

c. Shift force

Show set value:

When the electronic module is powered up...

Push right button it shows the shift force value.

Change shift force:

When the electronic module is powered up...

Push and hold right button, then push and hold left button at the same time for 3 seconds...

- The LED display starts to flash with the set shift force value.
- Change the value up or down with the right or left button.
- Set the new shift force with push both left and right button at the same time for 3 seconds.

Shift force can be set between 1 and 40 kg.

d. Upshift direction

This system comes with a pre-configured upshift direction for dirt bikes, i.e., movement of gear lever upwards for upshift. However, the upshift direction can be changed if it's used with our 403 strain gauge/load cell sensor for example.

Show the set upshift direction.

When electronic module is powered up...

At the 2nd LED display right bottom corner a small dot will flash when do an upshift.

!!! Do not forget to activate the clutch if the engine is running!!!

Change upshift direction:

Push and hold both buttons.

Power up the electronic module...

Release the right button, then push and hold left button at the same time for 3 seconds...

- The LED display starts to flash with the set shift force value.
- Change the value up or down with the right or left button
- Set the new shift force with push both left and right button at the same time for 3 seconds

e. QS loop settings

This digital switch quickshifter system works with a looped circuit connected to either the bike ignition or fuel injection +12v circuit. When doing a quick shift, the +12v circuit interrupts and stops the engine with the set kill time. This short interruption of torque of the gear box makes it possible to do shift with full throttle instead of using the clutch or 'dip' the throttle when shift.

This system comes with a pre-configured closed loop (t1) setting that opens (= cut +12v circuit to ignition or injector) when shift.

This system can also be set with an open loop (t2) that will close when do an upshift.

t1 means closed loop that opens when shift.

t2 means open loop that close when shift.

Change loop settings t1 / t2

When electronic module is powered up...

Push and hold left button, then push and hold right button at the same time for 6 seconds...

- The LED display starts to flash with the set kill time value after 3 seconds, continue to hold for another 3 seconds and t1 (= closed loop) starts to flash.
- Change the loop setting to t2 (= open loop) and back with the right or left button
- Set the new loop setting with push both left and right button at the same time for 3 seconds

5. Maintenance and fault finding guidelines

Create a routine to check the shift lever and sensor cable after each driving session.

- Always clean the shift lever after each driving session. The shift lever and electronic module withstands high pressure water washing. But avoid washing directly into loom connectors.

- Maintain and lubricate the movable shift lever tip for good operation and make sure it's no dirt in the spring mechanism.
- Inspect for damages at sensor cable. Check with extra care the sensor cable part that are closest to the shift lever.

E1 error code (flashing E1 in LED display) because of damaged strain gauge sensor or sensor cable.

E1 code explained.

- If the electronic circuit going from the electronic module to the shift lever via the cable, into the integrated strain gauge in shift lever, and back to the electronic module.
- If this circuit will be interrupted because of damages or excessive wear, the diagnostic function will measure that the signal is out of spec, the electronic module and LED display will show E1 flashing and quick shifts will not be possible.

Broken or partially broken sensor cable.

- If the sensor cable or integrated strain gauge in shift lever gets damaged and break, it will still be possible to continue to ride. The engine will not stop. But doing quick shifts will not be possible.
The sensor cable needs to be repaired or if not possible, replaced.
- If you experience engine cuts without engage the shift lever, it is possible that the sensor cable is partially damaged but not broken off. This might cause the resistance in the wires increase and get outside the tolerances and make shifts if the sensor cable is moved. If this circumstance happens you can temporarily solve the problem with disconnect the 2-way SuperSeal connectors from Shift Lever sensor cable and from the electronic module.

Preventive measures and Fault finding

The integrated strain gauge sensor and sensor cable can be checked preventive for damages.

Check LED display when moving sensor cable.

When electronic module is powered up...

Move the sensor cable close to the shift lever and check if the LED display, and small dot at electronic module, do not flash.

This LED dot shall only flash when do an upshift with the set shift force.



- Ohm measurement. Disconnect the sensor cables from electronic module and shift lever. Use a Digital Multimeter and the included test terminals and measure at the 2-way SuperSeal FM connector going to shift lever.



When moving the sensor cable close to the shift lever in all directions, measure the resistance between the two terminal sockets in the 2-way connector.
The measure shall be stable at $350.0 \pm 0.8 \Omega$ (ohm) and only move a few tenths of ohm when do shift movement with shift lever.

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