

DIP SWITCHES:

GAIN (Pull Strength)		PULSES PER MILE (PPM)				ENGINE TIMER (Pull Speed)			WAVE	TRANS	SWITCH
1	2	3	4	5	6	7	8	9	10	11	12
OFF	OFF	<Extra Low							OFF	OFF	OFF
		ON	OFF	OFF	OFF	<4000			(Sine)	(Manual)	(Open)
		OFF	ON	OFF	OFF	<6000					
						OFF	OFF	OFF	8 Cyl Low		Slowest
						ON	OFF	OFF	4 Cyl Low		↓
						OFF	ON	OFF	6 Cyl Low		↓
						OFF	OFF	ON	8 Cyl High		↓
						ON	OFF	ON	4 Cyl High		↓
						OFF	ON	ON	6 Cyl High		↓
						ON	ON	ON	4 Cyl Extra High		↓
						ON	ON	OFF	6 Cyl Extra High		Fastest

NOTES:

PPM: Lower has a finer tap-up speed adjustment and higher minimum speed.

ENGINE TIMER:
Start at slowest and increase if pull is not adequate for uphill.

WIRING:

RED & BROWN	12V+ to fused switched relay (15A fuse)
BLACK	Ground - Ring terminal to battery (-)
BLUE	Ground - Ring terminal to battery (-) (if using clutch as Neutral Safety Switch)
VIOLET	Ground via normally closed relay that is triggered by brake switch
LIGHT GRAY	Tap into Yellow speedometer sensor wire
LIGHT GREEN	Neutral Safety Switch (normally open relay that grounds when clutch pulled in)
ORANGE	Outputs ground when cruise control engaged (K75/K100: Tap into Choke Indicator Violet/White wire)
DARK GREEN	DOWN - Blue wire of windscreen switch
YELLOW	UP - Gray wire of windscreen switch
GREEN wire of windscreen switch	12V+ from Switched Power Relay or Green/Brown wire of alarm connector

RELAYS:

Switched Power Relay (NO - Normally Open)

85	Ground
86	Green/Black Wire of Black Nylon Connector In Relay Box (Switched Power - Fuse 1)
30	12V+ Starter Relay Terminal via 15A Fuse
87	Red & Brown Wires To Cruise Control, Green Wire To Windscreen Switch

Brake Light Relay (NC - Normally Closed)

85	Ground
86	Yellow or Gray/Green from Rear Brake Switch
30	Ground
87a	Violet Wire to Cruise Control

Neutral Safety Switch Relay (NO - Normally Open)

85	Ground
86	Black/Green Wire from Clutch Switch (Either Black/Green wire at right combo switch connector)
30	Ground
87	Light Green Wire to Cruise Control