# Tracknite

Sequential shift light, tacho & battery gauge

## introduction

Thank you for choosing Tracknite Shift, our programmable, multifunction, shift light. Shift offers 4 different light sequences and lets you accurately set start, end and flash rpm points. Peak rpm and engine running time are logged and the onboard voltage gauge can warn you of low battery voltage situations.

## important information

- For use on 12V electrical systems only
- Isolate battery before working on electrical system
- Do not connect to High Tension (HT) side of ignition coil
- For off road use only

## installation

Affix the unit using the adhesive pads provided. Note: these pads are intended to be used on hard non-markable surfaces, do not use on delicate paintwork or covered surfaces.

Connect the three wires as follows:

| | | |
|---|---|---|
| Red | +12V | Switched and fused supply |
| Black | Ground | Chassis ground or battery negative |
| Blue | ECU | ECU tacho output, or low side of ignition coil |

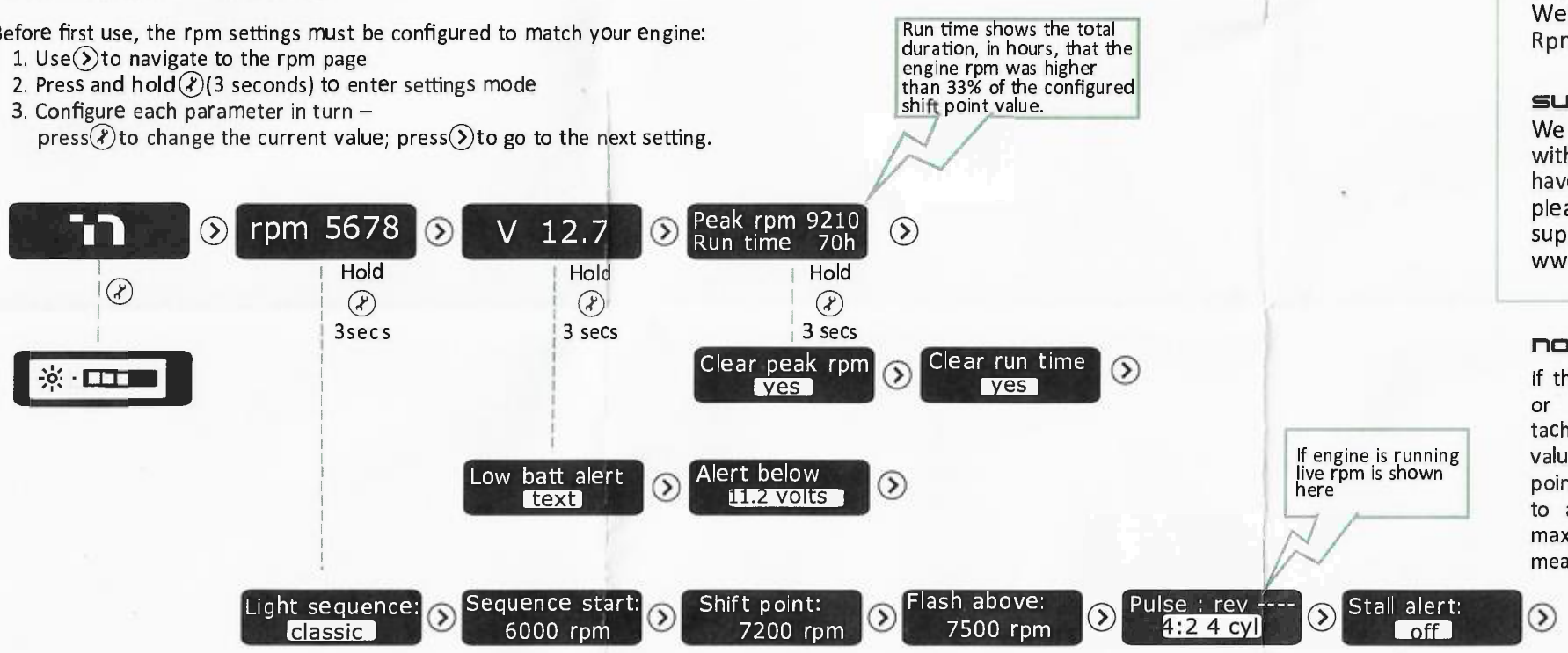
Once installed, turn on the switched supply and check the unit powers on without issue (the LEDs will flash briefly and the display will show the 'home' page).

## initial setup

There are 4 display pages that can be cycled through by pressing ⟩. To access the settings of the current page, press and hold ⟋.

Before first use, the rpm settings must be configured to match your engine:

1. Use ⟩ to navigate to the rpm page
2. Press and hold ⟋ (3 seconds) to enter settings mode
3. Configure each parameter in turn – press ⟋ to change the current value; press ⟩ to go to the next setting.




## specifications

Battery voltage: 8 to 18 volts
Current: 30mA (all LEDs on)
Dimensions: 75x35x15 mm
Weight: 40g (without cables)
Rpm: 20 000 max

## support

We want you to be 100% happy with your Tracknite Shift; if you have any questions or feedback, please contact us at support@tracknite.co.uk or www.tracknite.co.uk

## note

If the shift point is not configured, or configured too low, the tachometer may read incorrect rpm values at the top end. The shift point should always be configured to at least 65% of the absolute maximum engine rpm for reliable measurements.