

MPS Shift Light System

P/N 1-0354-180, 1-0354-360, 1-0354-720



The first thing to do is remove the seat, fuel tank, and possibly the front fairing if equipped. You will need plenty of room to work. Find a convenient spot to mount the control box and secure it with the double-sided tape.

Electrical Connections – You will need to locate a few things on your bike before you start wiring. A good ground, an ignition switched 12 Volt power source, and the ignition coils.

Control Box Wiring – You will need to know what type of ignition system your bike has to get the correct calibration of your MPS Shift System. Most four cylinder motorcycles use either a individual firing system or a waste spark system. Waste spark is by far the most common. All four cylinder bikes with only two coils use a waste spark system. Late model four cylinder sport bikes use individual coils for each cylinder. These can be either an individual firing system like Hayabusa, GSXR1000, ZX12, or a waste spark system even though they have four individual coils. To find out which system you will need to remove all 4 spark plugs. Plug them into their respective coils and turn the motor over. If cylinder #1 fires with cylinder #4 it is a waste spark system. If they fire separate of each other it is an individual firing system.

Ignition Type	Connection	Calibration
Stock 4 Cylinder Waste Spark	Negative Side Of #1 Coil	360 Degree
Stock 4 Cylinder Individual Firing	Negative Side Of #1 Coil	720 Degree
4 Cylinder MSD Ignitions	Tach Terminal	180 Degree
4 Cylinder With Dyna 4000	Tach Lead	180 Degree
Stock Harley Dual Fire	Negative Side Of Coil	360 Degree
Harley Single Fire	Tach Lead	360 Degree
Harley Single Fire	Negative Side Of One Coil	720 Degree

Power, Ground, and Trigger Lead – The red wire is connected to a ignition switched 12 volt power source. This can be the tail light lead or any device that has power when the key is turned on. Do not attach direct to battery! The black wire is connected to a good ground. We prefer the battery negative post. The white wire is the rpm trigger lead and should be connected as determined by the (see table above) type of ignition. The red and yellow wire with the 2-conductor connector connects directly to the shift light. You can shorten the red

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and yellow wires with the 2-conductor connector if necessary. Cut the leads to length and use the 2 connectors provided in the kit.

Operation – The operation of the shift light system once installed is simple. The control box uses standard MSD RPM Modules that plug in to the side of the control box to set the rpm the light will come on. MSD RPM Modules come packaged in 1000 rpm series.

Part Number	Modules Included In Package
2-8748	8000 8200 8400 8600 8800
2-8749	9000 9200 9400 9600 9800
2-8750	10000 10200 10400 10600 10800
2-8751	11000 11200 11400 11600 11800
2-8752	12000 12200 12400 12600 12800
2-8753	13000 13200 13400 13600 13800

If you have any more questions we have a Frequently Asked Questions page at our web site as well as the telephone tech support. Thank you for your purchase of this MPS product. All products sold by MPS are for use at closed course competition events and not for use on public streets or highways.