

SPEED SYSTEM

SINGLE COIL

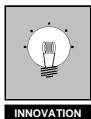
INSTALLATION AND USER INSTRUCTIONS

OMEX TECHNOLOGY SYSTEMS LTD
3 Mackenzie Way
Manor Road
Cheltenham
GLOS GL51 9TX

T: +44 (0)1242 260656 F: +44 (0)1242 578069

Email: info@omextechnology.co.uk

www.omextechnology.co.uk



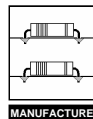
INNOVATION



RESEARCH



DESIGN



MANUFACTURE



QUALITY

e11 72/245 - 95/54 - 1573 - 00
EUROPEAN TYPE APPROVED

VERSION

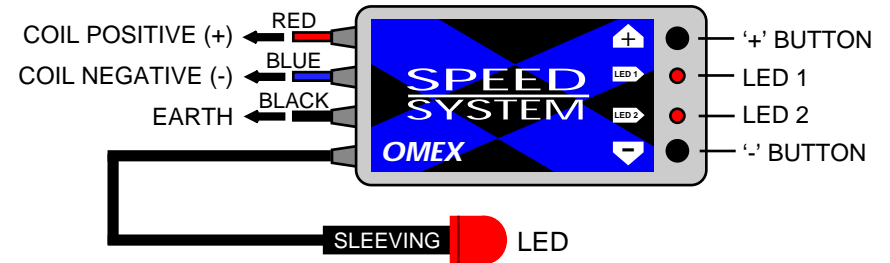
OMEX
PERFORMANCE ELECTRONICS

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SPEED
SYSTEM
SINGLE COIL

Please ensure that you read this manual thoroughly before you install this unit.

The Speed System is suitable for most 4-stroke petrol engines and most ignition types, but not capacitor discharge (CDi) systems or positive earth vehicles. It should only be used to limit engine revs, never a vehicle's road speed.



INSTALLATION

Ensure that the ignition is turned off before starting installation.

The unit is connected to the engine using the attached colour coded wires and the supplied cable connectors.

- BLUE WIRE** Connect this to the coil negative (-) terminal.
- RED WIRE** Connect this to the coil positive (+) terminal. If this is not easily accessible then this wire can be connected to any positive feed that is switched by the ignition switch.
- BLACK WIRE** Connect this wire to any good electrical connection on the car bodywork. A self-tapping screw and spring washer are supplied for this purpose if no bolt heads are within easy reach of the wire. It is essential that a good quality connection is made.

Keep wires clear of hot or rotating parts using the supplied cable ties.

MOUNTING THE LED - Ensure the LED is facing straight towards the driver. Drill a 14mm hole in the dashboard. Poke the LED fully through the hole from behind the dashboard. Clip the bezel on to the LED. Push the bezel and LED assembly back into the hole.

MOUNTING THE UNIT - Remove the backing from the adhesive pad on the back of the unit and mount it to a clean, flat, grease-free surface. **Keep the unit away from hot or exposed areas. Ensure that the unit and all wires are kept as far as possible from the HT parts of the ignition system.**

SETTING UP

The two buttons and LED indicators allow you to set and control all the functions on your Speed System.

SETTING THE NUMBER OF CYLINDERS

During manufacture, the unit is set to four cylinders. To change this, turn the ignition to the 'off' position. Press and hold down the '+' button. Whilst still holding the '+' button, turn the ignition on, **but do not start the engine**. The two LED indicators situated between these buttons will show the cylinder setting (see table below). Let go of the button.

	CYLINDERS			
	4	6	8	2
LED 1	●	●	●	●
LED 2	●	●	●	●

To change the cylinder setting, press and release the '+' button (or '-' button). The number of cylinders will go to the next (or previous) setting. To exit from Set Cylinder mode, turn the ignition off or start the engine.

Changing the number of cylinders automatically resets the rev limit to 6,000 RPM and the shift point to 5,500 RPM (a 500 RPM gap)

SETTING THE REV LIMIT

The Speed System will not let the engine exceed the set rev limit under power. However, a 'soft cut' gradually limits the engine power 200 RPM before the set limit. So if the rev limit is set to 6,000 RPM, the engine begins to lose power at 5,800 RPM. **Remember this when setting the rev limit.**

The rev limit is **set to 6,000 RPM during manufacture**. To prevent accidental change of the rev limit, the unit must be put into 'set rev limit' mode. To do this, turn the ignition on - **but do not start the engine** - then press both buttons. Both LEDs will flash briefly. Release the buttons.



The '+' button will increase the rev limit by 100 RPM each time it is pressed and released. LED 1 will flash to confirm this.



The '-' button will decrease the rev limit by 100 RPM each time it is pressed and released. LED 2 will flash to confirm this.

When the unit reaches its maximum or minimum possible setting, both LEDs will flash. When you have finished, either start your engine (the new setting will be fully operational) or turn off the ignition.

The **Maximum Rev Limit** is 20,000 RPM (4 cylinder), 12,000 RPM (6 cylinder), 10,000 RPM (8 cylinder) and 20,000 RPM (2 cylinder).

The **Minimum Rev Limit** is 1,000 RPM for all number of cylinders.

SETTING THE SHIFT POINT

The shift point is the speed at which the LED lights. It is set relative to the rev limit. During manufacture it is set to 500 RPM below the rev limit. To change this, turn the ignition 'off'; Press the '-' button whilst turning the ignition 'on' - **do not start the engine**; release the button.



The '+' button will increase the interval by 100 RPM each time it is pressed and released. LED 1 will flash to confirm this.



The '-' button will decrease the interval by 100 RPM each time it is pressed and released. LED 2 will flash to confirm this.

The maximum difference between the rev limit and shift point is 2,500 RPM, the minimum is 0 RPM. If the rev limit is changed, the difference remains constant, i.e. if the rev limit is increased by 100 RPM, the shift point also increases by 100 RPM.

RESETTING THE SHIFT POINT - in order to provide a reference point, you may wish to reset the unit back to 6,000 RPM and the shift light / rev limit interval to 500 RPM. To do so, switch the ignition to the 'off' position. Press and hold down both buttons, then turn the ignition on, **but do not start the engine**. Both LEDs will flash twice to show the unit has been reset. Release the buttons and the unit will automatically enter into the 'set rev limit' mode (see above) as you let go of the buttons.

For example - If the rev limit is set to 6,000 RPM and the shift point to 5,500 RPM, and the interval is increased from 500 RPM to 1,000 RPM, the new shift point is 5,000 RPM (i.e. 1,000 RPM less than the rev limit).

CUSTOMER CARE

As part of our commitment to providing the best possible products and aftersales service, we operate a telephone Help line and Warranty Care service. For any queries, just call during office hours or email and we will endeavour to resolve the problem.

WARRANTY

OMEX TECHNOLOGY SYSTEMS LTD (OMEX) warrants that if the whole or any part of the REV LIMITER CLUBMAN is defective as to materials or workmanship, provided that such defect is notified to OMEX as soon as the customer becomes aware and in any event within one year of purchase from OMEX or one of its distributors, OMEX will make good the said defect without charge by repair or, at the discretion of OMEX, by replacement. The warranty does not extend to defects caused wholly or partly by improper use, failure to follow installation or operation instructions, wilful default, act of God, or accident. OMEX will not be held liable for any injury, damage, direct or consequential loss, however caused relating to the OMEX REV LIMITER CLUBMAN.

The Omex product range is European Type Approved and therefore legal for vehicle road use.

Attention. Within the EU, used electrical and electronic equipment should not be mixed with general household waste; it must be treated separately and in accordance with legislation that requires proper treatment, recovery and recycling. Private households may return their used electrical and electronic equipment to designated collection facilities free of charge. If the product is used for business purposes and you want to discard it, small quantities may be taken back by your local collection facilities. Please contact your local authority for further details. Outside of the EU, please contact your local authority for advice.



SPEED SYSTEM

TWIN COIL

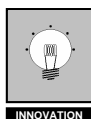
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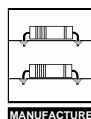
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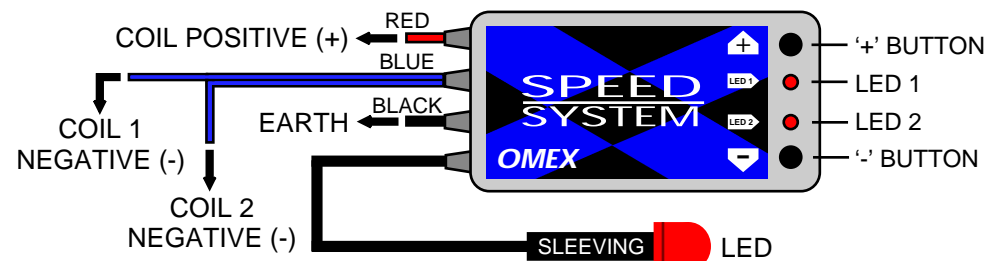
QUALITY

e11 72/245 - 95/54 - 1573 - 00
 EUROPEAN TYPE APPROVED

VERSION 1.0

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INSTALLATION

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The unit is connected to the engine using the attached colour coded wires and the supplied cable connectors.

- BLUE WIRE** Connect this to the coil negative (-) terminal on each coil.
- RED WIRE** Connect this to the coil positive (+) terminal. If this is not easily accessible then this wire can be connected to any positive feed that is switched by the ignition switch.
- BLACK WIRE** Connect this wire to any good electrical connection on the car bodywork. A self-tapping screw and spring washer are supplied for this purpose if no bolt heads are within easy reach of the wire. It is essential that a good quality connection is made.

Keep wires clear of hot or rotating parts using the supplied cable ties.

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Changing the number of cylinders automatically resets the rev limit to 6,000 RPM and the shift point to 5,500 RPM (a 500 RPM gap)

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SETTING THE SHIFT POINT

The shift point is the speed at which the LED lights. It is set relative to the rev limit. During manufacture it is set to 500 RPM below the rev limit. To change this, turn the ignition 'off'. Press the '-' button whilst turning the ignition 'on' - **do not start the engine**. Release the button



The '+' button will increase the interval by 100 RPM each time it is pressed and released. LED 1 will flash to confirm this.



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The maximum difference between the rev limit and shift point is 2,500 RPM, the minimum is 0 RPM. If the rev limit is changed, the difference remains constant, i.e. If the rev limit is increased by 100 RPM, the shift point also increases by 100 RPM.

RESETTING THE SHIFT POINT - in order to provide a reference point, you may wish to reset the unit back to 6,000 RPM and the shift light / rev limit interval to 500 RPM. To do so, switch the ignition to the 'off' position. Press and hold down both buttons, then turn the ignition on, **but do not start the engine**. Both LEDs will flash twice to show the unit has been reset. Release the buttons and the unit will automatically enter into the 'set rev limit' mode.

For example - If the rev limit is set to 6,000 RPM and the shift point to 5,500 RPM, and the interval is increased from 500 RPM to 1,000 RPM, the new shift point is 5,000 RPM (i.e. 1,000

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