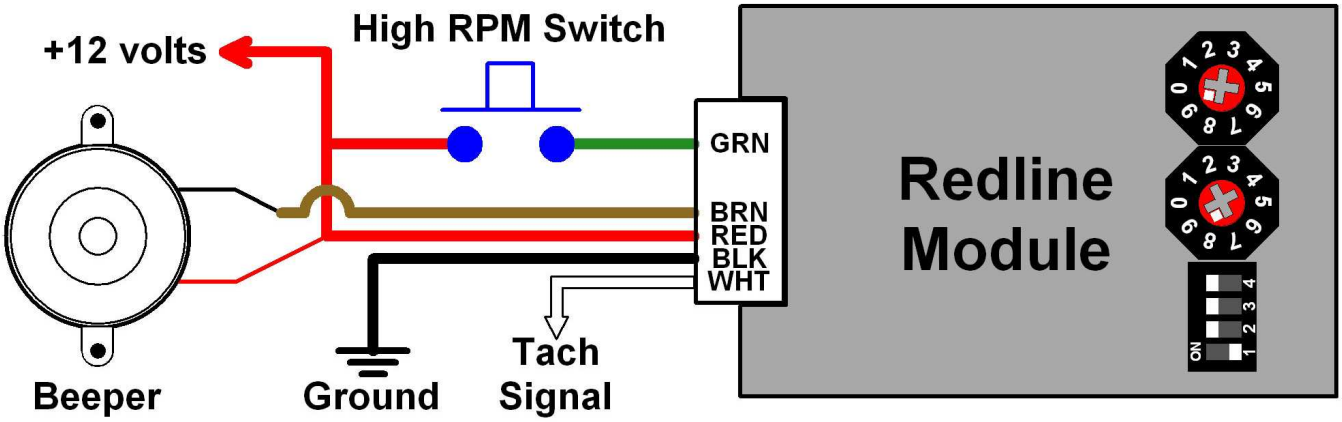
Modifry Products Redline Shift Warning Module

Wiring Diagram

Wiring is relatively simple, with only 4 wires required for operation:

- Black – Ground
- Red – +12 volts accessory or ignition power
- White – Tachometer signal
- Brown – Beeper output

If desired, the High RPM Playback feature (Green wire) can be connected to a switch to allow the playback of the highest RPM recorded by the Redline module. Playback is initiated when the switch is pressed continuously for over 5 seconds. You may use almost any switch, including an existing switch in the car as long as it provides a +12v signal when pressed. Cruise Control switches usually work well because during operation of Cruise Control you would not normally press the switch for more than 5 seconds. If a suitable factory switch is not available you may use a separate switch installed just for this purpose.



Switch Settings

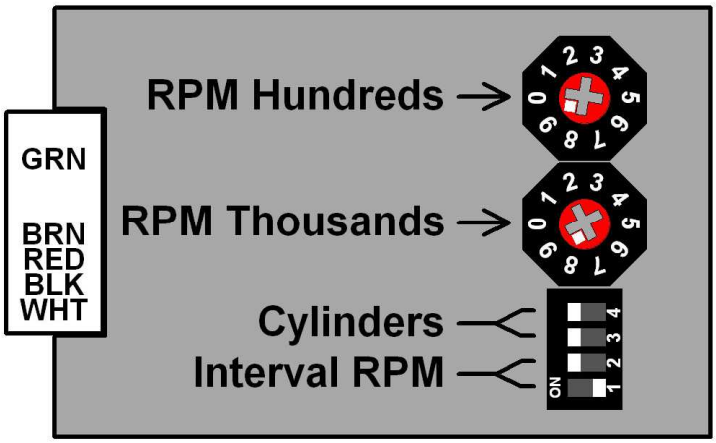
The Redline module uses rotary switches to set the Shift RPM, and for any switch setting between 5-0 and 9-9 the switch setting is the actual RPM. For example, 5-5 would be 5500, 8-9 (shown below) would be 8,900. However, for switch settings between 0-0 and 4-9 you add 10,000 RPM to the switch setting. This extends the range of the Redline module to 14,900 RPM without the need to add another switch. For example, if you wanted a Shift RPM of 10,000, set the switches to 0-0 (zero + 10,000 = 10,000). For a Shift RPM of 12,500 set the switches to 2-5 (2500 + 10,000 = 12,500).

The Interval setting defines how far apart the "Pacing Beeps" are set. For most applications 200 RPM seems to work but you're free to experiment and see what you like best. As shown below, this Redline module is set for an Interval of 200 RPM, 4 cylinders, and a Shift RPM of 8,900. This means the module will give a quick beep at 8300, 8500, and 8700 RPM, followed by a continuous tone at 8900 RPM.

Interval RPM			Cylinders		
Switch # →	1	2	3	4	← Switch #
---	↑	↑	↑	↑	4 Cylinders
100 RPM	↑	↓	↑	↓	6 Cylinders
200 RPM	↓	↑	↓	↑	8 Cylinders
300 RPM	↓	↓	↓	↓	10 Cylinders

↑ = dip switch up (ON)

↓ = dip switch down (OFF)



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Operation

Shift Beeper function

The Shift Beeper provides 3 equally spaced “pacing” beeps, followed by a steady beep to indicate your shift point. The steady beep occurs exactly at your Shift RPM, which is programmed by you on the rotary switches. The pacing beeps occur at intervals of 100, 200 or 300 rpm (again, set with the switches) and occur prior to the Shift RPM. The pacing beeps are equally-spaced so it’s easy to judge when that crucial “4th beep” will occur and time your shift exactly at redline. Simply count “one, two, three, shift” and with a little practice you’ll find yourself comfortably winding every gear to redline while never taking your eyes off the road.

High RPM Memory

The module remembers the highest rpm the engine reaches, and will ‘play it back’ by beeping the sounder. The playback is initiated by pressing a separately wired button (or the Cruise button on an S2000), and can be erased, if you choose, by pressing the same button during playback. The High RPM is retained in memory even if power is disconnected. This function is useful for ‘Dealer Service’ or ‘Valet’ occasions when you want to know how your car has been treated.

To initiate playback – Press and hold the switch for at least 5 seconds until the Redline module starts beeping, then release the switch. It will beep once for each thousand, then pause, then beep once for each hundred. A high RPM of 7200 would play back as “7 beeps, pause, 2 beeps”. The module can also play a short beep to indicate a zero. For example, if the high RPM was 7,000, it would play back “7 beeps, pause, 1 short beep”.

To reset the High RPM – During playback of the high RPM, press and release the switch again. Once the High RPM playback is complete the module will give 4 quick beeps to confirm the high RPM is reset.

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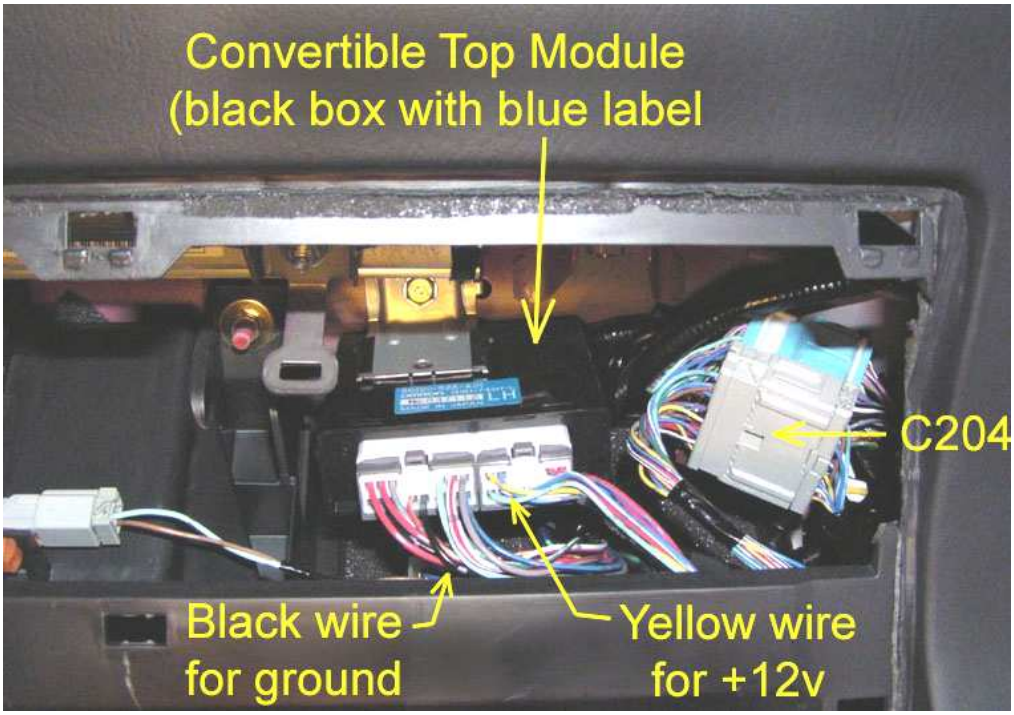
Honda S2000 Installation Instructions

1. Remove the passenger side dash access cover - 6 clips. Photo below shows the back side of the access panel so you can see where the clips are. Take your time if you've never had this panel off before, the clips are tight but will come off with careful pulling and prying and cursing. If you get in a hurry you can crack the panel (more cursing).

   You can reach behind the dash to help pop the clips out, or carefully use a small pry bar to pry the panel out. Slide and wiggle the pry bar into the crack at the top right of the panel, until it's about 3/8" into the crack, and then gently pop the clip loose. Move the pry bar to the center of the panel and repeat. Then do the clip at the top left. Tilt the panel outward to help you locate and pop the bottom clips off.

2. Locate the wires you'll be connecting to by referring to the photo below. You will have to T-tap the Redline wires as described below:
   - **Redline Red wire** - to the yellow wire on the Convertible Top Module (ignition power) and to the beeper red wire.
   - **Redline Black wire** – T-tap into one of the black ground wires on the Convertible Top Module. There are 3 black wires on bottom left of the module: use any one.
   - **Redline White wire** - to the tach signal, blue wire on connector C204, pin 5. I suggest you first locate the brown wire shown in the next photo because it's the only brown wire on this connector, and so is easy to locate. Once you find the brown wire look right below it for the blue tach wire. Make sure you get the correct blue wire. There are several blue wires in this connector, but the wrong ones all have colored stripes, and there's a light blue wire too. The one you want is medium blue with no stripes down the length of the wire, and it's directly next to the only brown wire.
   - **Redline Brown Wire** – (not shown here) connects to the beeper black wire.



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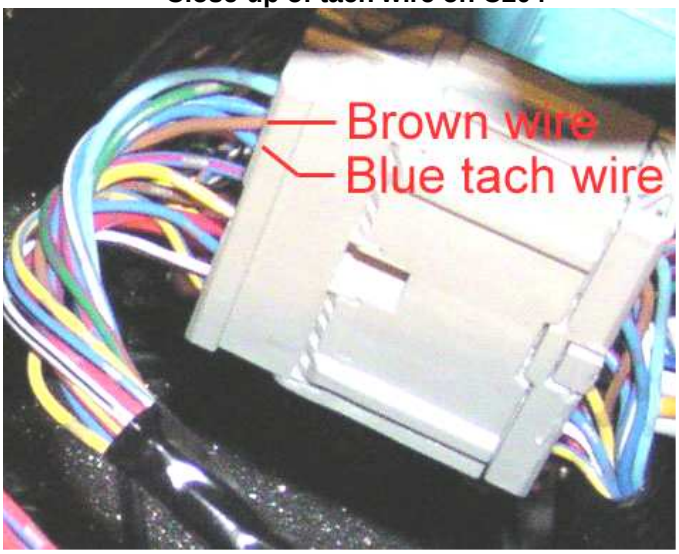
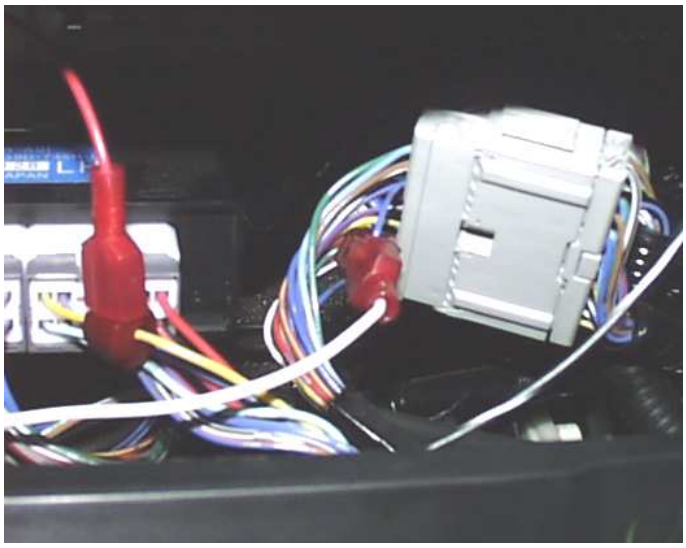
Close-up of tach wire on C204

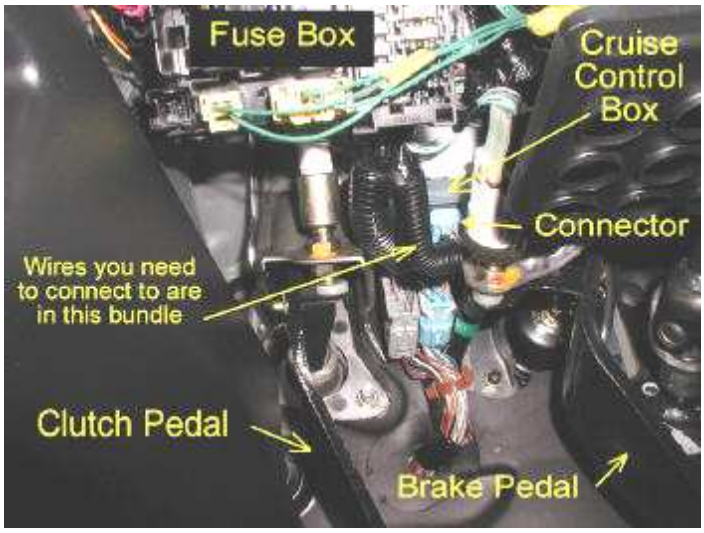


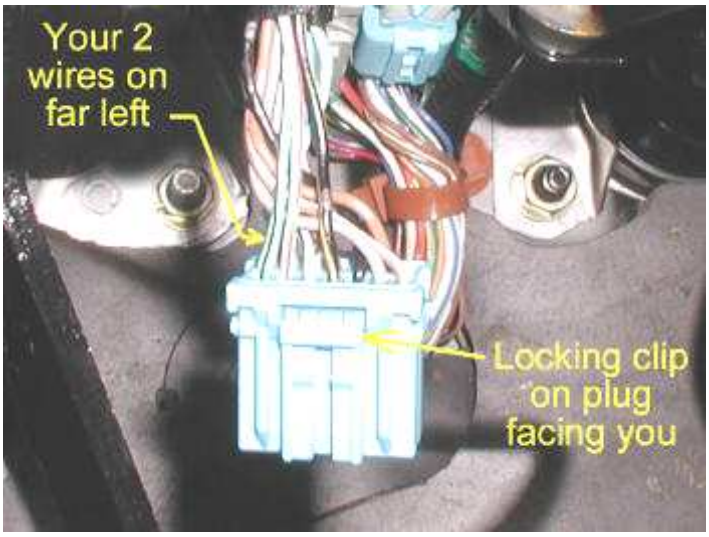
T-taps in place for +12v and tach connections



3. Run the Redline Green wire from behind the passenger dash to under the driver's side dash. You can route the wire above the radio by taping the wire to a stiff piece of wire or a long ty-rap and pushing it through the dash.

4. Locate the Cruise Control module. It's under the driver's dash, between the clutch and brake assemblies, and just forward of the fuse box. It's a metal box about 3" x 3" x 1", and has one blue connector plugged into it from the bottom, right up against the brake light switch. If you look at the photo below, you should be able to find it by looking up under the dash from just in front of the driver's seat.





6. Unplug the connector from the Cruise Control Module, and remove the electrical tape and plastic loom to expose a few inches of the harness. You will need to depress the connector's locking clip in order to unplug the connector. Photo above shows a close-up of the connector with the wires you need to connect to.

7. Connect a T-tap connector to the Cruise Control switch you want to use for High-RPM Playback.
   Resume Switch – T-tap into the light green/black wire.
   Set Switch – T-tap into the light green/red wire.

8. Now, plug the wire harness connector back into the Cruise Control module.