⟨logo⟩ MODIFRY PRODUCTS   Redline Shift Warning Module
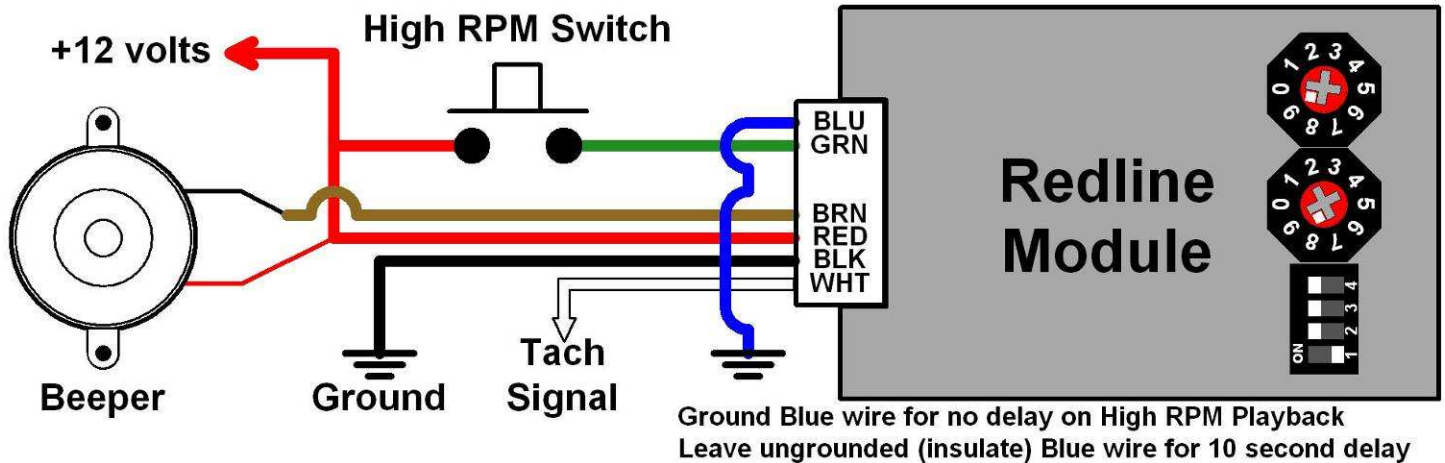
Wiring Diagram

Description of Required Connections

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

+12 volts ← High RPM Switch

BLU
GRN

BRN
RED
BLK
WHT

Redline Module

Beeper   Ground   Tach Signal

Ground Blue wire for no delay on High RPM Playback
Leave ungrounded (insulate) Blue wire for 10 second delay

Optional Connections

Green Wire - High RPM Playback using a Dedicated Switch – Connect to an external switch to allow the playback of the highest RPM recorded by the Redline module (see operation section for more details). The above diagram shows the standard installation using a normally-open momentary switch (spring-loaded push-button) connected to +12v.

Blue Wire - Instant Playback Feature – version 1.8 and above only
When using a dedicated switch for High RPM Playback (as above), connect the blue wire to ground. This eliminates the 10-second delay that is needed when using a factory control for High RPM Playback.

High RPM Playback connected to factory control - (Adaptive Input Feature, version 1.8 and above)

Use this method if you do not want to install a dedicated external switch for High RPM Playback.

In order to make the High RPM Playback even easier to install and use we have added an "Adaptive Input" feature that allows the High RPM Playback wire (green) to be connected to an existing factory control, such as a High Beam "flash to pass" or Cruise Control "Set" or "Resume" button. You may use almost any factory control that has a momentary switch as long as you would not normally press the switch for more than 10 seconds. Almost any switch that provides either a positive or a negative trigger will work. A positive trigger is a switch that provides a positive voltage when the switch is activated. An example could be a "high beam flash" switch that activates the high beam relay by switching +12v to the relay coil. A negative trigger is just the opposite – it provides a ground to the circuit or relay in order to activate it.

The Redline module can use either of these switch types and will automatically configure itself as needed. On power-up, the module waits 5 seconds, and then it senses the voltage on the green wire. If it does not see +12v it configures itself to expect a +12v trigger to activate High RPM Playback. If it does see +12v it will re-configure itself to use a ground trigger. This allows the High RPM Playback feature to be used in almost any vehicle without the need for a separate switch.

To use this feature, locate the wire on your chosen factory control that changes from ground to +12v or from +12v to ground when the switch is pressed. Install a T-tap on this wire and connect it to the Redline module green wire. Also, be sure to leave the Redline blue wire unconnected (insulate it) so the 10 second delay is functional. That way, normal use of the factory control will not start the High RPM Playback; it will only play back if you hold the button for 10 seconds.

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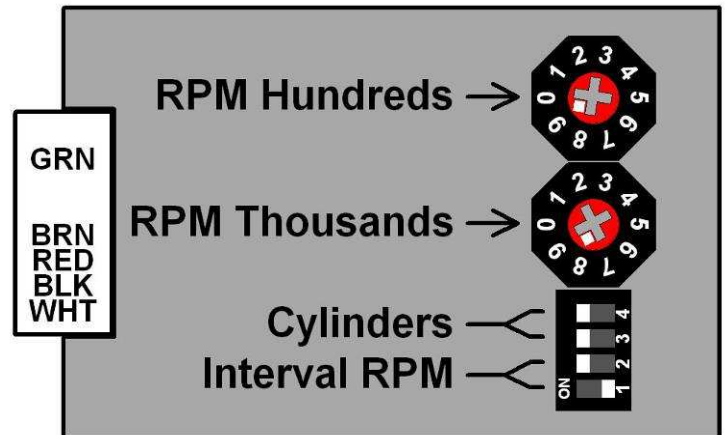## Switch Settings

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)

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 a factory control), and can easily be erased anytime you want. The High RPM is retained in memory virtually forever, 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 release the High RPM Playback switch (or hold it for 10 seconds then release if using a factory control) and the Redline module will begin beeping. Be prepared and start counting the beeps. It will beep once for each thousand RPM, then pause, then beep once for each hundred RPM. A high RPM of 7200 would play back as "7 beeps, pause, 2 beeps". The module will 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 or within 5 seconds of when playback stops, 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. If the engine is not running it will reset to zero (short beep, pause, short beep), otherwise it will immediately capture the current engine RPM for the new High RPM.

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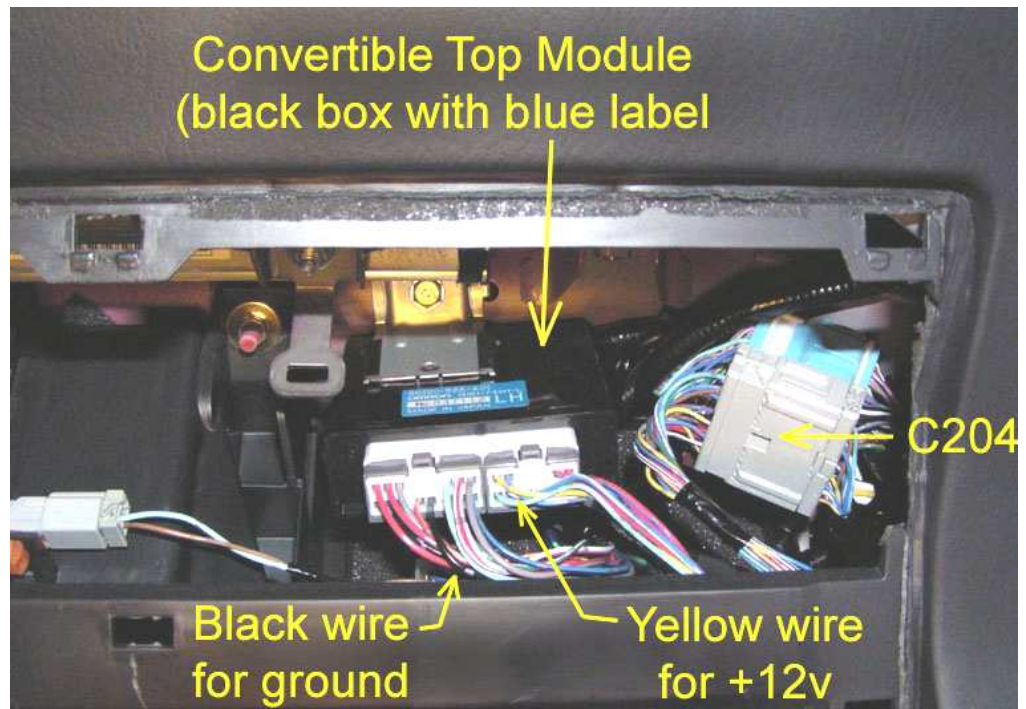## Honda S2000 Installation Instructions

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.
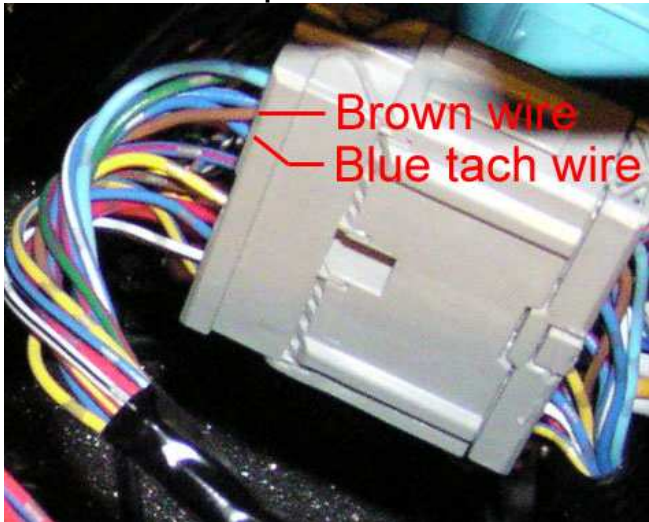

2. Locate the wires you'll be connecting to by referring to the photo below. You will have to T-tap the Redline wires as described below:

    • **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.
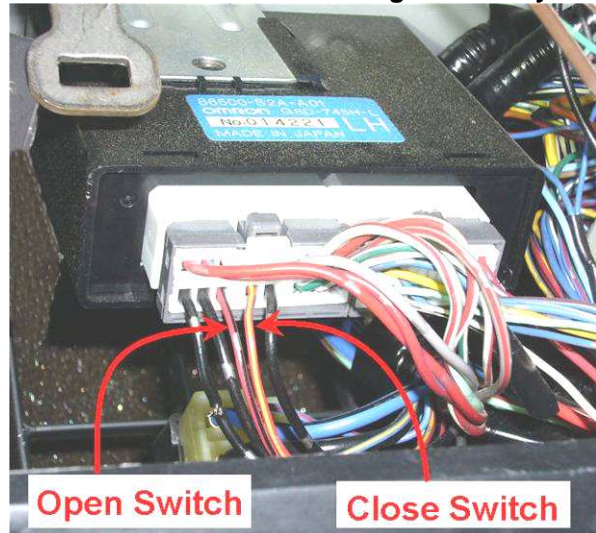
    • **Redline Brown Wire** – (not shown here) connects to the beeper black wire.
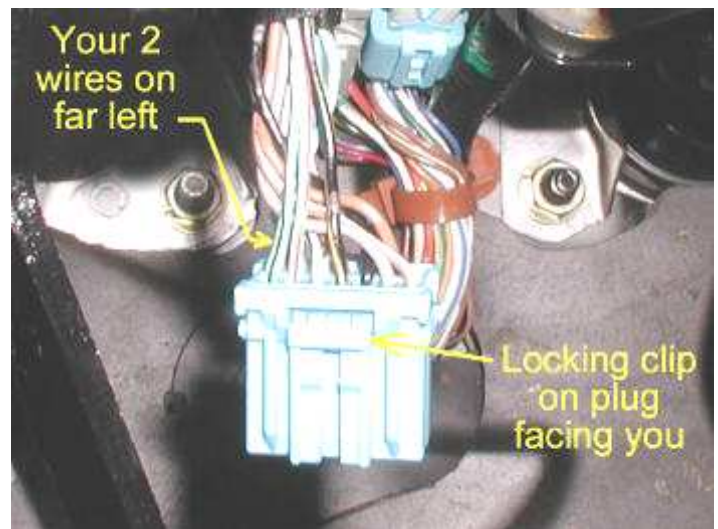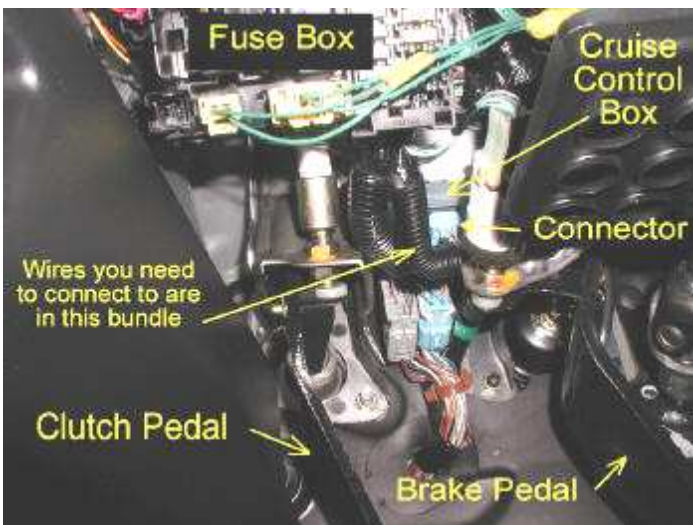
Close-up of tach wire on C204

Brown wire
Blue tach wire

Roof switch connections for High RPM Playback

Open Switch   Close Switch

3. Decide if you want to use the Roof switch or the Cruise button for the High RPM Playback feature. This does not interfere with normal operation of the Roof or Cruise Control but the Roof switch is easier to wire. To use the Roof switch see the above photo and connect the Redline Module Green wire to either the Open or Close wire and ignore steps 4 to 8. To use the Cruise button, run the 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 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.

Fuse Box
Cruise Control Box
Connector
Wires you need to connect to are in this bundle
Clutch Pedal
Brake Pedal

Your 2 wires on far left
Locking clip on plug facing you

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. You're done, so now plug the wire harness connector back into the Cruise Control module.