



3. Configure

Calibrate the TPS

If the TPS is not calibrated, your system will not work correctly and you risk damage to COMPUSHIFT II and your vehicle.

1. Warm up the engine. Then, with the engine off, turn on the ignition, wait 5 seconds, and then start the calibration via SETUP mode in the Display.
2. Stroke throttle to the floor and then back to idle; you have 5 seconds to do this. Wait another 5 seconds, then stroke again and check the Display for error messages.

Notes:

- ✓ The choke *must* be open and the engine *must* be at normal operating temperature to correctly calibrate the TPS.
- ✓ We strongly recommend you check the line pressure in your transmission; this will confirm your correct TPS calibration. Normal pressure at idle is 65 to 85 PSI and will increase as the throttle increases.

Check

- ✓ Recheck all wires and routing for safety, and keep wires away from exhaust and sharp parts that could cut wires.
- ✓ On your road test, shifts should be early and soft at light throttle and get later and firmer as throttle is opened. Your transmission should work and feel just like it would in the type of vehicle it came from. Shift speed and shift feel are adjustable using the display.

Warranty

For a period of one (1) year after purchase, HGM Automotive Electronics will repair or replace, at our expense and option, any COMPUSHIFT II component that in normal use has proven to be defective in workmanship or material. The customer must return the component prepaid to HGM Automotive Electronics with proof of purchase to allow opportunity to verify the alleged defect by inspection.

HGM Automotive Electronics will not be responsible for any asserted defect that specifically resulted from normal wear, misuse, abuse, or repair or alteration made by anyone other than an authorized HGM Automotive Electronics representative or service facility. Under no circumstances will HGM Automotive Electronics be liable for incidental or consequential damages resulting from defective products, or improper installation, configuration, or use.

This warranty is the sole warranty and sets forth the customer's exclusive remedy. All other warranties, express or implied, including fitness for purpose, are expressly disclaimed by HGM Automotive Electronics.



COMPUSHIFT II Quick Install Guide

STOP! READ THIS FIRST!

HGM Automotive Electronics thanks you for buying COMPUSHIFT II. Our system is a high-quality product that works exceptionally well. This Quick Install Guide and the online Owner's Manual are keys to a successful installation. Please take advantage of them, and contact us with any questions.

Your installation will include 3 stages:



1. Plan



2. Install



3. Configure



If you have any trouble or questions along the way, be sure to consult the online Owner's Manual.

If you need additional assistance, feel free to contact your distributor or HGM headquarters.

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1. Plan

This Quick Install Guide gives you an overview, but please refer to the Owner's Manual online at www.hgmelectronics.com for complete details.

Before installation, you will need to decide:

- Where to mount your COMPUSHIFT II controller
- How to route the wiring harnesses
- Where to install the firewall grommets



2. Install

Controller

✓ Mount the box under the seat or dashboard. Do not mount near a heat source and be sure there is free airflow around the unit.

Harnesses

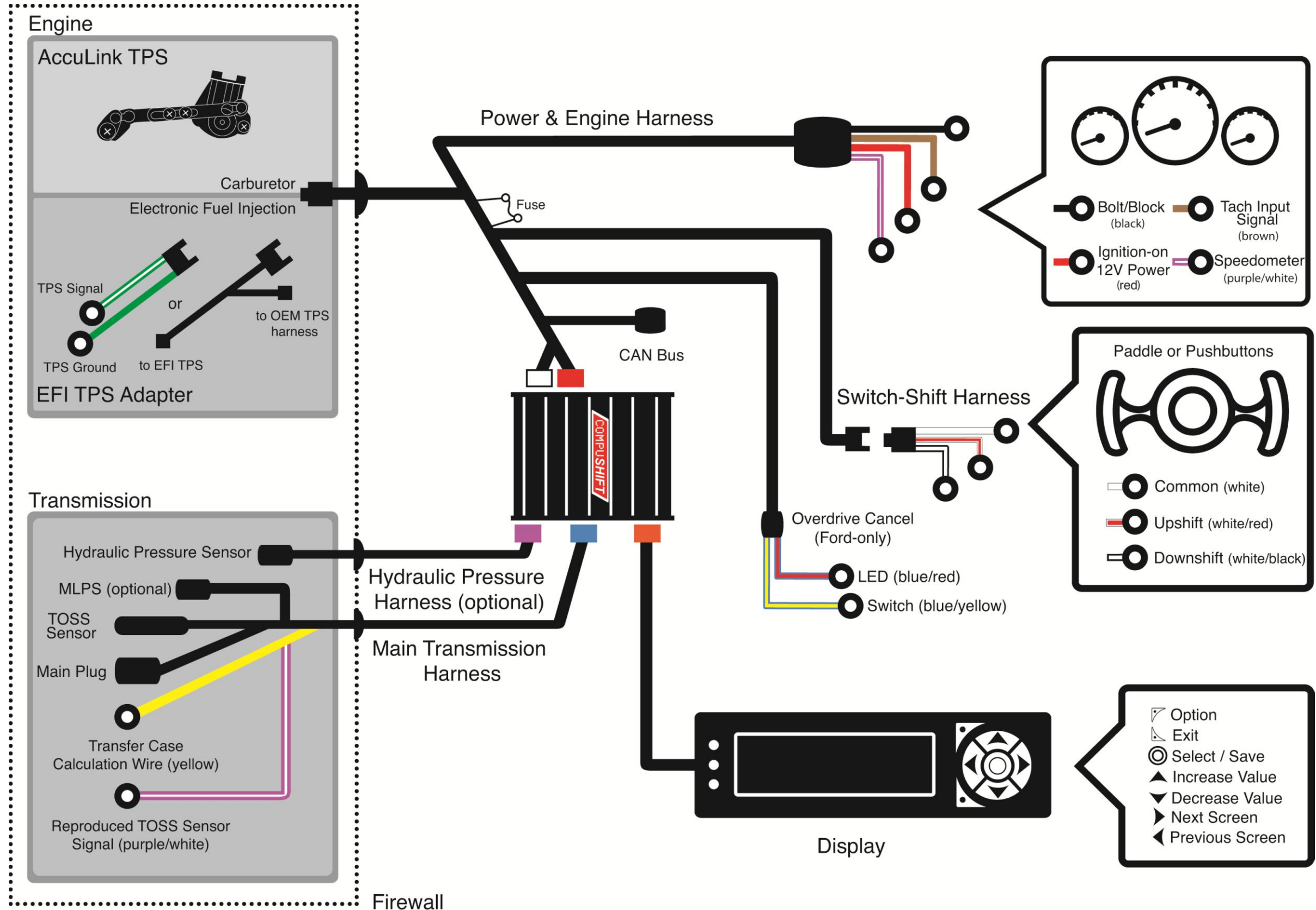
✓ Route the wire looms to appropriate locations (all the wires are labeled).
✓ Make good power and ground power connections.

Throttle Position Sensor

Install the AccuLink TPS System, Cable TPS System, or EFI TPS Adapter Harness.

For the AccuLink TPS:

- ✓ Sensor motion must be linear to the throttle opening.
- ✓ At 0% throttle, TPS should be at 0% to 2% of stroke.
- ✓ At 50% throttle, TPS should be at 50% of stroke.
- ✓ At 100% throttle, TPS should be at 100% of stroke.
- ✓ If TPS reaches 100% before your throttle does, your upshift points will be late and hard. Your downshift points will be early and sensitive. Other symptoms are no 4th gear or falling out of 4th.
- ✓ If the TPS lags behind the throttle, your pressure and shift points will be lower than normal. This will cause early shift points and possible slipping.
- ✓ When TPS is correct, all upshifting and downshifting will function as any normal transmission.
- ✓ If you make any changes on TPS linkage or throttle linkage later on, always perform a TPS recalibration.



This diagram show parts that may not be included in your kit.