

GP ASG Quickshifter – Blipper, change the shift direction.

2025-08-23, Rev A

The GP ASG Quickshifter-Blipper have a configurable shift direction.

When shift, up or down, the GP ASG delivers an analogue voltage signal for up or down direction from 2.5V which is the voltage level at rest. The maximum/minimum voltage output is 4.5V and 0.5V dependent on shift direction, GP ASG set up and shift force. This output signal is detected by the bike ECU to enable an up or down shift. The bike ECU have normally different voltage thresholds for up and down shift. When this threshold is reached the bike ECU triggers the shift strategy, cutting ignition/fuel injection for a short period of time. The voltage thresholds are typically a change of around 0.7 to 1.0V for upshift and less for down shift.

The GP ASG's actual shift direction set, is indicated by the number of flashes the small LED do when power up.

- One flash (*) when powered up → voltage goes from rest 2.5 to 4.5V when push the sensor.
- Two flashes (**) when powered up → voltage goes from rest 2.5 to 4.5V when pull the sensor.

Note that different bike models can have different upshift voltage directions, either going from 2.5 to 4.5V or 2.5 to 0.5V.

Usually, we deliver the different GP ASG variants pre-configured for OEM shift linkage configuration for street and GP shift.

If you change the shift linkage configuration, you might need to change the shift direction on the Cordona GP ASG shifter, see illustrations at page 2-5 below.

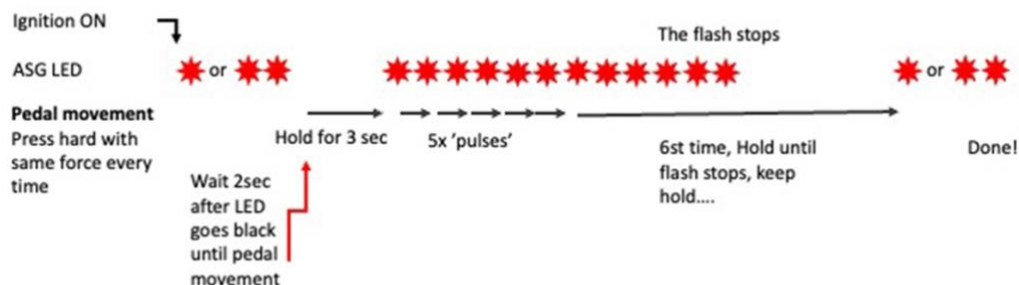
Always look if there is a change of direction, pull or push of the sensor itself, for the upshift.

How to change shift direction.

See these videos:

<https://www.youtube.com/watch?v=dhISFiZLkOs>

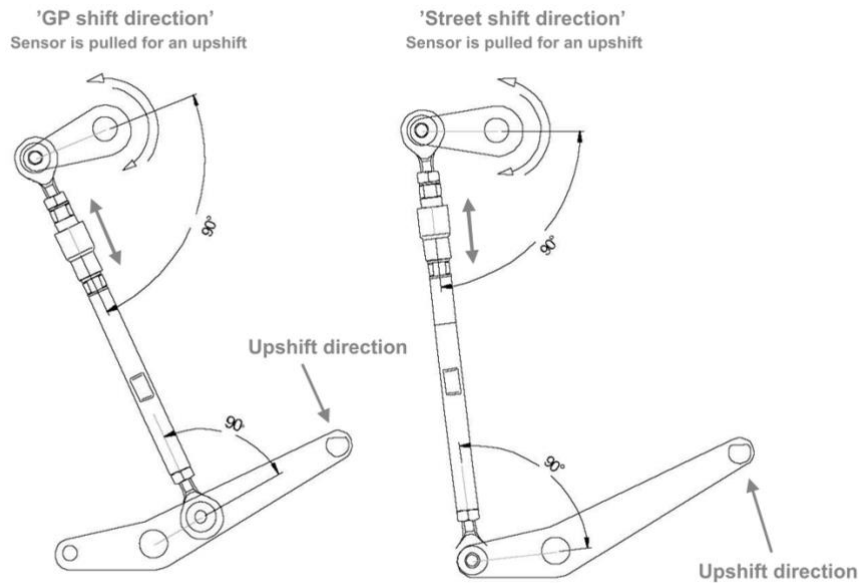
<https://www.youtube.com/watch?v=rE1jIYfljaY>



Examples of shift linkage configurations:

The Cordona GP ASG sensor have the same shift direction set for both Street and GP shift configuration when the shift rod's lower or rear position is changed.

Example: Yamaha YZF-R1 and Honda Fireblade RR-R



The bike pictures above show street shift direction. GP shifts are achieved by moving lower shift rod mounting to rear position on the shift lever. There is no need to change the direction of the Cordona GP ASG as the sensor is still pulled for upshift for both configurations.

The Yamaha kit (item 424Evo) comes pre-set with one flash at module LED, as the voltage direction goes from 2.5V at rest, to 0.5V when upshift (pulled sensor).

The Honda kit (item 425Evo) comes pre-set with two flashes at module LED, as the voltage direction goes from 2.5V at rest, to 4.5V when upshift (pulled sensor).

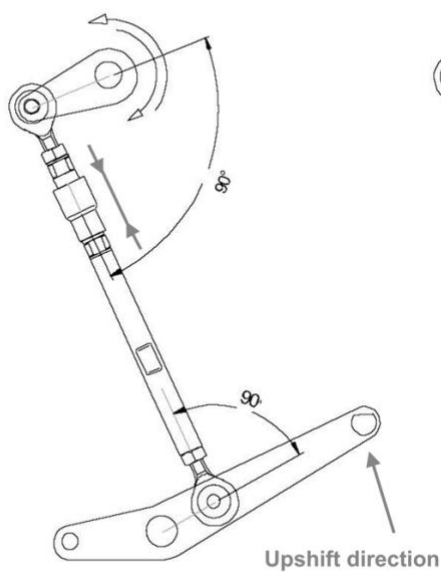
Example: BMW M1000RR -25

The BMW bike picture below shows street shift direction. GP shifts are achieved by moving lower shift rod mounting to front position on the shift lever. There is no need to change the direction of the Cordona GP ASG as the sensor is still pushed for upshift for both configurations.

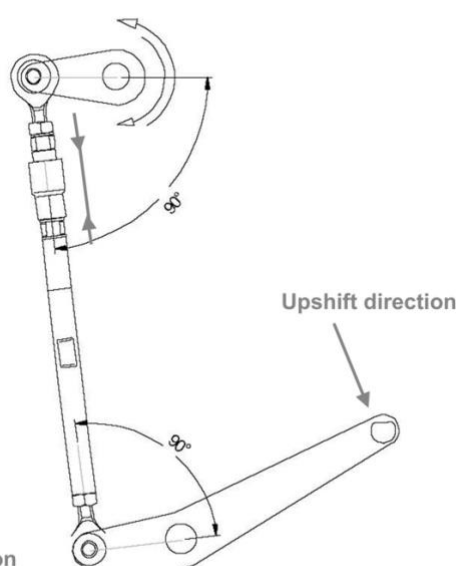
The BMW kit (item 427Evo) comes pre-set with two flashes at module LED, as the voltage direction goes from 2.5V at rest to 0.5V when upshift (pushed sensor).



'Street shift direction'
Sensor is pushed for an upshift

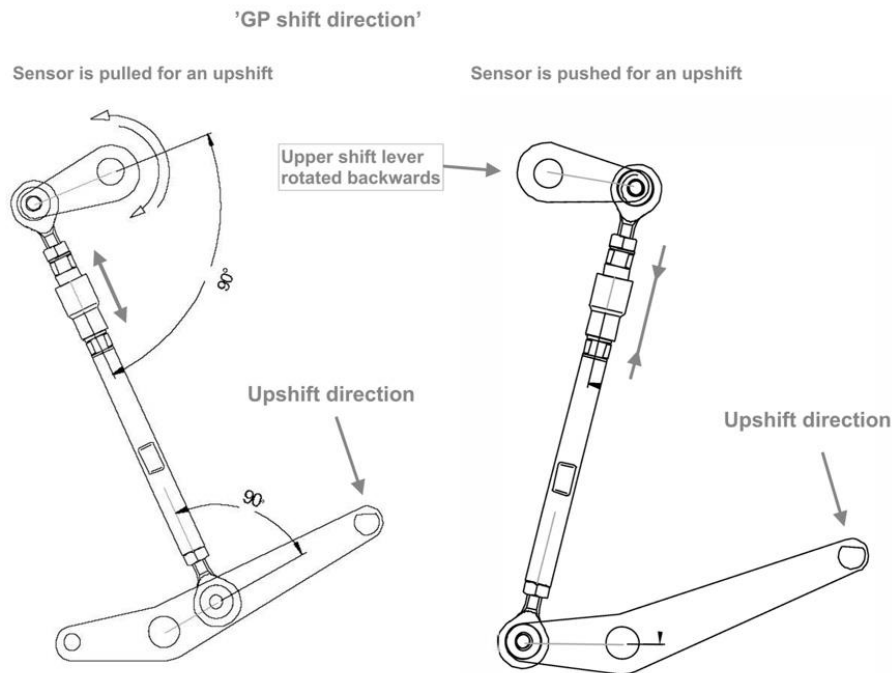


'GP shift direction'
Sensor is pushed for an upshift



Example: Alternative configuration, changed upper gearbox lever

When upper or front gearbox shift lever is rotated 180° (rearwards or upwards depending on bike model) and lower rod shift position moved in front position for example, the sensor goes from pulled to pushed for an upshift in GP shift direction, and the GP ASG shift and voltage direction, 2.5V (at rest) to 4.5V needs to be changed.

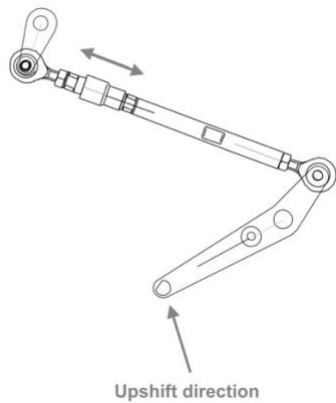


Example: Ducati Streetfighter V2

The Streetfighter V2 comes without the option to move the rod linkage position at the OEM shift lever to get GP shift. In this case with the Cordona GP ASG, GP shift can be achieved with rotate the front gear shift lever upwards and change the Cordona shift direction from pull to push the sensor for an upshift.

The Ducati kit (item 420Evo) comes pre-set with two flashes at module LED, with the voltage direction going from 2.5V (at rest) to 4.5V when sensor is pulled. For the GP shift configuration on this bike, you need to change direction to one flash, to push sensor for an upshift.

'Street shift direction'
Sensor is pulled for an upshift



'GP shift direction'
Sensor is pushed for an upshift

