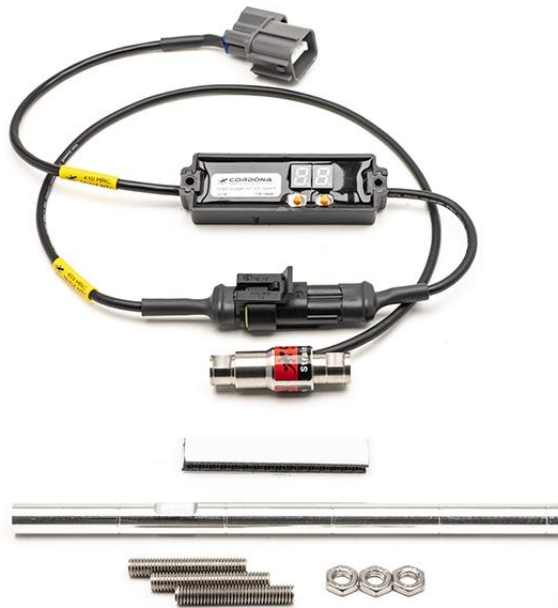


## GP SG item 410HRC Moto4 NTC instruction

2026-04-15, Rev PA3

### Applications

Honda NSF250R, DORNA homologated quick shifter for Moto4 Northern Cup 2026.



### Product description

- Digital switch quickshifter with strain gauge sensor technology
- Adjustable kill time 10-99ms and shift force 1-40kg
- Configurable shift direction and quickshifter loop circuit

#### This kit includes

- GP SG 410HRC Moto4 NTC version 1.9. with SuperSeal 2-way connector interface to the \*sensor
- M6 nut and stud kit with left and right hand threads
- 170\*\* mm aluminium rod with left and right hand M6 threads
- Velcro tape
- Cordona stickers

\*Notification; the sensor can be changed with a new item 403HRC Moto4 spare sensor in case of a damage from crash. The electronic module and new sensor will self-calibrate and are ready to go directly.

\*\* Notification, there is a longer 197mm rod available for optional shift lever

Please check [our spare parts](#) for accessories such as rod ends in different lengths, aluminium rods, nut and stud screws.

#### **GP SG Switch quickshifter description**

- Cordona use strain gauge technology which gives a very consistent and distinct shift performance.
- The GP SG switch is based on the technology platform we have used in Moto3 World Championship together with KTM Factory Moto3 and Honda Factory bikes. The GP SG Switch is used in the 'stand alone' Cordona PQ8 quickshifter and for many motorcycles with quickshifter function from factory.
- Digital switch with a Cordona M6 or M8 size strain gauge sensor.
- Adjustable shift force
- Configurable shift direction, push or pull for upshift
- Configurable shift loop type; commonly open or closed loop.
- Optional adjustable kill time 10-99ms, default 150ms
- Optional analogue output for shift force logging (Factory Moto3)
- Completely sealed and weather protected (IP68) sensor and module

Quick shifter wiring interface

Green – Vref +12V

Brown – Ground

White – Ground

Yellow – QS signal

#### **Quickshifter settings**

**General procedure change GP SG settings:**

**SW version 1.9. feature an updated menu for kill time settings.**

**1.9.** Item 410, 410HRC, 410HRC Moto4 variants, 410KTM variants

**RECOMMENDED SETTINGS from our Cordona test rider Anton Eilersen #6.**

**Kill time 35ms**

**Shift Force 16kg**

Features:

Adjustable shift force 1-40kg

Adjustable shift direction,

Adjustable loop settings

Display set value:

*When electronic module is powered up*

Push left button to display the kill time value; **35**

Push right button to display the shift force value; **15**

### Change kill time

Default factory setting GP SG, 35ms; **35**  
From May 2026 we deliver

#### Change setting:

*When electronic module is powered up*

Press left button and hold, press right button and hold both buttons for three seconds.  
The LED display starts to flash.  
Change kill time up or down with the buttons.  
Set the new setting pressing both buttons at the same time for 3 seconds.

### Change shift force

Default factory setting GP SG, 15kg; **15**

#### Change setting:

*When electronic module is powered up*

Press right button and hold, press left button, and hold both buttons for three seconds.  
The LED display starts to flash.  
Change shift force up or down with the buttons.  
Set the new setting pressing both buttons at the same time for 3 seconds.

### Change shift direction

Default factory shift direction, *'pull sensor for an upshift'*.  
This is normally the std shift direction on a Honda NSF250R.

#### Change setting:

Hold both buttons simultaneously and turn on ignition/power.  
Release the buttons and the display flashes UP- UP- UP

## Up-up-up

Move shift lever in a simulated upshift from 2<sup>nd</sup> to 3<sup>rd</sup> gear and hold the shift lever for about 2-3 seconds until a small dot flash in right bottom corner in the LED display.

To confirm you have set the upshift direction correctly, check the small dot flash in the display when do a simulated upshift without engine running.

### IMPORTANT information Honda NSF250R for M4NC;

- Due to the characteristics of this bike with relative high amount of vibrations, flex in the rearset and a fibre bush bearing in shift lever, the settings for shift force needs to be on the high side to prevent spontaneous cuts at irregularities on track surface.
- We strongly recommend frequent inspection for play in the shift lever bearing and an exchange if necessary.

- Play in the shift linkage rod ends etc can affect shift performance negatively.
- In case of crash and damaged left side rear set and shift linkage, always replace the sensor to a new item 403HRC spare sensor.

### Change shift loop setting

The factory default loop setting is 'commonly open' loop; **t1**

Change loop settings t1 / t2

t1 means closed loop that opens when shift.  
t2 means open loop that close when shift.

*When electronic module is powered up...*

Push and hold left button, then push and hold right button at the same time for 6 seconds...

The LED display starts to flash with the set kill time value after 3 seconds, continue to hold for another 3 seconds and t1 (= closed loop) starts to flash.

Change the loop setting to t2 (= open loop) and back with the right or left button

Set the new loop setting with push both left and right button at the same time for 3 seconds