

## **G-Force Long Shifter With Gear Actuator and Gear Control unit**



### **Features**

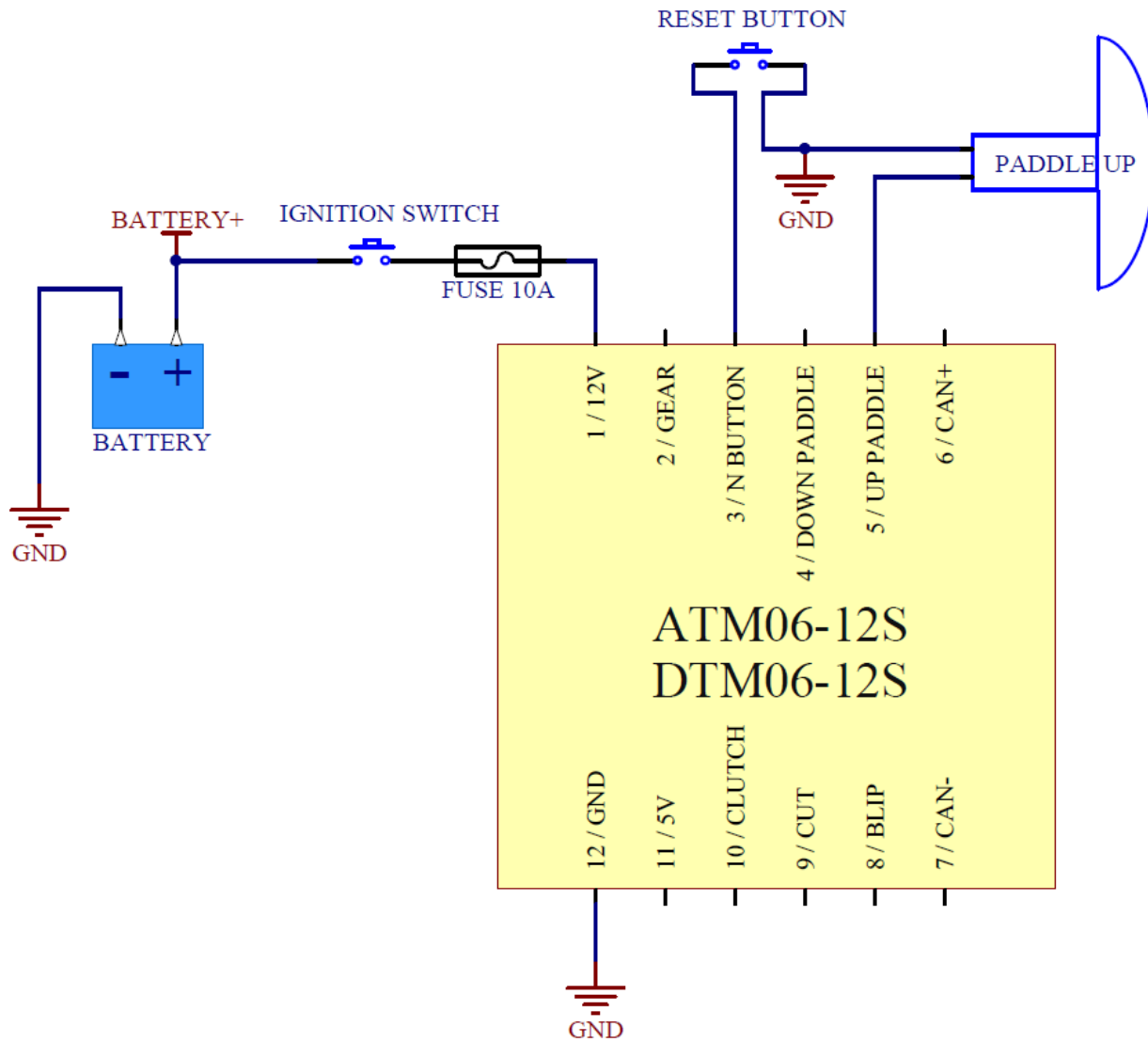
- Direct fit to G-Force Long Shifter
- Powered by MME's Hypervelocity valves (Flow 900NI/min @ 8 bars)
- Two way actuator (max +12mm / -12mm) with integrated valves
- No need for extra valve block
- 1005 N push and 920 N pull force @ 8 bars
- Pre-programmed Integrated gear control unit for drag racing – no configuration needed

Included in the kit



## Electrical diagram

Actuator is shipped with a cable and pre-crimped ATM04-12P connector. Mating connector (supplied) is ATM06-12S or DTM06-12S. Mating pins are AT62-20-0122-S (also supplied). AWM-12S 12-Way lock is also attached.



## Operation

Unit comes pre-programmed (unless stated otherwise) for a drag racing application (4 speed gearbox).

- 1) When powered up, green light on the actuator must be ON and should not be blinking.
- 2) Driver should put the shifter into 1<sup>st</sup> gear and hold RESET button for 2 seconds.
- 3) When green light on the actuator starts to blink, this means the actuator is now ready to shift.
- 4) Whenever the paddle up is pressed, actuator will shift the next pattern.
- 5) When 4th gear is reached, actuator automatically goes into IDLE mode. To continue (start the shifting sequence again), repeat step 2.

## Servicing

If there's any damage to the rod at any time, we recommend replacing the actuator.

Yearly inspection:

- Disassemble the actuator
- Check for any damage to the inside or outside of the actuator
- With piston rod removed, clean the inside and outside of the actuator with gasoline (Do not use Nitroglycerin).
- Seals, bushing and internal cylinder bore should be lubricated with FESTO grease LUB-KB1-SILIKONFREI.