

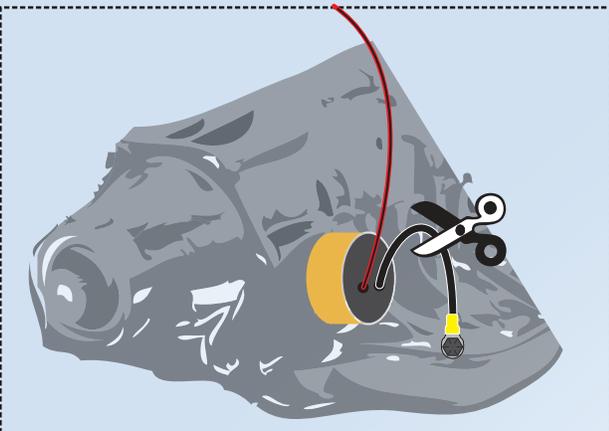
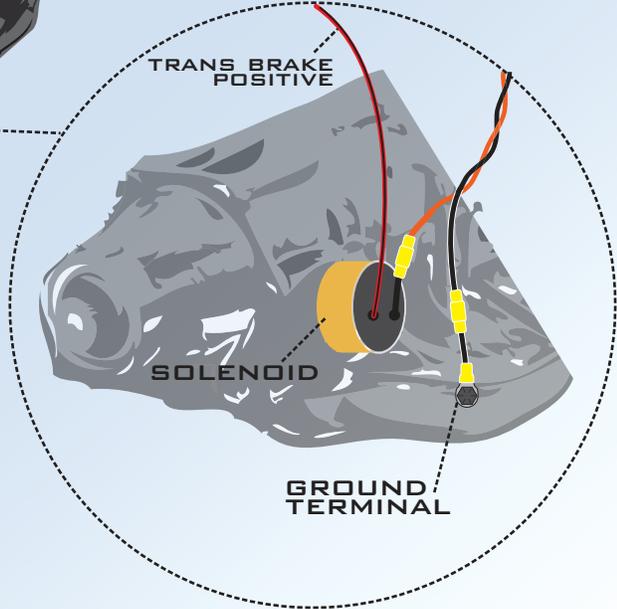
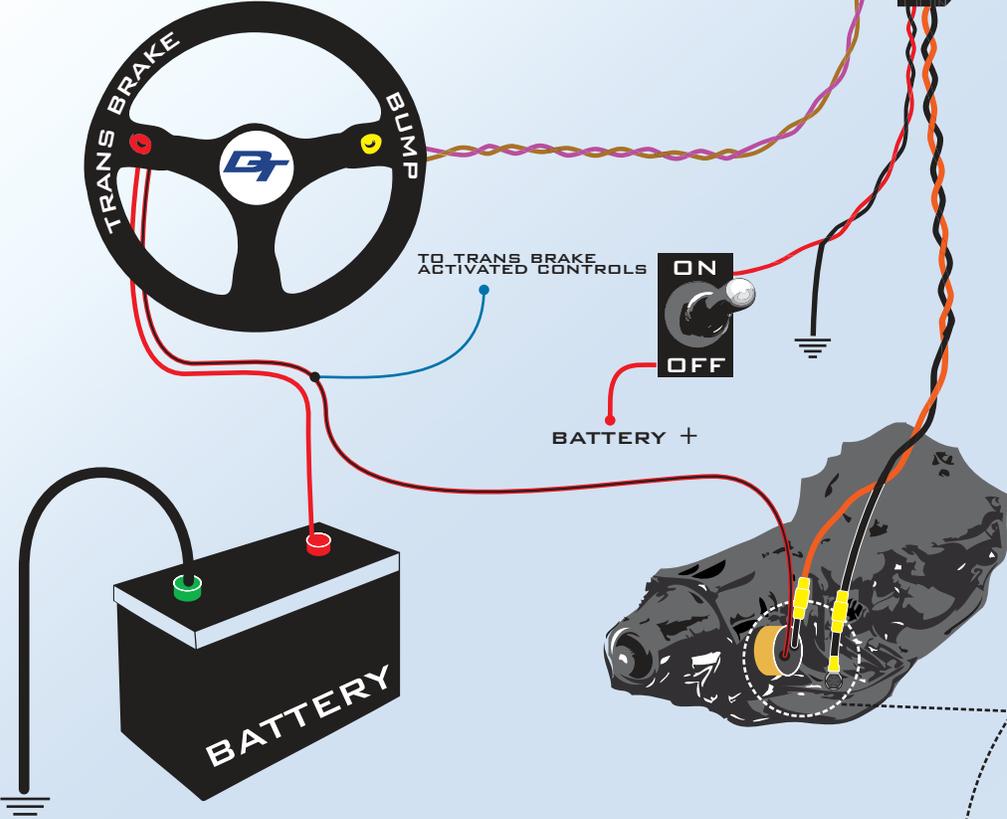
BUMP BOX

BB-300 30 AMP GROUND SWITCHING

PAT. #9,254,823



- USE NORMALLY OPEN MOMENTARY SWITCH FOR TRIGGER
- DO NOT USE ANY TYPE OF MECHANICAL RELAY
- SHORTEN WIRE LENGTH AS NEEDED
- MUST BE POWERED ON FOR 3 SECONDS BEFORE UNIT IS READY TO USE.



CUT TRANS BRAKE GROUND WIRE NEAR SOLENOID AND SPLICE IN "BUMP BOX" AS ILLUSTRATED.

- CONNECT ORANGE WIRE TO SOLENOID GROUND WIRE
- CONNECT BLACK WIRE TO ORIGINAL SOLENOID GROUND POINT



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QUICK START GUIDE

FIRMWARE VER 1.5

THE BUMP BOX OPERATES BY RELEASING THE TRANSMISSION BRAKE FOR A PRESET, ADJUSTABLE PERIOD OF TIME. THE TIME PERIOD MUST BE ADJUSTED TO SUIT THE COMBINATION IN WHICH IT IS INSTALLED.

IT MAY TAKE A BIT OF EXPERIMENTATION TO ARRIVE AT THE SETTING THAT WILL RESULT IN THE PERFECT "BUMP" YOU WANT. SOME RACERS LIKE TO BUMP TO THE SECOND BULB IN JUST ONE BUMP, WHILE OTHERS MAY LIKE TO TAKE THREE SMALLER BUMPS TO MOVE TO THE SECOND BULB.

THE TIME IS ADJUSTED USING TWO ROTARY DIALS ON THE BOX. THE LEFT IS LABELED "COARSE" AND THE RIGHT IS LABELED "FINE".

AS YOU MIGHT GUESS, THE COARSE ADJUSTMENT YIELDS MORE DRAMATIC CHANGES IN THE LENGTH OF THE BUMP. EACH CLICK OF THE COARSE DIAL IS APPROXIMATELY EQUAL TO 3 CLICKS OF THE FINE DIAL.

THE FINE SETTING ALLOWS YOU TO TUNE THE BUMP TO YOUR PRECISE NEEDS.

WE RECOMMEND STARTING WITH THE FOLLOWING SETTING:
COARSE = 1
FINE = 3

TEST THIS BY TRIGGERING A BUMP WHILE DUPLICATING THE RACE-STAGING CONDITION. IF THE CAR MOVES TOO FAR, REDUCE THE COARSE SETTING TO 0 AND TEST AGAIN. ADJUST THE FINE SETTING TO ACHIEVE THE DESIRED BUMP RESPONSE.*

IF THE BUMP DOESN'T MOVE THE CAR OR THE RESPONSE IS FAR LESS THAN DESIRED, INCREASE THE COARSE SETTING ONE CLICK ON THE DIAL AND TRY AGAIN.

WHEN THE COARSE SETTING YIELDS A BUMP THAT IS CLOSE TO THE DESIRED RESPONSE USE THE FINE SETTING TO FURTHER TUNE.

*IF TESTING ON AN UNPREPPED SURFACE, THE AMOUNT OF MOVEMENT OF THE CAR MAY BE LESS THAN IT WILL BE ON THE STARTING LINE, DUE TO TIRE SLIPPAGE.

**A LINE LOCK ON THE REAR BRAKES IS PREFERRED BY SOME, AS IT REDUCES THE AMOUNT THE CAR ROCKS WHEN BUMPED. REAR LINE LOCK SEEMS TO WORK THE BEST, BUT IF A FRONT LINE LOCK IS ALREADY INSTALLED, IT SHOULD SUFFICE.

IF THE CAR MOVES TOO FAR EVEN THOUGH YOU HAVE SELECTED THE LOWEST SETTINGS ON BOTH DIALS, CONTACT DAVIS TECHNOLOGIES SUPPORT FOR ASSISTANCE.

IF THE CAR DOES NOT MOVE EVEN THOUGH YOU HAVE SELECTED THE HIGHEST SETTINGS ON BOTH DIALS, CONTACT DAVIS TECHNOLOGIES SUPPORT FOR ASSISTANCE.

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