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CT3-SL SHOWN

CT SERIES

TRACTION CONTROL

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CT Series Units



Note: Specific features, adjustment availability, range of adjustment and adjustment increments may vary with model.

INTRODUCTION

The CT Series of Traction Control is the most advanced and tunable system Davis Technologies has ever produced. With easy to use menus on the built in or remote LCD display, adjustments are easy to make and very precise.

As with all technical devices such as engines, shocks, carburetors, clutches etc., the product's performance is based largely on your ability to use it properly. Testing in controlled circumstances will help you determine the proper settings for your application and your situation. Testing is very important since it will help you utilize this product to its full potential.

Please read all of the instructions and information thoroughly before attempting to install or use this product.

This manual covers all models in the CT Series, some features shown in each individual section may not apply to your specific model.

HOW DOES IT WORK?

Spinning the tires not only makes the car harder to drive, but it also causes higher tire temps and excessive tire wear. Lifting off the throttle or counter steering to correct for this 5% mistake, not only upsets the rhythm, it slows the car down! Typically, if a driver makes a 5% mistake with the throttle, he/she has to correct 20-25% to fix it. But if the tire slip is detected within one cylinder worth of crank rotation, as the Davis Technologies systems do, then a small reduction in power can reduce or stop the tire slip.

Our Non-Self-Learning systems, such as our CT-1, periodically compare the rate of acceleration of the crankshaft to an Adjustable Fixed Rate (AFR), known as Threshold. If the Engine RPM rate of change is in excess of that Threshold, then a correction is made; therefore, reducing the slip. A comparison is made every cylinder (1/4 of a turn of the crank shaft).

Basically, this [Patented](#) system looks for spikes in RPM that are caused by wheel slip. If these spikes are large enough, then a correction is made, reducing the slip.

By adjusting the Threshold, the driver can tune the system to the desired “feel” Self-Learning systems, such as our CT2-SL, CT3-SI, CT4-SL or the tiny CT5-SL compare the rate of acceleration of the crankshaft to a calculated threshold value that is constantly updated based on the average of the previous measurements. This update occurs on every crankshaft revolution.

So, if the last 1/4 of a turn of the crankshaft (one cylinder) is faster than the average of the last full revolution (4 cylinders), then a slip is detected. Through this very advanced [Patented](#) process, the system constantly accounts for track conditions, tire condition, even driving style to constantly update the internal settings.

These settings are updated as many as 200 times a second to keep the unit calibrated to exactly the right settings regardless of changing conditions.

The system learns the average rate of acceleration of the crankshaft, and if there is a sudden spike in RPM above that rate, then a correction is made. This allows the system to adjust to the correct settings even if one corner has more grip than another, or even one groove to another.

The user can adjust the overall sensitivity as well as the maximum reduction in power. Once the driver has the unit tuned to the feel they like, the system can make corrections proportional to the amount of slip, for reliable and precise control.

INSTALLATION

Installation of the system is very simple. It is very important to make all connections correctly. Improper installation could result in poor system performance or damage to the unit.

Keep all wires away from any spark plug wires and coils or other sources of electrical noise and heat.

The unit should be mounted away from any sources of electrical noise or high heat. It can be easily mounted with Velcro to allow for easy removal.

It is very important that the distributor pickup wires are kept away from the spark plug and coil leads.

As with all electronic devices, proper wiring techniques and methods will result in the best performance. Proper terminations, wire routing and overall quality of work are required for proper operation. You may want to refer to this document for some tips on basic wiring principles-

https://moretraction.com/wp-content/uploads/2019/01/Wiring-How-To_Web.pdf.

HEI USERS

NOTE: It is very important that any HEI Distributor be properly grounded.

Run a heavy gauge ground wire from the distributor body to each cylinder head.

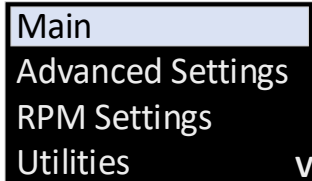
BOLTED IN THE ENGINE IS NOT GOOD ENOUGH!

(A gasket at the distributor base, and any type of plated clamp prevents the coil from getting a sufficient ground for the ignition to function properly)

WIRING

See [Appendix A](#) for specific connection details for various ignition systems.

SETUP AND CONFIGURING



For maximum benefit, a few parameters need to be adjusted to suit your needs. These include things such as Sensitivity, Max retard, Correction Spread, as well as some RPM parameters.

Changes are made using the Menus on the LCD screen, and the 2 buttons on the unit, Set & Select.

Press Select to scroll through various parameters and Set to change a value.

Values are incremented in a circular fashion, meaning they count up to the maximum allowed then the next press will start over at the minimum and increase with each press of the Set button.

A short press of the Select button will save the current setting and go back one screen. A long press of the Select button, will back out of the current screen and NOT save the changes.

Pressing the Select button while hold Set, will return a value to its minimum, this may be useful if you accidentally pass the value you intended.

MAIN MENU

Sensitivity = 5
Max Retard = 16
Spread = 150
Corr Hold = 8

Sensitivity (1-9, default=5) is used to adjust how much tire slip will trigger a correction, the higher the value the more sensitive, a good starting point is 4-5.

Max Retard (1-20*, default=15) sets the maximum amount of retard that will be allowed with a full correction. The unit will retard as much timing as necessary to reduce or stop the slip up to the Max Retard amount. If you never want the timing retarded more than 18 degrees, then set the Max Retard to 18. The retard is progressive throughout the Correction Spread.

**max retard varies with different types of ignitions*

Correction Spread (0-500, default=150) controls the rate at which the system reaches the maximum correction allowed. Once a slip is detected, if the RPM reaches the top of the correction spread, then the correction will reach maximum. The correction is linear, so if the RPM spike only reaches 50% of the spread, then only 50% of the max correction will be allowed. If you lower the spread, then a full correction will be achieved sooner. If SmartDrop® is enabled (see below) then cylinders will be dropped if RPM spike exceeds the maximum Correction Spread. If spread is set to 150 and the spike is 150 or above, then cylinders will begin to mis-fire, if SmartDrop® is enabled.

Correction Hold (0-15, default=7) is used to force the TC system to hold the correction for X many revolutions of the crankshaft to give the vehicle some time to recover before the correction is removed.

SmartDrop® is a method of dropping cylinders to cause large reductions in torque. The cylinders will drop cylinders in a smooth pattern and not drop the same cylinder until all other cylinders have been dropped. Valid SmartDrop® values are 0-4. If set to the maximum value of 4, then 4 out of 8 cylinders will be dropped on a V8. A setting of 1 will drop 1 out of 8, 2 will drop 2 out of 8 and 3 will drop 3 out of 8. Dropping cylinders is only used in severe tire spin situations, and will be heard.

ADVANCED MENU

Ramp In (150)
Self Learn (1)
Disp Timeout (On)
Points (None)
Mode (6 Analog)
Manual In (Off)
Manual Retard (0)
Max SD (0)

Ramp In (10-1000, default=150) is the rate at which timing retard is restored after a correction has ended. Ramp in is calibrated in degrees per second. 150 will restore 150 degrees in one second, or 15 degrees in 1/10th of a second. So, if timing is retarded 15 during a correction, a setting of 150 will return timing to normal over 1/10th of a second.

Self Learning (on-off, default ON) if installed, can be disabled, and the TC can be used in Non-Self Learning Mode. This may be useful on rough or bumpy tracks.

Display Timeout (on-off, default ON) disables the screen timeout. This is useful during initial setup so, it will not automatically return to the Main Menu if no buttons pressed for a few seconds. Display timeout will return to ON after a power cycle.

Note: If the unit is left in an adjustment screen, it will not read RPM and will never go active on the track.

Points (None, PassThru, Alt Map, default None) sets

the output mode of the points output trigger wire. This must be set correctly for your type of ignition for the unit to operate properly. If not set properly, the engine may not run or could misfire.

Mode configures the unit for the specific ignition system you are using. You must select the proper mode for your ignition for the unit to operate properly. Failure to do so could result in improper ignition timing retard calibration, erratic behavior or a misfire in the engine. Mode is only visible as a menu item on some hardware models. [See the table below.](#)

<i>MSD® Distributor</i>	
6 Analog	6AL, 6ALN, 6T, 6TN, HVC™ Crane®, FAST™
6425	Digital 6AL
6427	6CT
(Set Points Output to “None”)	

<i>HEI 4 Pin Module</i>	
MSD®	88362
Petronix®	D2000
DUI	DynaMod
GM/Delco	19180771 / D1906
(Set Points Output to “None”)	

Mode is only visible as a menu item on some models.

Note: Davis Technologies is constantly adding compatibility with different types of ignitions, call if your ignition is not listed.

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Manual In (On/Off, default=Off) On units where pin 6 (Green) is not used for trigger input, the input can be used to manually control a timing retard with a push button. Applying battery positive voltage to pin 6 (GPI1) will trigger a retard, set by the Manual Retard setting. When the button is released, the timing will ramp back in at the Ramp In rate.

Manual Retard (0-20, default 0) Sets the amount of retard that will be removed from the ignition timing when the Manual In button is pressed.

Max SD (0-4, default 0) Max SD is the maximum amount of cylinders that will be dropped when SmartDrop® is active. SmartDrop® will drop cylinders in a smooth pattern and not drop the same cylinder until all other cylinders have been dropped. Dropping cylinders is only used in severe tire spin situations,

RPM SETTINGS

The CT Series can be configured to operate in different modes based on engine RPM. The different modes are indicated on the multi colored LED.

Once turned on, the unit is in “waiting” mode until the Auto Start RPM is exceeded the first time. Waiting mode is indicated on the LED with a short Blue blink.

Once the Auto Start RPM is exceeded, the unit is in “Active” mode, indicated on the LED with a solid Green glow. If a timing retard correction is active, the LED flashes Red.

If the RPM is above the Max RPM or below the Minimum RPM, the LED will glow solid Blue.

If the RPM drops below the Minimum RPM for a duration longer than the End Time setting, the unit returns to Waiting mode until the Auto Start RPM is exceeded. This is very useful to automatically turn the corrections off during a yellow flag, and not make corrections until the Auto Start is exceeded again. If you prefer to restart the race with the system active after a caution, make certain to exceed the Auto Start RPM before the green flag.

AutoStart (2500)

Min RPM (1000)

Max RPM (10000)

End Time (2)

Mid RPM (1000)

Auto Start (1000-9000, default=4000) is the RPM that must be reached before the unit will go active and be able to make corrections. If the Starting RPM is set to 5000 RPM, then the unit is active and monitoring the engine, but not making any corrections until the Auto Start RPM is reached. Once the Auto Start RPM is reached, the unit will make corrections as needed above the Minimum RPM.

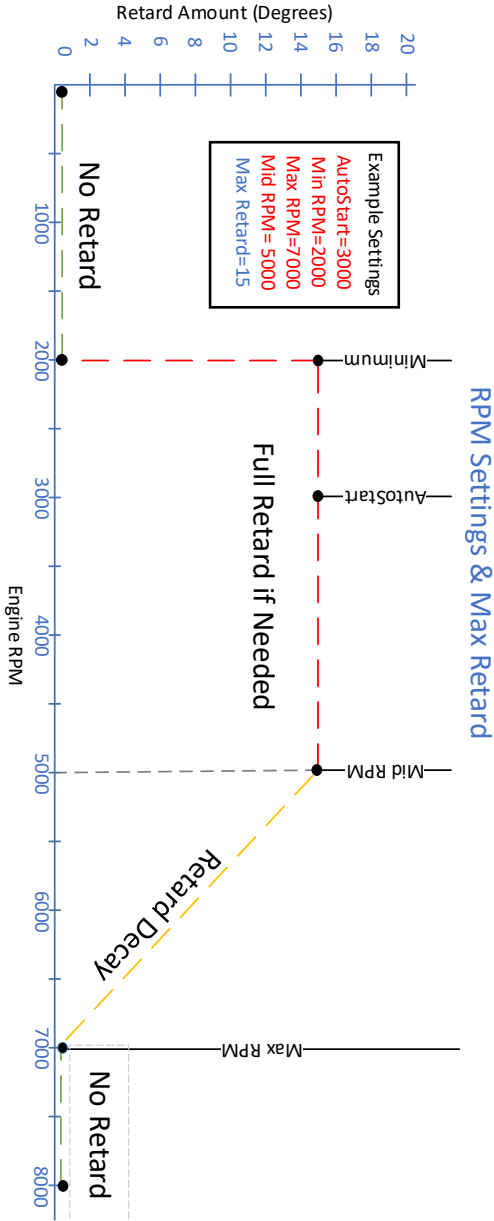
Minimum RPM (1000-9000, default=2000) sets the RPM below which the TC is not able to make a correction. This prevents unwanted correction at low RPM, even if slip is detected.

Minimum RPM (1000-9000, default=10,000) sets the RPM above which the TC is not able to make a correction. This may be useful to stop the unit from making corrections at the end of the strait, even if the tires are slipping.

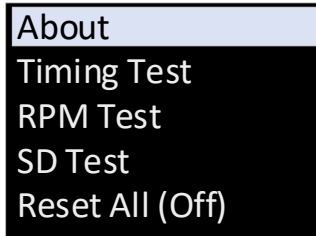
End Time (0-10, default=3) is used to return the unit back to waiting mode if the engine drops below the Minimum RPM for the duration of the End Time setting.

Mid RPM (1000-9000, default=10,000) sets the RPM where the Max Retard will begin to degrade with RPM. This allows for a smaller correction at higher RPM. Set to same as Max RPM to disable.

RPM SETTINGS & MAX RETARD



UTILITIES



The utilities menu has many useful features that can be used during initial setup, configuring features such as RPM settings, as well as information about current configuration and firmware or to execute a Factory Reset.

The About Screen provides info about the hardware, configuration and current firmware.

Timing Test will force a sweep of the timing retard to ensure proper installation and function of the unit. The test will sweep from static timing to Max Retard setting over a few seconds and return to static when complete.

RPM Test can be used to check RPM and confirm proper hardware configuration as well as confirm RPM setting by monitoring the actual RPM and the LED indicator. The LED will behave as described in the [RPM Settings](#) earlier in this manual.

SD Test will force a SmartDrop® test. When activated, the unit will drop cylinders to the max allowed in the Max SD setting in the Advanced Menu.

Reset All can be used to restore all settings to factory settings. **You will need to contact Davis Technologies to help reconfigure your unit if reset.**

HOME SCREEN

Sensitivity = 7
Max Retard = 16
Spread = 150
Corr Hold = 9

When powered on, the LCD will display a summary of the current settings of a few key parameters. If in an adjustment screen, and no buttons are pressed for a few seconds, the LCD will return to the Home Screen. The home screen will turn off completely after 15 seconds and turn on if a button is pressed.

Note: Specific features, adjustment availability, range of adjustment and adjustment increments may vary with model.


FIRMWARE UPDATING

Davis Technologies may release firmware updates or upgrades periodically to ensure the best possible functionality of the system. These are typically installed using the USB connector and the supplied USB cable. Instructions for this procedure will be included in the firmware update file located on the web site.

Users should log onto <https://moretraction.com/support/> occasionally to check for updates. And make sure their device has the most recent firmware.

REMOTE DISPLAY

All CT Series units can use a Remote Display (purchased separately) for the user to interface with the unit for setup and configuration.

The Remote Display can be useful for making adjustments if the unit is mounted in a hard to reach location, as well as an interface to make adjustments and monitor operation during testing. The Remote Display is also available with Bluetooth®  for wireless use with compatible CT Series units.

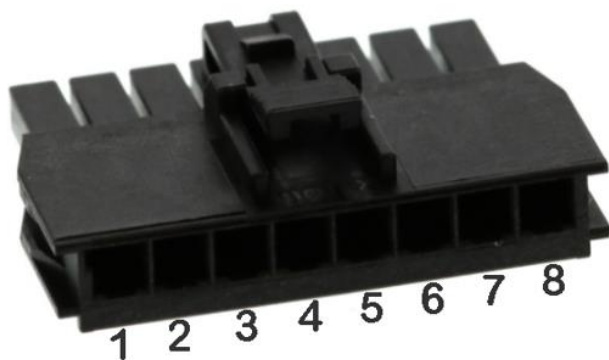


APPENDIX A

PIN OUT

CT Series- 8 Pin Connector (20ga)		
Pin	Color	Function
1	Red	Battery Positive - Ignition Switch
2*	Gray	Analog SmartDrop Out / GPO1
3*	Light Green	Analog Timing Out / GPO2
4	Black	Battery Ground
5*	Purple	Alternate VR (Mag)+ Input
6*	Green	VR- / GPI1 (hardware modification required)
7	Purple	Distributor Positive Trigger / VR (Mag)+
8*	Yellow	Points Output

* Included, but not installed in connector



CONNECTIONS AND WIRING

The most flexible way to use the CT Series Units is in a pass-through style installation. In this case the signal from the distributor or crank trigger is fed into the unit and the signal is then sent from the unit to the ignition system. With this method you have the widest range of timing control and additional features like SmartDrop® cylinder dropping.

This method is *VERY* useful during initial testing or for a novice driver who may need a larger range of control or possibly even cylinder dropping if severe slip is detected.

With some ignition systems, this is the only way for the unit to install, however, in most cases a more discrete method is available, see below for your particular system.

These more discrete methods should offer plenty of range of adjustment for any race driver (most systems can retard ignition timing approx. 20 deg). In this case the unit only needs one wire tapped into the positive trigger wire, along with power and ground.

IMPORTANT: You may also have to set the type of ignition you are using in the Advanced Menu for proper functionality.

PASS THROUGH HOOKUP

(Set Points Output to “PassThru”)

This method runs the ignition trigger into and out of the CT Series unit and allows for the most control, however it requires more invasive wiring.

Connect pin 1 to 6-20v+ (Battery Positive).

Connect pin 4 to 6-20v- (Battery Ground).

Connect pin 6 to the trigger negative (mag-) wire from the distributor or crank trigger.

Connect pin 7 to the trigger positive (mag+) wire from the distributor or crank trigger.

Connect pin 8 to the points input or the mag trigger positive wire. The points input is usually white on most ignitions, and the mag + us usually the purple wire going into the ignition box.

*Max Retard=35 deg

Note: The CT Series unit must be powered on for the engine to run!

IMPORTANT: THE POINTS OUTPUT MUST BE SET TO “PassThru” IN THE ADVANCED MENU FOR PASS THROUGH MODE.

MSD® STYLE IGNITION (DISCRETE)
(Set Points Output to “None”)

Connect pin 1 to 6-20v+ (Battery Positive).

Connect pin 4 to 6-20v- (Battery Ground).

Connect pin 7 to positive distributor pickup wire. This should be the purple wire coming out of the ignition box.

A toggle switch may be used, if desired to turn the unit on/off.

*Max Retard=20 deg

IMPORTANT: THE POINTS OUTPUT MUST BE SET TO “None” IN THE ADVANCED MENU FOR ALL DISCRETE MODES.

MSD® HEI 83647 (DISCRETE)
(Set Points Output to “None”)

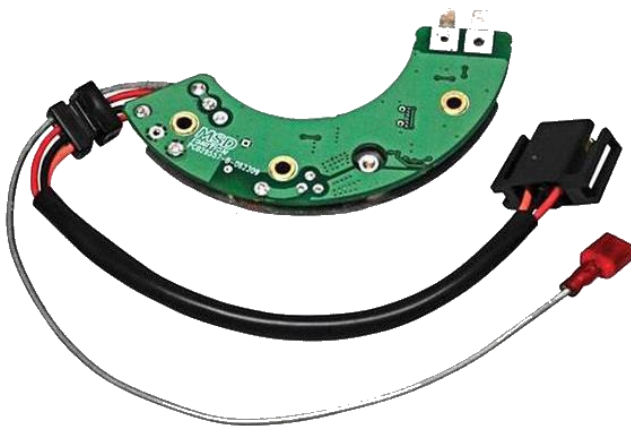
Connect pin 1 to 6-20v+ (Battery Positive).

Connect pin 4 to 6-20v- (Battery Ground) .

Connect the pin 7 to positive distributor pickup wire. This is the White wire connected to the HEI module under the cap.

A toggle switch may be used, if desired to turn the unit on/off.

*Max Retard=20 deg



NOTE: Contact Davis Technologies for optional connection methods.

HEI 4 PIN MODULE (DISCRETE)

(Set Point Output to “None”)

Connect **pin 1** to 6-20v+ (Battery Positive).

Connect **pin 4** to 6-20v- (Battery Ground) .

Connect **pin 6** to negative pickup wire. This should be the green wire connected to the HEI module under the cap.

Connect **pin 7** to positive pickup wire. This should be the white wire connected to the HEI module under the cap.

A toggle switch may be used, if desired to turn the unit on/off.



NOTE: Contact Davis Technologies for optional connection methods.

MSD® PRO MAG® (DISCRETE)

(Set Point Output to “None”)

Connect pin 1 to 6-20v+ (Battery Positive).

Connect pin 4 to 6-20v- (Battery Ground) .

Connect pin 6 to negative distributor pickup wire. This should be the green wire coming out of the ignition box.

Connect pin 7 to positive distributor pickup wire. This should be the purple wire coming out of the ignition box.

A toggle switch may be used, if desired to turn the unit on/off.

***Max Retard=20 deg**

A 9v battery can also be used to power the unit. Use a quality battery such as an Energizer or Duracell brand for the best battery life, approx. 3-4 hours. A 6-21v hobby battery may also be used for greatly extended battery life.

Note: The unit draws about 80 mAh of current. The 9v batteries mentioned above have approx. 400mAh capacity and should last about 4 hours. A 2000 mAh hobby battery will last about 24 hours of continuous use.

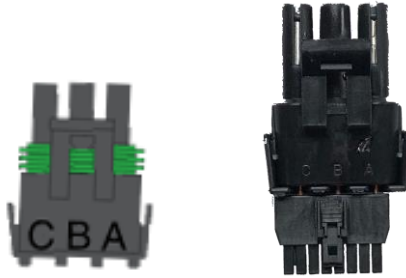
APPENDIX B

WEATHER PACK PLUG OPTION

CT-1, CT2-SL and CT3-SL series units are supplied with a Weather Pack Plug or Weather Pack adapter for ease of installation.

These units also have the Molex Nano-Fit plug located in the rear cover for use with optional add-ons or future features.

3 PIN WEATHER PACK PLUG



Connect the terminal marked **“A”** (RED wire) to Battery Positive. (Nano-Fit Pin 1)

Connect the terminal marked **“B”** (Black wire) to Battery Negative. (Nano-Fit Pin 4)

Connect the terminal marked **“C”** (Purple or White wire) to Positive distributor pickup wire. (Nano-Fit Pin 7)

4 PIN WEATHER PACK PLUG



Connect the terminal marked **“A”** (RED wire) to Battery Positive. ([Nano-Fit Pin 1](#))

Connect the terminal marked **“B”** (Black wire) to Battery Negative. ([Nano-Fit Pin 4](#))

Connect the terminal marked **“C”** (Green wire) to Negative distributor pickup wire. ([Nano-Fit Pin 6](#))

Connect the terminal marked **“D”** (Purple or White wire) to Positive distributor pickup wire. ([Nano-Fit Pin 7](#))

APPENDIX C

MOLEX® NANO-FIT® CONNECTOR

The harness is populated with the wires for the most common installation. All other wires are included and can be installed by the user, along with spare pins.

A special tool is recommended for pin removal (Molex #63824-4600 CT15), however a .025" round pin may work.



If pins are removed, the lock tab will need to be bent back into place if reinstalled in the connector.

Connector is a Molex Nano-Fit , using pin number #1053002200



Extraction Tool and replacement pins can be obtained from Digi-Key.

Extraction Tool- WM11927-ND
Pins- WM14957CT-ND

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