

Bike Engined Car Bump & Blip II[™] inc DBS[™] (Downshift Blipping System)

IOM TT Winning Pro-Shift Bump & Blip II[™]

Bump & Blip II[™] System inc DBS[™] for Bike Engined Cars

Developed for the Isle of Man TT, the Digitally Programable Bump & Blip II[™] features integrated ignition or fuel injection cuts plus a ramping restore facility, this allied with our DBS[™] gives seamless clutchless up & downshifting.

Main features are:

- Uniquely utilising our highly accurate Bi-Directional Hall Effect Strain Gauge to signal the Bump & Blip II[™] GCU (Gearshift Control Unit), this then provides the upshift cuts & downshift throttle blips. Note, Fitted with 2 x 6mm male studs
- Stand-Alone no matter what ECU you have, the Bump & Blip II[™] GCU drives all gearshift functions with no ECU integration required (often called ECU “flashing”)
- Fast under 20mS (milliseconds) shift times used in the Isle of Man TT Races
- Integral timer controlled fully adjustable ignition or fuel injection cutting allowing clutchless “flat” upshifts
- Individually programable by gear ignition or fuel injection power ramps for seamless power restoration after clutchless upshifts
- Dual Switchable Gearshift Maps (Street & Track) flick from map to map on the move
- Adjustable DBS[™] Auto-Blipper “on times” providing ultimate control to give the desired Seamless Clutchless Downshifts
- DBS[™] for Cable Operated Throttles uses our Remote Cable Blipper which has adjustable travel allowing you to “tune” the downshifts to your personal riding style
- DBS[™] for DBW (Drive By Wire) Throttles our bespoke hand built DBW Blipper Modules are available for 2 Channel & 4 Channel Throttle configurations
- Adjustable Throttle Opening Percentage - Opening Time - Trigger Points