

BD_SW_7BC_33 BMW 1000 RR , K67 2019 onwards race switch set + LIN / GPS interface
For clutch post or handlebar clamp mounting.

This 7 button switch is designed for use on race/track bikes where the road functions such as lights, turn signals and horn are not needed.

Direct mount onto the clutch post to save handlebar space, providing extra clearance for thumb brakes and brake adjusters

Wiring - No modification of the bike wiring is necessary, this kit plugs directly into the connectors of the standard loom via our LIN BUS interface which is programmed to be 100% compatible with the existing bike electronics, so no diagnostic warning lights

GPS – The standard switch provides a manual lap timer 'start' via the flash function, this is also re-created on our switch but we also provide an option to plug in a separate GPS lap timer which has large memory of built in track finish lines, as well as an easy to set 'record' button for creating new finish line positions.



Dual Mode operation - The complexity of the standard switch assembly coupled with the 'doughnut' wheel make the standard unit not ideally suited to the track.

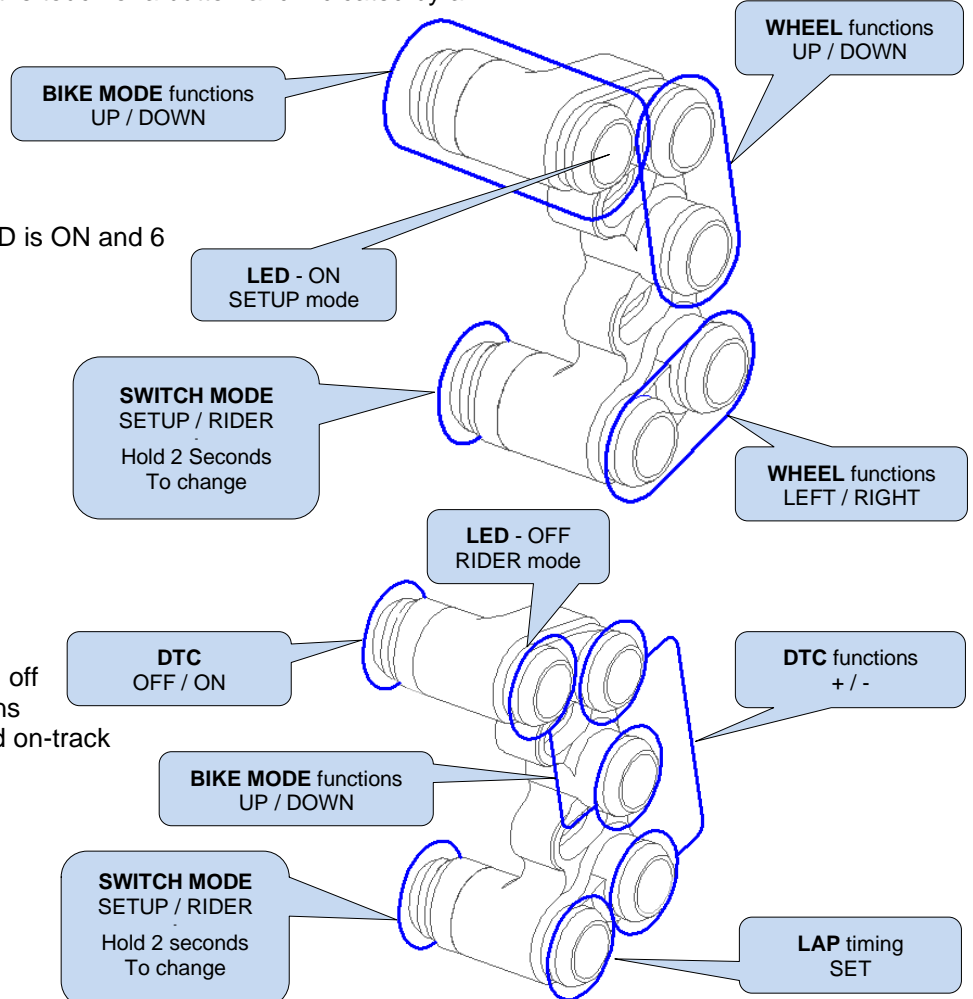
Our solution was to use a contemporary layout that is familiar to track riders and split up the host of functions into two modes RIDER / SETUP that are switchable at the touch of a button and indicated by an LED

SETUP – In this mode a blue LED is ON and 6 button functions are allocated to:

- Wheel - Navigate right
- Wheel - Navigate left
- Wheel – Navigate Up
- Wheel – Navigate Down
- Menu – Up
- Menu – Down

RIDER – In this mode the LED is off and these same 6 button functions are allocated to functions needed on-track

- TC +
- TC –
- DTC off/on
- Flash / lap timer set
- Menu – Up
- Menu – Down



User notes:

At ignition ON the switch set is always in RIDER mode (LED off), if you see the LED ON, you are in SETUP mode which is not suitable for track riding.

The SETUP mode (LED-ON) automatically switches back to RIDER mode after 35 seconds. This ensures the RIDER functions are always available when on track, even if you forgot to turn off the SETUP mode

Electrical connection:

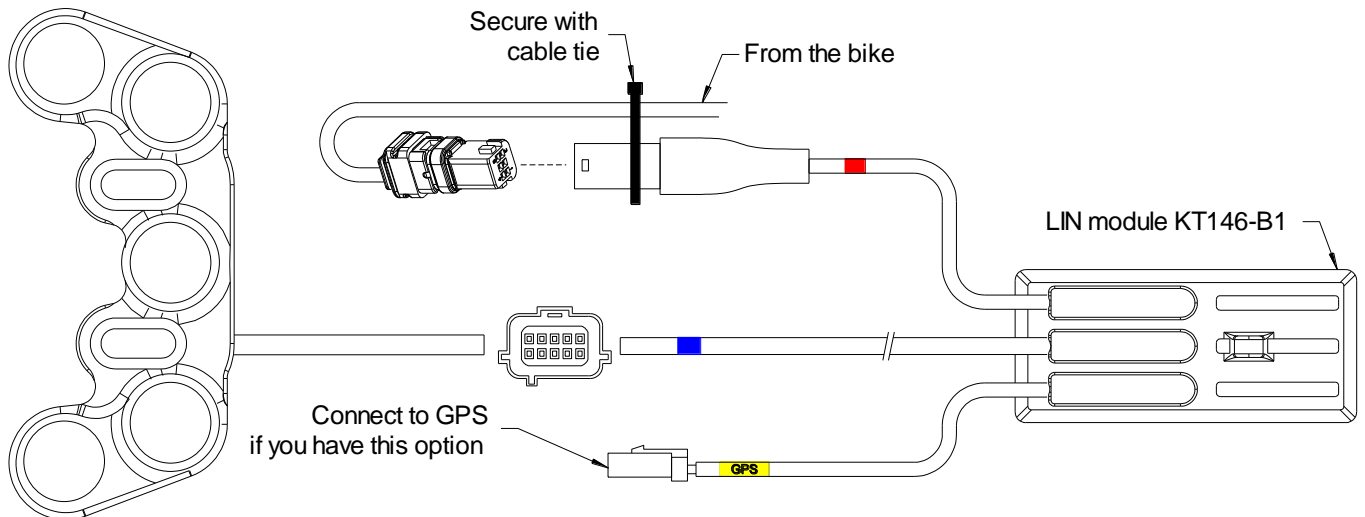
IMPORTANT : Always turn off the ignition and wait 2 minutes before disconnecting anything. This ensures the bike is fully turned off.

IMPORTANT : Always connect the switch assembly to the LIN module before turning on the bike ignition. The LIN module automatically recognises the type of switch fitted and transmits the correct information to the bike, without this you are likely to get a diagnostic error.

Your switch assembly is comprised of these components

- Switch assembly
- Switch mounting clamp of your choice
- Lin interface module KT146-B1
- GPS lap timer KT170 – Optional – See separate data sheet for use and setup information

Note: Heated grip wiring is not included.



The LIN module may be fitted in any convenient location behind bodywork, but typically under the front fuel tank cover and to the left of the ignition switch. No special mounting is needed.

Compatible right switch for brake mounting

BD-SW-3BC_33
 Stop/Run , Start , Mode



Electrical / Mechanical Characteristics

Wire..... Type 55 / 24
 Switch sealing IP67
 Housing.....Aluminium

Coating.....Black anodise
 Dia (handlebar)22mm (7/8")
 Wiring Plug n play

Ordering Information

Part No.	Description
BD-SW-7BC-33-xxx	7 button left handlebar switch – BMW K67 Complete kit, Switch, LIN interface, clutch clamp of your choice xxx - Choose appropriate clamp from the parts listed on page 3. One free clamp per switch assembly
KT170	GPS module – Automatic lap timer (GPS NOT included with the switch set, order separately)

Mounting - These 'Type C' switches mount directly onto the original clutch assembly replacing the standard 2 bolt clamp with our new clamp. This also provides a mount for the switch assembly which is then adjustable left/right via slotted holes.

Clamps

CL-A – To suit 32mm in-line clamp bolts – To suit the standard clutch and Brembo RC

CL-B – To suit 30mm offset bolts – Brembo XR , XA , GP

CL-F – To suit 30mm in-line bolts as found on Accosato / Hel

CL-J – To suit 32mm offset bolts as found on Beringer

CL-K – To suit 36mm in-line bolts as found on Kawasaki

BR-G - Generic clamp for direct handlebar mounting.

We will supply clamp CL-A to suit the standard clutch, or you can choose from any one of the above as a free alternative.

These clamp designs use far less space on the handlebar than conventional switch bodies and are fully adjustable.

Mounting - These switches mount directly onto our own clutch post clamp and are adjustable left / right to suit the rider



0.5mm of gap – Used for tightening the clamp.
 21.5 > 22.2mm dia bar

IMPORTANT CL-A, CL-B, CL-K
 Tighten the UPPER bolt first to achieve metal to metal contact, then use the lower bolt to clamp onto the handlebar

Clamps are also sold separately so there is no need to replace the switch if you change your clutch post.

