

PORSCHE PADDLESHIFT SYSTEM



K-M-P Paddleshift: professional shift control

The benefits of the K-M-P paddleshift system are significant; the driver can completely focus on driving and doesn't need to worry about clutch and gearlever. Drivers' hands can stay on the steeringwheel and clutch use during race is no longer needed, due to the clutch-less shift system. "heel and toe" is redundant with the integrated autoblip function. These benefits will result in quicker and more constant lap times during the race. Another major advantage is the reduction of gearbox wear.

The system includes an easy to install central unit which holds the GCU, three valves, a pressure sensor, pressure release valve and a 650CC accumulator. The gearbox control unit (GCU) has extended functionalities and safety features. Engine overrevs with downshifting are eliminated with the programmable overrev protection. Full integration of ECU sensors is possible with the CAN-BUS interface.

All essential paddleshift data is being sent out over CAN-Bus for third party datalogging. Your MoTeC ADL dash can retrieve the paddleshift data from the CAN-BUS and integrate into your logging.

The paddleshift system includes:

- Central unit
- High End 12V compressor
- Gearbox actuator
- Throttle Blipper
- Goodridge hoses and fittings
- High spec autosport wiringloom
- Paddles mounted on steeringwheel plate including switches and chassis connector
- Available steeringwheel layouts:
 - 2007-2009 CUP 4 switch (original 2 switch)
 - 2010-2012 CUP 7 switch (original 6 switch)
 - 2012-2013 Grand-Am 8 + TC rotary switch



The K-M-P Paddleshift system is available at Wright Motorsports. Contact us for more information and enquiries. Service and installation is performed by Wright Motorsports supported by the engineers from K-M-P.

Please check www.k-m-p.nl for the latest news



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