

Brief Introduction

Congratulations on your new MyChron4 purchase. The fact that you are reading this early release quick start guide means that you are one of the first racers in the world to own the new MyChron4, and you're going to love it!

Please take the time to register your new MyChron4, either on our website at www.aimsports.com/register/ or by calling us toll free at (800) 718-9090. A complete manual will be sent to you as soon as it is published.

The MyChron4 is the most powerful gauge available for kart racing today. The MyChron4 sports an all graphical display which allows for a flexible real-time display of information and data review features that were previously never possible. Much of what could previously be done only by downloading to a PC, can now be done directly on the MyChron4 display. The MyChron4 also adapts to your style of racing by providing a feature set specific to sprint racing, oval racing, and road racing.

Getting Started, Quick and Easy

Install an alkaline 9-Volt battery, loosen the two screws on the battery cover, located on the right rear of the gauge, remove the cover and install the battery.

Power the gauge on by pressing the ON/VIEW button on the front of the gauge.

To configure your new gauge you will be guided through the process with the new Configuration Wizard. You can start the wizard by pressing MENU. You will be prompted for following information:

- Your Name
- Type of Racing; Sprint Racing, Oval Racing, Road Racing
- Drive Type; Low Stall Clutch, High Stall Clutch, Direct Drive, or Gearbox
- Number of Gears; only prompted when 'Gearbox' drive is selected
- Maximum RPM; this determines the RPM scaling on the gauge
- RPM Tattle or Shift Light; this activates the large LED in the center of the MyChron4
- Temperature Alarm; enable or disable
- High Temp Alarm Value; if the alarm is enabled
- Time of Day; the current time HH:MM.SS
- Date; today's date

This configuration Wizard can be run again by selecting the 'Configuration Wizard' icon from the main menu, and all items can be modified individually through the icon menus as well. While most of the above is self explanatory, the Drive Type could use some explaining.

Drive Type.

- **Low Stall Clutch** - A centrifugal clutch that engages at low RPM, whereas the main purpose for the clutch is to allow the motor to be started and run at idle without the kart moving. If your clutch always remains engaged while racing, it can be considered a low stall clutch. Typical examples of low stall clutches are; Rotax Max, TAG, JICA, HPV, Comer, and most four cycle clutches found on Briggs and Stratton, Honda, and others.
- **High Stall Clutch** - A centrifugal clutch that engages at high RPM, whereas the main purpose is performance by engaging the clutch near the motors' peak torque curve. It is common, and desired, for

these clutches to engage and disengage a few or several times throughout the course of a lap. Typical examples would be US Yamaha classes like Sportsmen, Superbox, and various pipe classes.

- **Direct Drive** - Direct drive is exactly what it sounds like. There is no clutch, but rather a drive gear on the motor connected directly to a sprocket on the axle, typically by a chain. Typical classes include Formula A and two-cycle Formula Yamaha.
- **Gearbox** - A manual transmission. Shifter karts or the two speed Rotax RM1. When the gearbox drive type is selected, you are then prompted for the number of gears, for example; 6 for a six speed transmission, 5 for a five speed, and 2 in the case of the RM1.

Data Review

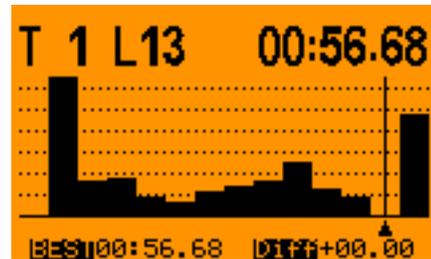
Press the MEM/OK button after an on-track session to review the data.

Lap	Time	RPM	Max
13	0:56.68	13615 4073	181°F
6	0:57.13	13597 4093	177°F
5	0:57.33	13462 4003	174°F

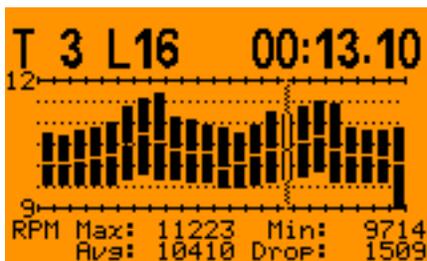
Session Summary, the first data review screen you will see is the session summary page. The Session Summary page displays information in two sections. The upper section shows the date of the test, the test number, the number of laps in the test, the maximum RPM for the session, and the maximum temperature for the session. The lower section shows your fastest three lap times from the session in four columns; the lap number, lap time, max and min RPM, and max temp for each lap. Or, while in Oval Racing mode, you will see RPM drop in the fourth column. You can scroll to previous sessions using the << left button, and back again with the >> right button.

Lap Histogram. Press MEM/OK again to see the second data review page, the Lap Time Histogram.

This view shows your session with each lap time represented by a vertical bar. The longer bars are slower laps. This view helps you quickly see trends in your kart setup. It shows the test number, the lap number, and the lap time across the top. The bottom always displays the best lap time for the session and the differential +/- time from the best lap to the lap being viewed. You can scroll through the laps using the << left button, and the >> right button.



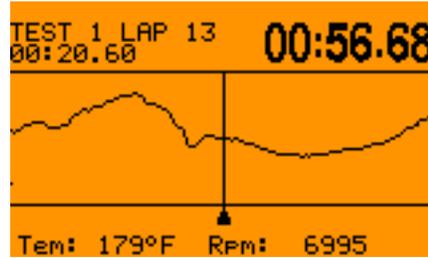
Lap Candlestick. *Only displayed while in Oval racing mode. Press MEM/OK to see the third data review page.



The Lap Candlestick review is a powerful chassis and engine tuning tool for the oval racer. Each bar represents the RPM range within an individual lap. The overall length of the bar is representative of the RPM drop, or the amount of RPM scrubbed through the corners. The higher the bar, the better, and the shorter the bar the better. With the entire session plotted on the display, you can use this tool to find the optimum chassis setup for both qualifying and racing. For each selected lap or lap bar, you will see maximum RPM, minimum RPM, average RPM, and the RPM drop.

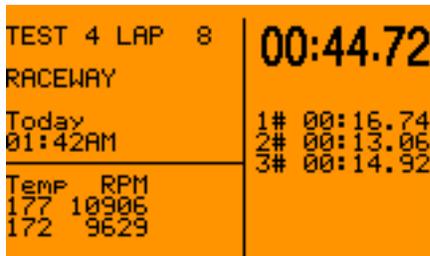
Plot vs. Time. The Plot vs. Time view is an XY plot of your RPM data plotted over time, a virtual strip chart reader.

Press MEM/OK to see the Plot vs. Time view. You will see an RPM trace plotted over time on the X, or horizontal, axis. You can step through your RPM trace in 1/10 of a second increments by pressing the left and right buttons, << and >>. You can scroll through the data by holding down the respective left and right buttons. A lap marker is indicated by a zig-zag vertical line. You can freely scroll between laps. The lap number and lap time is displayed across the top of the display, as is the current time position within the lap. On the bottom of the display is RPM and temperature value at that given data point.



Lap Detail. The Lap Detail displays information specific to a lap.

Press MEM/OK again to see the Lap Details view. The information displayed in the left pane is; the test number, lap number, the track, the date, the time of day of the specific lap time, the maximum and minimum temperature, and the maximum and minimum temperature for the lap. In the right pane, the lap time is displayed in bold numbers, and all split times are displayed below in a normal sized character, along with the split number. You can scroll through all laps in the session with the left and right buttons, << and >>.

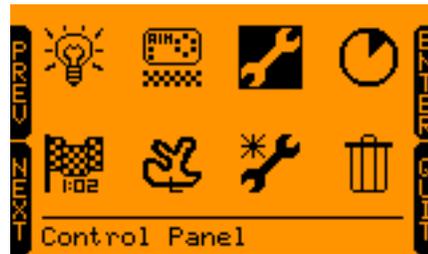


Pressing MEM/OK again will return you to the Session Summary page.

Advanced Features and Configuration

After your gauge has been configured the first time with the Configuration Wizard, the MENU button now presents you with a friendly and intuitive icon configuration menu. The MENU can only be accessed while the engine is off, this is by design and assures the MyChron4 is always ready to display and record data.

Each menu item is explained below.



Backlight, toggles the backlight ON or OFF. Note also that the backlight can be turned on by simply pressing the MENU button while the MyChron4 is receiving an RPM signal.



Session Mode, your MyChron4 offers the default lap counter mode which displays the lap number and increments with every beacon signal. Also available is a timed session, whereas instead of lap number, you can define the session duration and a countdown timer is shown in place of the lap number.



Minimum Lap Time, this defines the number of seconds the lap receiver cannot receive a signal after one is received. You want this at least a few seconds less than your fastest possible lap time.



Track Name, your MyChron4 associates all sessions with a specific track name, this also tags the data file with the track name for downloaded data. It is recommended that you use this feature, there are benefits forthcoming to take further advantage of the track name.



Control Panel, the control panel is a sub-menu for items accessed less frequently and is described in detail below.



Configuration Wizard, this will repeat the Configuration Wizard from the initial setup.



Hour Meter, the hour meter has five individual hour meters; four engine timers that can be reset, and one total hour meter that cannot be reset.



Clear Test Data, this will clear all data in the memory and cannot be undone. *Note however, that your MyChron4 has a “circular” memory and never needs clearing. When the memory does fill up, the oldest data is discarded from memory and new data is safely stored.

Control Panel Sub-Menu



RPM Setup, allows you to configure the graphical RPM scale, the RPM Tattle or Shift Light, and to enable the Hold RPM Peak feature.



Temperature Setup, allows you to enable a temperature alarm, set the high alarm value, and select °F or °C.



Drive Setup, allows you to change the drive setup per the settings described on page one.



System Setup, allows you to change the the time and date, change the type of racing, enable predictive lap timing, and display system information.



Split Setup, for magnetic strip lap timing, this menu allows you to configure the number of magnetic strips at the track, select a split mode, and choose the start line number.



Driver, enter or modify the driver’s name.



Language, International language selection.

This Quick-Start manual covers the basic operation of the MyChron4, through use, you will quickly discover many unique and thoughtful features your MyChron4 has to offer. The passion and labor that went into the MyChron4 is sure to become apparent. A complete manual is on the way. Enjoy your MyChron4.



www.aimsports.com

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