

KNOCKLINK

Instruction Manual

Detonation (knock) is one of the most damaging effects in an engine. If knock does occur, the KnockLink instantly warns you. Even light detonation damages an engine over time.



KnockLink's microprocessor continuously scans the knock signal and detects changes indicating knock. Engine noise is automatically profiled by the KnockLink, storing and adjusting this profile while looking for the particular knock frequency.

The KnockLink is the only self calibrating knock warning instrument available and features:

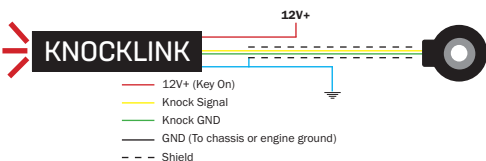
- Intelligent self learning system
- No false alerts
- High detection accuracy
- No complicated calibration process
- Suitable on Rotary and Piston engines

Installation

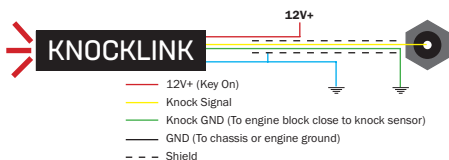
Installation is simple and requires four wires to be connected.

Mount the sensor as close as possible to the centre of the engine block.

Two Terminal Knock Sensor



One Terminal Knock Sensor



WARNING

- Knock sensor wires must be located as far from ignition components as possible.
- Never share the knock sensor with the ECU.
- Not suitable for use on mechanically noisy engines. This includes engines with high clearance pistons and two-stroke engines.

Red wire = Power supply

Connect to an ignition switched power supply. Make sure the power stays on to the KnockLink during starting.

Blue wire = Power ground

This wire can be grounded to the vehicle chassis.

Yellow wire = Sensor signal

When using two terminal knock sensor, this wire may be connected to either terminal. When using a single terminal sensor, connect to the only terminal.

Green wire = Sensor signal ground

When using a two terminal knock sensor, connect to the other terminal on the knock sensor. When using a single terminal knock sensor, connect to the engine block as close as practical to the knock sensor. An eye terminal under the knock sensor would be suitable.

Notes:

The yellow and green wire must use shielded cable from the KnockLink wiring harness to the knock sensor.

The blue wire on the KnockLink needs to be connected to a clean ground point on the engine block or vehicle chassis. Do not connect to a ground wire shared with another device.

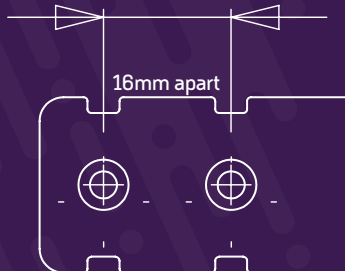
Some knock sensors are not suitable for use with the KnockLink – they may have unusually low power outputs or impractical frequency ranges. A knock sensor is typically selected for a particular engine block and may not be suitable for use on another engine block type.

It is recommended that the KnockLink is used with the Bosch two wire "donut" style sensor (P/N 0 261 231 148) which has measurement characteristics suitable for most engine blocks.

LED modes:

- Dim Blue – Powered, waiting for the engine to be started
- Flashing Blue – Engine started and self calibrating
- Dim Green – Adapting to engine's noise profile and listening for knock
- Flashing Red – Knock detected. Avoid heavy acceleration, seek professional advice.

Mounting Template



Mounting bracket holes (3mm x 2 holes)
In-dash mounting requires an 18mm hole