



Supplementary Fitment Guide

**Kawasaki
ZX10R
2007**



V1.0



Fitting a Shift-I to a ZX10R is one of the easiest I've seen. You only need to take the windscreen off to access the wires.



Remove screws and windscreen.



Unplug the instrument.

You can just peel the rubber back.

There is a little tab on the bottom side of the connector to press in. Once it's depressed, it comes out quite easy.



Remove a section of the tape so you can access the wires.



You can use the included wire clips, or solder the wires as I have done.

ZX10R		Shift-I
Light Blue	→	Black/Blue
Brown/White	→	Black/Red
Black/Yellow	→	Black

I feed the 3 Shift-I wires through the rubber connector socket before connecting. Neat and tidy.



Added some black electrical tape around the Shift-I wires.



A piece of thin angle aluminium was cut and bent for a bracket. Adhered with double side pads and covered with a little tape.

Plug the connector in.

Re-fit the rubber cover in place.

Then tape the wiring up

The Shift-I's default calibration value was used. So you only have to change the shift points. With the default settings, you'll get one light coming on with every 1,000rpm.