



Supplementary Fitment Guide

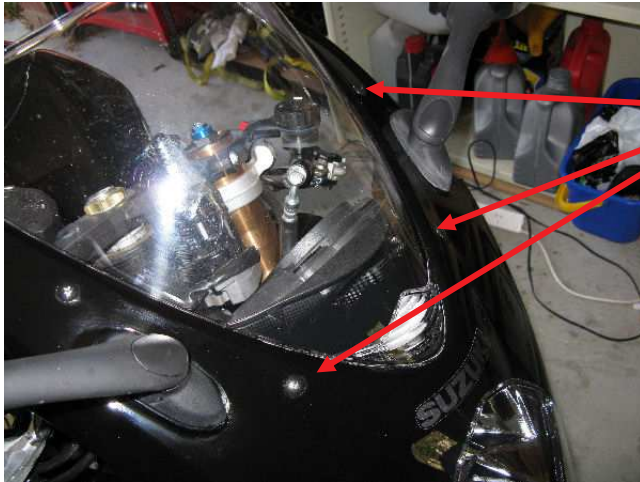
**Suzuki
GSXR1000
2008**



V1.0



To fit the Shift-I, you need to remove the windscreen to get access to the plug going into the back of the instrument. The windscreen is easier to remove after taking the mirrors off. Although the mirror don't bolt through the windscreen, removing them gives a bit more freedom to remove and assemble the windscreen again.



Remove the bolts holding the windscreen to the fairing.

Don't remove the windscreen just yet.



Unclip the indicator wires on both sides.

The little tab is pulled out to release the plug



Undo the nuts and remove the mirrors.

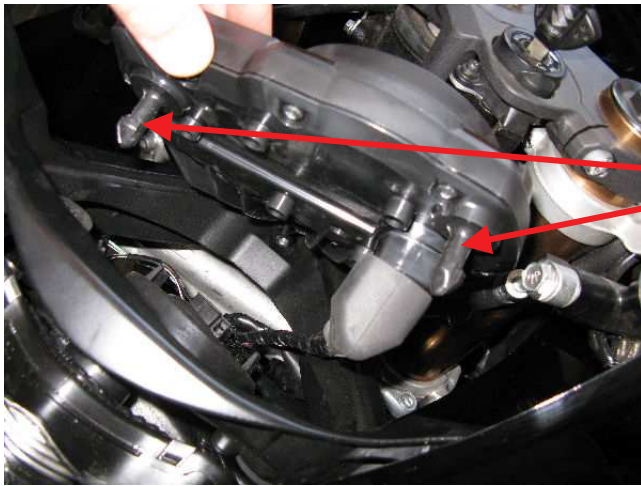
10mm socket.

Once nuts are off, pull mirrors off slowly and feed the indicators wires through the hole.



Loosening these two bolts can give a bit more room/flexibility to remove the windscreen.

Now remove the windscreen.



Remove the bolt below the instrument, 4mm hex socket.

The instrument is held in place by two prongs lodged in rubber grommets.

Pull the instrument back to free.



Unplug the instrument connector. There is a little tab to push in to release it.

Remove some of the tape to get access to the wiring.

Connect the wires....

	GSXR1000		Shift-I
Ground	Black/White	→	Black
Ignition	Orange/Green	→	Black/Red
Tacho	Yellow/Blue	→	Black/Blue

You can use either the provided wire clips, or solder (preferred).

Plug the instrument back in and check everything works before reassembly.

When you turn ignition on, the lights should do a quick demo then settle to 4 lights (showing battery voltage). Might be 3 lights while the fuel pump is priming.

Set the calibration for the Shift-I to match the GSXR, to a value of 1 (the factory default is 2). Hold both buttons down and turn ignition on (now release). You'll have two lights. Press the bottom button twice, you'll now have one light on. Press both buttons to save the setting. Start the engine, and you should get a light on with every 1,000 rpm. Given all is good, reassemble.

Make sure to check you re-tightened any bolts you previously loosened.

Cut the provided double sided sticky foam pads up so there is a strip running across the back of the Shift-I, then stick in place.



See the manual to adjust the rev range to suit your preference.