



Supplementary Fitment Guide

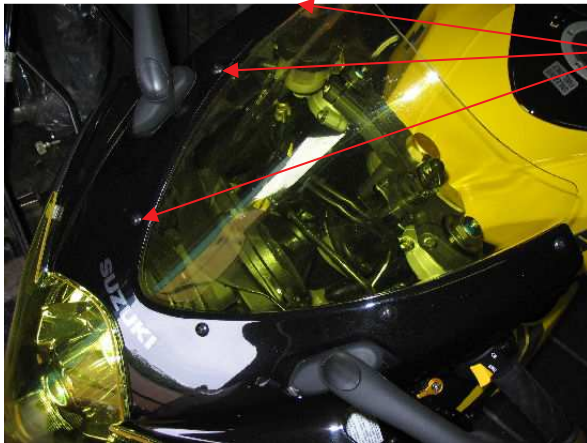
Suzuki GSXR750 2006



V1.0

Ecliptech Innovations Pty. Ltd.

It is quite straight forward to fit a Shift-I to the GSXR's. The plan is to remove the windscreen and then unbolt and unplug the instrument to get access to the wires.

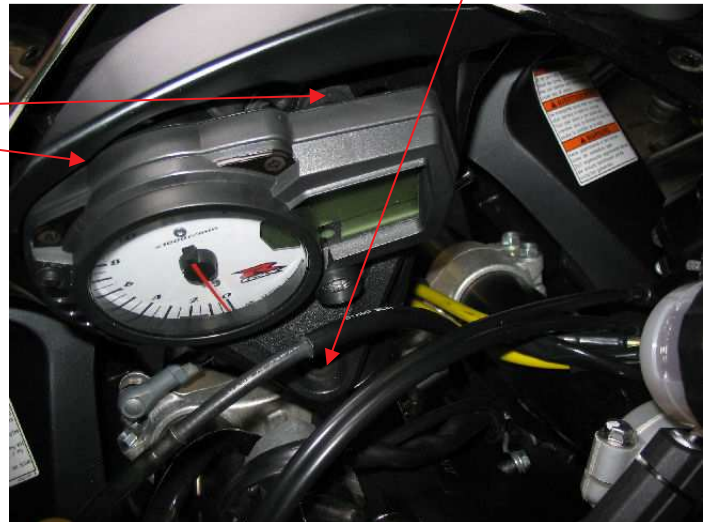


Remove the screws holding the windscreen and remove it.

Remove the 4mm hex bolt at the base of the instrument.

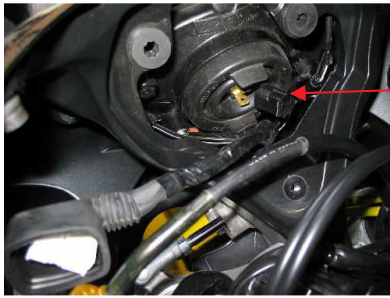
The instrument is held in position by two pegs.

Pull the instrument away from the bracket. This is meant to be removed easily, so you can replace the headlight bulb underneath.



This picture shows the back of the instrument (you can see the pegs).

Depress the little tab on the underneath side of the connector, and gently unplug the instrument. Don't pull so hard that the instrument will hit something. I used a flat screwdriver to easily pop the connector off.



Once the instrument is off, unplug the headlight connector to free up the cable that goes to the instrument.

Take some tape off to find the wires and connect as follows....

Bike → Shift-I

Black/White → Black
Orange/Green → Black/Red
Yellow/Blue → Black/Blue

These are best soldered to ensure a good connection.



The Shift-I comes with some double sided pads, which you can cut up and spread across the rear bottom edge and corners to get some grip.

The calibration value needed is 1 (default is 2). Hold both buttons, turn ignition on and release. You'll have 2 lights. Press the bottom button twice (now one solid light) and then press both buttons together to save. Test it works, you should get one light at 1,000rpm, 2 and 2,000 etc... Re-program it so the first light comes on around 4,000rpm and (so you have at least one light while cruising) and the upper set-point at the redline you want.

