Supplementary Fitment Guide

Triumph Daytona 600 2004

Has been fitted to the 2003 D600 as well as the D650.

V1.0

Ecliptech Innovations Pty. Ltd.

This Shift-I™ was fitted to a Daytona 600 trackbike.

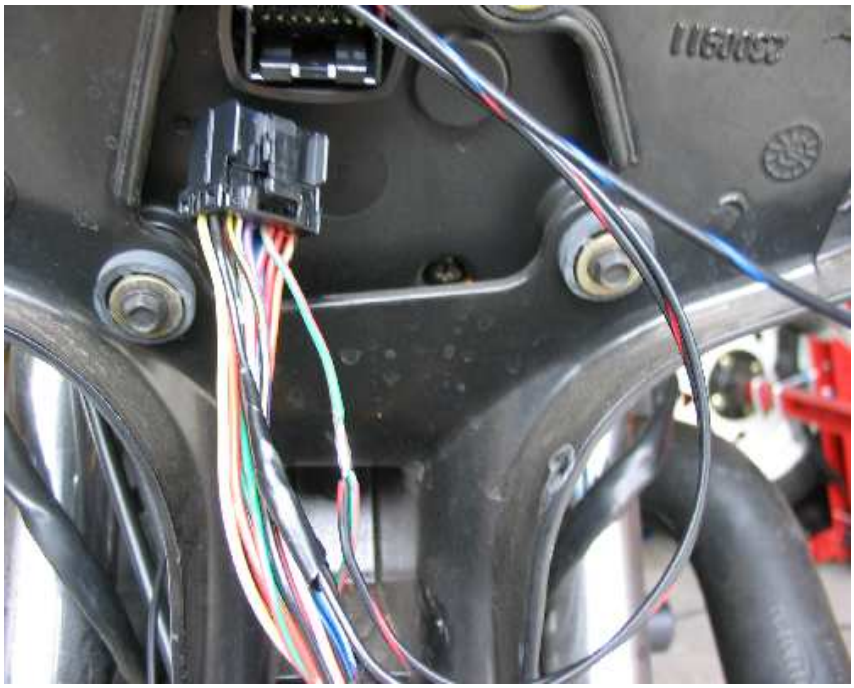
There are 3 wires to connect the Shift-I™ (ground, ignition & tacho). Remove the front fairing so you can get access to the plug going into the back of the instrument.

Pull the rubber housing down and remove some tape.

You don't need to unplug the instrument. I did to make it easier to show which wires to connect to.

Connecting the ground wire… Find the **black** wire on the corner (as shown in the picture) and connect to the Shift-I™ **black** wire. Make sure you use the one in the picture, as there are two black wires!

Next, connect the Green/Red to the Shift-I™ Red/Black.
Make sure to use the one shown, as there are two green/red wires.
What were they thinking!



The next step is an important one, and must be done BEFORE connecting the last wire.

When ignition is turned on, the tacho needle sweeps to redline and back. It does this because the engine controller tells it to. The Shift-I™ however thinks the engine has just redlined too. This causes a problem with the accessing the programming options, but there is a setting to get the Shift-I™ to ignore the RPM for a short period.

1. Hold both buttons down, turn ignition on and release the buttons.
2. Press & hold the top bottom until the display changes. (now in advanced settings mode).
3. Press the up button until the second last light is on.
4. Press down once (you'll have one light on the left).
5. Press up once (you'll now have two lights).
6. Press down (this saves the new setting and exits.

Connect the last wire, solid Red to the Shift-I™ Black/Blue.
Make sure it's the solid red wire too!

Before soldering this wire, check to make sure the setting previously done is working.

Hold both buttons down and turn on the ignition, then release buttons. The default setting should show 2 lights on the left. If the display did the full light sequence, then disconnect the wire and go through the above setting again.

These two lights showing is actually the option to set the number of sparks per revolution the Shift-I™ uses to work out the RPM. Set it while you here.
Press down twice, and you'll have the left light on solid.
Press both buttons to save.

Now start the bike and test it works.

When you turn on ignition, it will automatically show battery voltage.
Typically, while the fuel pump is priming the fuel rail, you'll get 2 lights indicating over 10 volts.
Once the fuel pump has finished, you'll most likely get 3 or 4 lights, depending on whether the headlights are on.
As you crank the bike, you can see how the battery is coping with the starting load.
It will automatically go to RPM mode in a couple of seconds.

With the default settings, the lights come…
1st Light = 1,000rpm
2nd Light = 2,000rpm
3rd Light = 3,000rpm
4th Light = 4,000rpm
5th Light = 5,000rpm
6th Light = 6,000rpm
7th Light = 7,000rpm
All flash = 8,000rpm

The user manual shows how to change this to what you want, down to steps of 50rpm.
I'm going to start with 6,000rpm for the 1st light and 14,500rpm for when they flash.

Here is a picture of it installed. Comes with a couple of stick pads, and fits snuggly around the tacho. Just a note… this one is a custom colour, as the green/amber/red combo normally comes with 4 green, 2 amber, 1 red.