



# **Supplementary Fitment Guide**

## **Triumph Daytona 675 2006**

**V1.0**

**Ecliptech Innovations Pty. Ltd.**

Remove windscreen bolts on each side.



Slide windscreen back...



Disconnect instrument connector



Pull connector out, and then feed back down to behind the headlight, where you'll have better access to the wires.



Splice the sheath open to access the wires.



Connect the Shift-I power wires...

Shift-I Black/Red → D675 Green/Red  
Shift-I Black → D675 Black

With the D675 black wire... there are several. Don't use the thick black wire or the black wire with silver bands.



Plug the connector back in and turn ignition on.  
The Shift-I should light up.

Remove riders seat (via keylock), unbolt the front of the tank and tilt it back.

The ECU is under the tank, on top of the air box.  
Connect the Shift-I Blue/Black wire to the ECU Green/Black.



To set the Shift-I calibration (so it knows how many engine pulses per revolution)...  
Hold both buttons and turn ignition on.

Press the down button until the left most light is flashing (which is the 0.5 setting).  
Then press both buttons to save the setting.

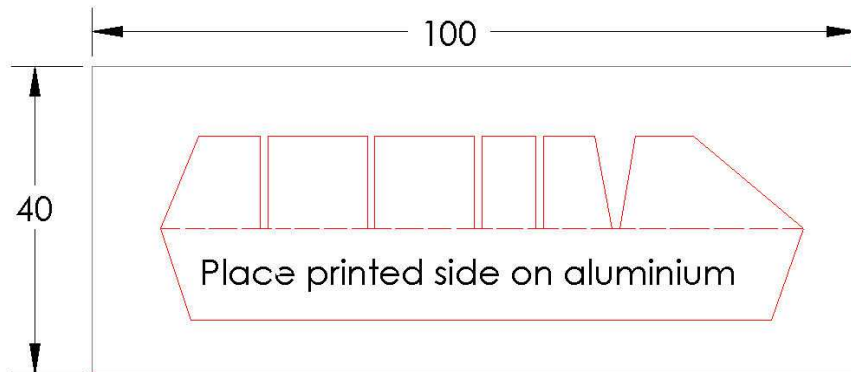
I made a bracket to mount the Shift-I on the top of the instrument.  
It sticks to the top of the instrument with double sided adhesive pads.  
The Shift-I sticks to the bracket with the adhesive pads too.



I used aluminum from the local hardware shop, 12x12 angled, 1.4mm thick.



I cut a series of slots so I could bend it to follow the curve of the instrument. If you print this page with no scaling, the diagram below should be to the right scale. Use the 100x40mm box to verify it has printed right. Tape the diagram to the aluminium and cut to size ;-)



The bracket was easily bent with a pliers and by hand to suit the instrument.



Ask Eclipsech for addition adhesive pads when ordering, so you have enough to cover both faces of the bracket.



Remove the pad cover to stick it to the instrument, using the Shift-I to align the bracket where you want.

Then remove the rest of the pad covers and fix the Shift-I to the bracket.

To finish, I put a couple of strips of black electrical tape to cover the aluminum.

