



Supplementary Fitment Guide

Buell Firebolt

Supplied by BuellerParts
www.buellerparts.com.au



V1.0



Fitment to the Firebolt is quite straight forward. This guide provides plenty of detail to make it easy to follow.

We opted to take the front fairing off to give better accessibility, which although not absolutely necessary, makes it easy to thread the wires through the back and make it a neat job. You only need to remove the mirrors and indicators to take the front off, so it's worth doing.

Unbolt each mirror.
2 bolts, 10mm socket.



Unbolt and remove the indicators.
13mm spanner to loosen the nut.

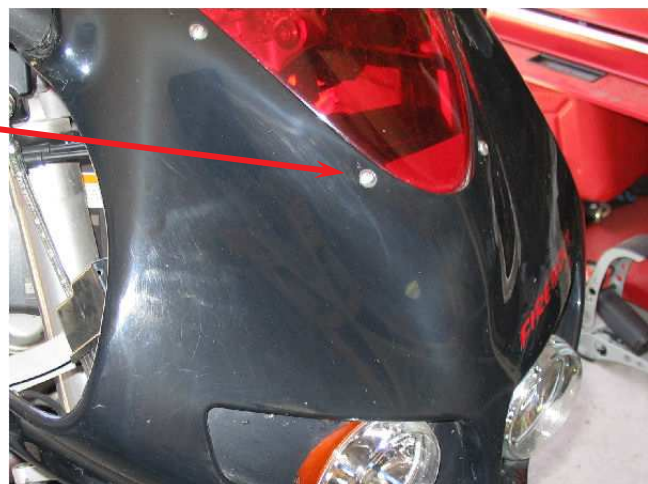
Remember the lock washer and nut
both go back on this side.

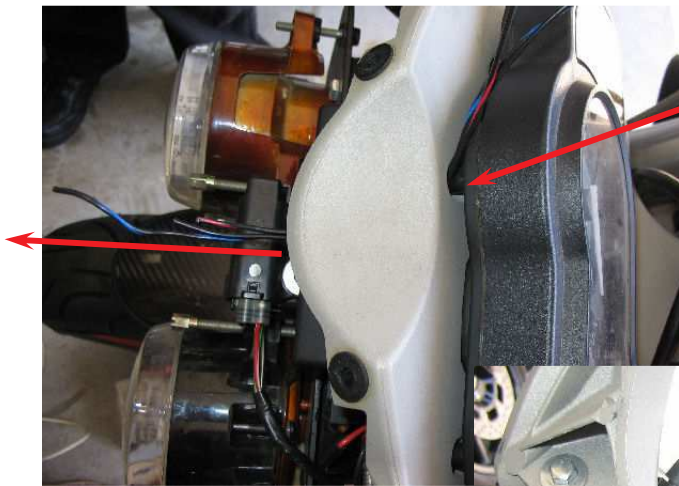
The wires are just bullet terminals
and pull apart easily. Doesn't
matter which way these two wires
clip back together.

The only thing holding the front
fairing on now are these two lower
windscreen bolts.

Remove them (3mm hex key).

The fairing tends to hold in place,
but while taking the last bolt out, do
keep a hand on it to make sure it
does not move unexpectedly.





Thread the Shift-I wires through holes behind the instrument.

We fitted some heatshrink tubing over the wires, so they are less visible under the screen. You could alternatively use some tape.

Thread the wires behind the headlights down to where the horn is.

Note: The headlights on this Firebolt have been modified/upgraded by BuellerParts, so may appear differently to your own.



The wires we want to get to are here. Take the cable ties off.

It's much easier to get to them by just unbolting the horn bracket.

You can unplug the horn to get it out of your way.

Horn placement shown is non-standard... BuellerParts modification.

With the cable ties off, you can separate the cables.

Take the tape of this one....

It's not the really thick bunch, or the other bunch that has the two wires coming out (on the right side).



Thick Cable

Cable With 2 Wires



Join the following wires...

Buell	→	Shift-I
Pink	→	Black/Blue
Grey	→	Black/Red
Black	→	Black

There are two black wires to pick from, both thick wires. Either will do.

Tape the connections, configure the Shift-I, test and then put the fairing on last.

Cut the adhesive pads (provided) and line them along the bottom edge of the Shift-I as shown...

These pads stick quite well. In a couple of days they will reach full strength, but you can still get them off (tear apart) and the left overs can be rubbed of cleanly without chemicals.



The Shift-I has a calibration setting that you need to change. This setting is just to match the Shift-I to the Buell's tacho signal. Hold both buttons down, turn ignition on and let them go. You will have 2 lights showing (calibration default is 2). Press down twice, now 1 light showing (calibration 1). Press both buttons together to save the setting.

The default settings will have the first light come on at 1,000rpm, next at 2,000rpm etc... Test this works before re-assembly. The user manual will cover everything you need to adjust where the lights starts and finishes (i.e. 2,600rpm through to redline 7,000rpm).

NOTE: When you first turn on ignition, it will be showing battery voltage. It will show this while you crank the engine, then automatically go to RPM mode a couple of seconds later.