

Shift-I™ Installation Guide for Honda Hornet 250

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1. All instructions assume you are looking at the bike from in front of it.
2. Remove the fly-screen.
3. For more room remove the headlight also with the bolts either side of the headlight. (Note the nuts that hold the headlight bolts on the inside of the headlight can become loose, and fall out into the headlight. You may need to remove the lamp with the three screws round the headlight to put them back.)
4. Unscrew the Speedo cable from the right hand side of the clock assembly.
5. There are five screws to remove the back of the clocks, one top centre, two on the left and right extremes, two underneath - left and right.
6. Tape the three Shift-I wires into a bunch. Leave about 6 inches or so of the wires exposed at the end.
7. Route them through the back of the loose clock casing, through the hole for the speedo cable. (get a helper to hold the clock housing and the Shift-I while wiring it all up).
8. On the left clock, the tacho wires – green and green/yellow stripes enter though the centre of the circle. They are connected with screws. Unscrew the right-hand one - yellow/green striped wire, and wrap the tacho wire from the Shift-I to the screw. Tighten the screw back up and ensure there is a good solid connection that is not going to vibrate loose.
9. Connect the ground wire in the same way to the green wire immediately on the left.
10. There should be a brown/black striped wire running under the two wires above and entering a hole in the clock, near the bottom of the clock. Strip 1 cm of the insulation off. Wrap the ignition wire round it.
11. Turn on the ignition, and the Shift-I should light up!

12. Now solder and tape up the ignition wire, ensure it is still all working again.
13. Put the back of the clocks back on (reverse of 5.)
14. Re-attach the Speedo cable.
15. Hold the Shift-I up on the clocks to ensure the wire is not sticking out below the headlight before you put it all back on.
16. Reattach the headlight and fly-screen and make sure there is enough clearance.
17. I put mine on top of the Speedo, just behind the lip of the clock to hide the small gap. Ensure you leave enough space to use the trip-reset dial on the side of the Speedo. Also ensure the Shift-I gets as much protection from the elements as you can.
18. It fits pretty closely.
19. Not sure about the calibration, but it seems to be pretty close on the standard setting. I put my lower set-point at 1000 rpm, and my upper set point at 14,000 (peak power).

