



## **Supplementary Fitment Guide**

**Lotus Elise S1  
Lotus Exige S1**



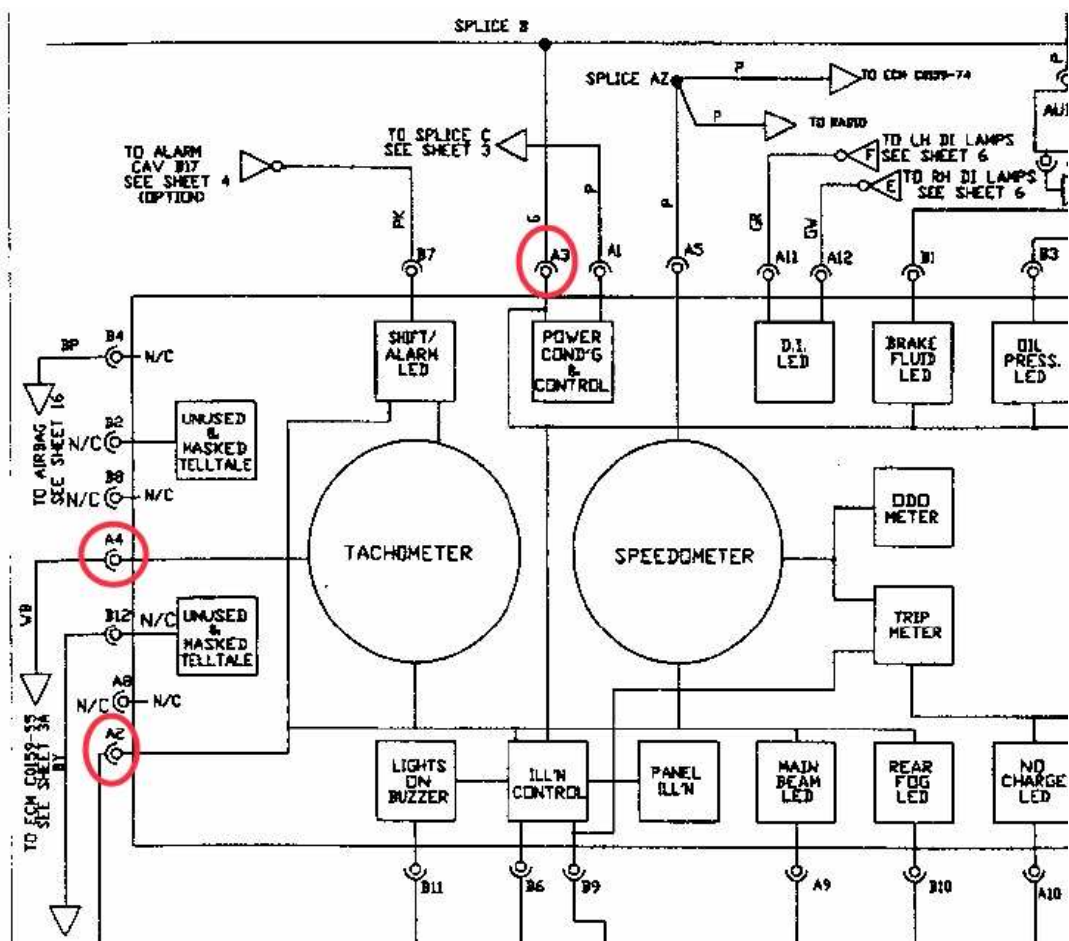
**V1.0**

**Ecliptech Innovations Pty. Ltd.**

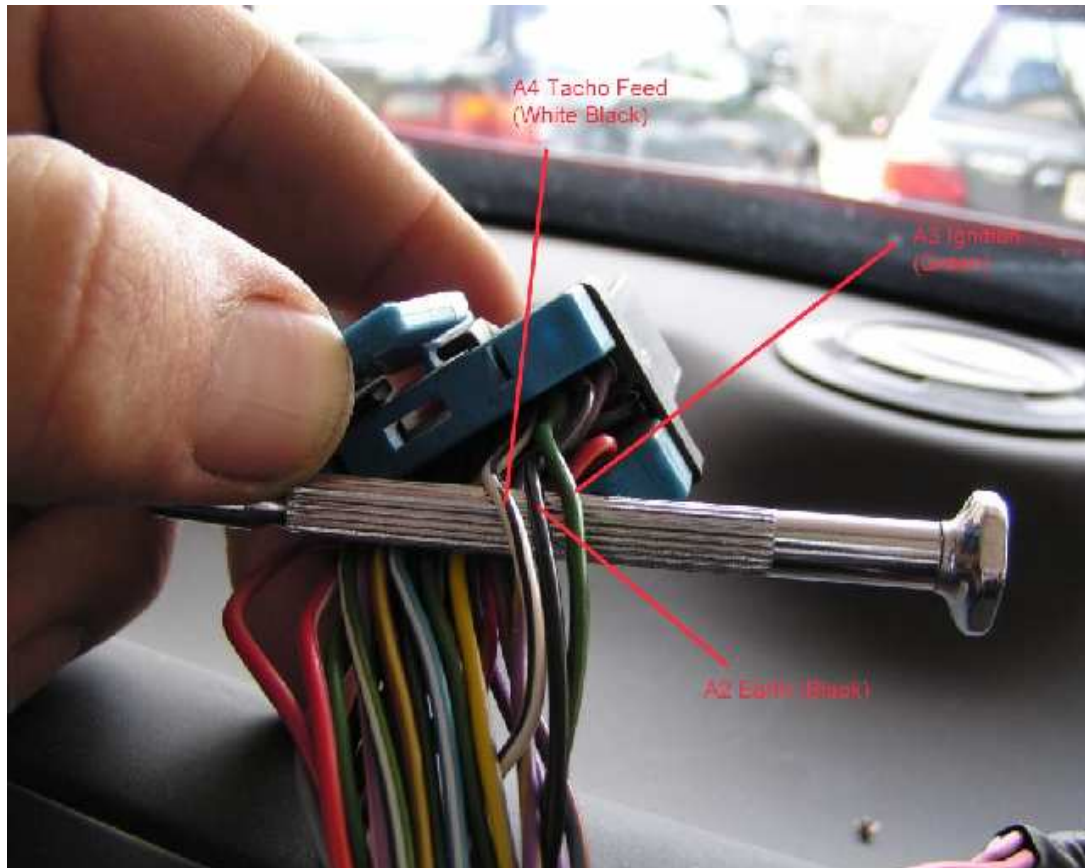
The following information was provided by Dean\_Nz from the www.elisetalk.com forum, and Dave from forum.aussieelises.com forum 

There are 3 wires needed to fit a Shift-IT<sup>TM</sup>, ground, ignition and tacho. All three wires can be found at the back of the instrument. Dean\_Nz advises...

**S1**                      **Shift-IT<sup>TM</sup>**  
**Tacho**..... White/Black, A4 ..... Black/Blue  
**Ground**..... Black, A2 ..... Black  
**Ignition**..... Green, A3 ..... Black/Red



## S1 Stack Plug



Dave provided the following fitment instructions, indicating it took under ½ hour to fit his Exige S1

1. Remove top cover off steering column.
2. Remove Stack dash (2 bolts on underside)
3. Locate the following wires in Stack dash.
  - a) Tacho wire [white/black]
  - b) Power wire [green]
  - c) Earth wire [black]
4. Bear back a section of the wires with a blade and twist the correct Shift-I wire around it. (clear instructions in the manual)
5. Solder and tape the joint well.
6. Tape up the dash loom and wrap tape around the Shift-I wires.
7. Re-fit stack.
8. Stick Shift-I on top of pinnacale with supplied tape.
9. Re-fit top column cover.
10. Test and set-up Shift-I.

The “straight” Shift-I™ is the most appropriate to use. It can be placed on the top of the binnacle, as show below, in the middle, or on top of the steering column.



## Dean\_NZ

“Now why a shift light that has more than one light.....well first look at most race cars, F1 cars etc even the race bikes, they all have at least 5 LED shift light indicator telling the driver where he is at in the RPM range. I fitted one to my car (Honda powered) when I couldn't hear the right shift point and found after data logging I was hitting the rev limit far to many times = not good for the engine !

I didn't want the single shift light as it only gives you part of the information and is set at one RPM point, might be OK for high gears but no good for lower gears where the engine rate has a much higher increase.

For those of you who don't want to have a flash light sized shift light strapped to your dash and your after a discrete system that tells you when your about to rev the guts out of your motor and you don't want to spend your day looking down at your rev gauge or the single small budget Lotus shift light that isn't giving you the info you need then this is an option.

It gives you a clear idea of the rate of RPM increase and you can easily predict the shift point in either high or low gears. It's helped more than I thought on track, in the low gears you can judge from the rate of climb in the LEDs when to change at just the right spot, as its really hard to hear & judge from the engine noise alone or looking at the RPM gauge as the engine revs so quick in 1, 2, 3 gears.

In the higher gears it does the same obviously but I also found it was good to get a read on the rpm through corners or checking if it's OK to down shift.....I didn't think it would help that much, but not having to look down at the RPM gauge to see what was going on is a major bonus.....I can focus on the stuff outside the car.

At my local track I used to change for a certain long right hand high speed corner (busy on the edge driving), but once the light was fitted I realised I could carry the same gear "just" and hold the gear for the next corner & straight - gained me .5 second with just that change in my gear selection.

I have mine on the dash in my field of view so it's small enough not to be in the way but still in view when needed.

I got mine a while ago after looking for a long time on the net, most are either too expensive or don't have any adjustment/features.”

## Mark\_R at exiges.com

“The unit is entirely programmable, and even automatically dims the LEDs depending on the ambient light. Currently I have first light coming on just after the second cam comes in, with the lights coming on at even intervals up to the final red light and flash at 8200. It all adds to that addictive second cam rush, and the mini GT racer feel of the Exige. I will probably change the settings though so the first light comes on later, say 7k ish.

To be honest I fitted this thinking it just a bit completely unsensible, boy racerish gadgetry, but I actually found it quite useful to drive with as you never feel the need to look down at the tacho. Not convinced? No, neither am I, but hey, no one bought and Exige to be sensible, and I love it 😊”