Supplementary Fitment Guide

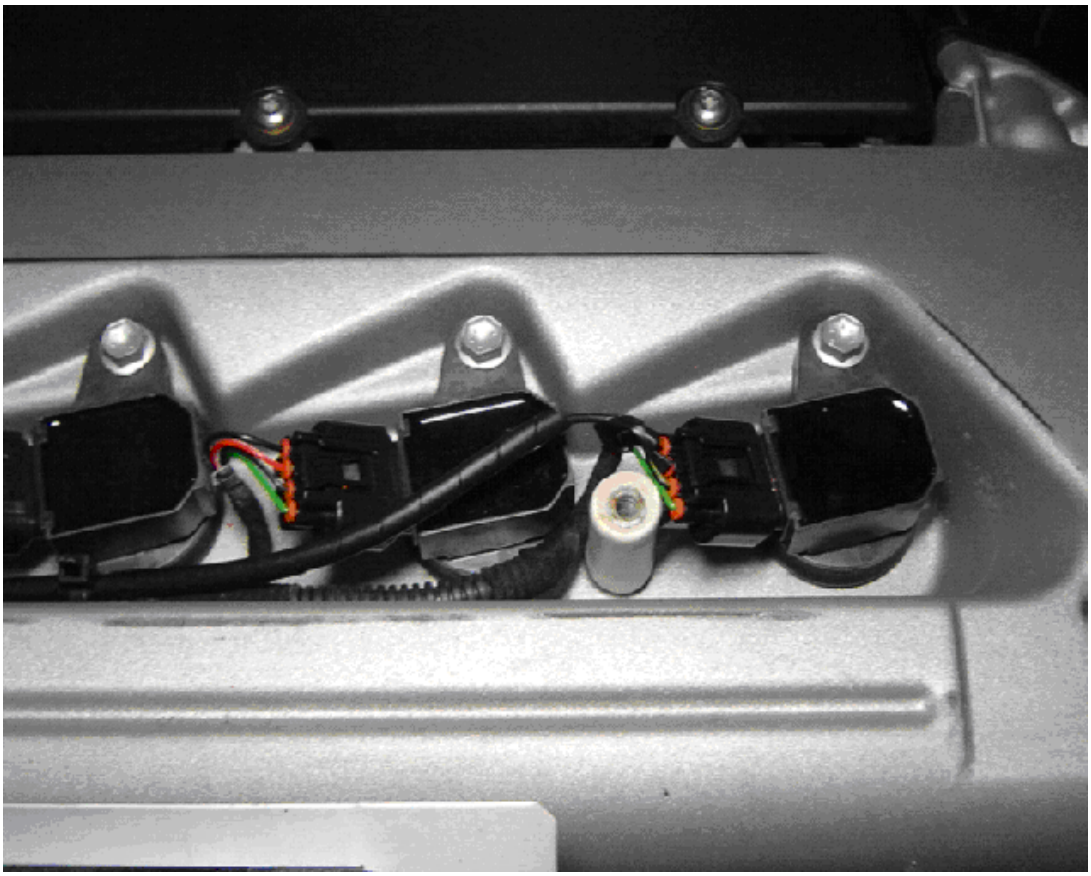
Lotus Elise S2
Lotus Exige S2
(Toyota Engine)

V1.0

Ecliptech Innovations Pty. Ltd.

The following information was provide by Mark_R from www.exiges.com and turbophil from www.elisetalk.com There are 3 wires needed to fit a Shift-I™, ground, ignition and tacho.

Mark_R "Shift-I is just one really neat self contained unit. Fitting was actually quite easy once I had figured out where to get the rpm signal from. On an S1 there is a separate rpm signal to the stack, but on an S2 there is just a digital canbus, so no separate wire with an rpm signal. The solution, helpfully provided by Bob C (thanks Bob!), is to use the feed from the ECU to the coil on the no1 spark splug to get an rpm signal. In the photo below you can see where if have spliced into this wire <ed. Black/Red> (my addition is the wire in the black spiral wrap)."



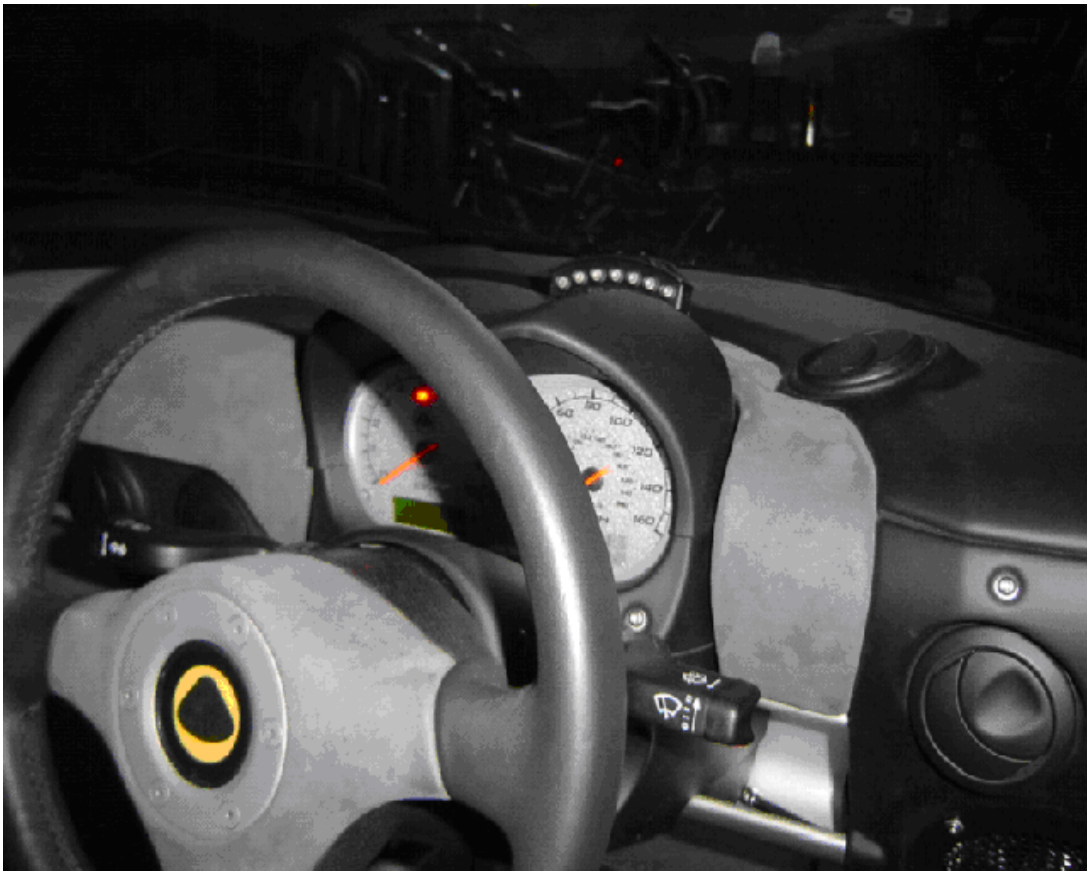
turbophil "One has to pull the signal wiring from a plug coil all the way to the dash where the light is installed." I pulled the tacho signal wire through the shifter cable access hole, up the spine and then up through a hole under the dash where the steering column goes through the bulk head. All the wires met up behind the light switches. I then fed the three very thin wires through the dash and laid them at the base of the windshield to the point where I mounted the shift light."

Mark_R "I got the +ve and earth feeds from the wires going into the cd/radio unit. It is straightforward just to pop the unit out the dash and splice into the wires. You probably could get these from the back of the instrument stack, but it is far easier to get at the cd/radio feed." "It is fairly obvious. There are 2 +ve feeds to the radio: one

wire which is switched from the ignition (this is the one use for the shift-i), and one for night time illumination.

The Shift-I's default calibration number needs to be changed from 2 down to 1 so the RPM signal is correctly interpreted by the Shift-I™. Press and hold both buttons, and turn the ignition on. Press the down (left button), twice. You'll have one light now showing (calibration value of 1). Press both buttons to save the setting.

Mark_R "I mounted the unit on the rear of the instrument binnacle, which puts the lights perfectly in my line of vision just above the steering wheel.



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 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"

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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 were 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.”