



Fitment Guide

Porsche Boxster S, 2000

Written by Manny Sarasota, FL

I started by removing the instrument cluster. It is very easy to do. The flasher switch located on the right side of the cluster must be pried out with 2 screwdrivers. There is a plastic plug on the left side and it must be pried out too. Remove 2 torx screws from the 2 holes and lift the cluster UP and move aside.

Go under the dashboard under the steering and remove the ventilation duct by loosening 1 small screw. You have to fiddle with this to get it out. Now you will be able to see the back of the ignition switch.

Pull out the harness and you will see 3 **Orange** colored wires going to the same terminal. These 3 wires are hot with the ignition on and the 12VDC + will remain on while cranking, and will have zero voltage with the ignition switch off.

Now you will be able to connect the Shift-i.

The **Black** wire can be connected to Ground bolts you will see when you remove the instrument cluster.

The **Black/Red** wire can be extended and connected to one of the **Orange** wires in the ignition harness.

The **Black/Blue** wire can be extended and connected to a **Purple/Green** wire in the Diagnostic connector, located under the drivers side dashboard. This is the tachometer signal.

The Shift-I, can now be guided behind the instrument cluster and the cluster can be lowered in place.

Assemble everything together, the ignition switch harness, duct, and the cluster. You can place the Shift-I in a suitable spot on the dashboard.

For the Calibration, I followed the procedure listed in the instructions that came with the unit and I used a Calibration Value of 3.

The unit worked as expected with no problems at all.

I hope that these instructions can help somebody, because even if they sound complicated, the procedure is not.