

1 Shift-I™ Installation Guide for GSXR600 K1

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1.1 Remove Screen

Undo the six bolts circled in the picture below.



1.2 Remove Dash

The dash is bolted on the front fairing mount by one screw. This screw is shown in the picture below. The screw is slightly hard to get to as it is hard to get a screw driver to it. I used a stumpy Phillips head, but could not get a good purchase on the screw. Luckily my screw wasn't done up tightly so I could safely remove it without stripping the head.



After removing the screw, the dash can be lifted out. At the back of the dash there is a rubber sheath over the wires running into it. Pull the rubber sheath back as shown in the picture below. This exposes the connector to the dash.



Disconnect the connector and remove the dash as shown below.



1.3 Attaching the wires

This installation guide is for a GSXR600 K1. From the wiring diagram in the manual, the wiring for GSXR600 K1 to K3 have the same wiring codes. I believe all gixxers around this era will have the same colour codes, but check with the installation manuals on how to determine which wire is which if unsure.

The table below lists the wiring codes.

Identification	Shift-I™ Colour Code	GSXR600 K1 Colour Code
Ground	Black	Black with white tracer
Tacho signal	Black with blue stripe	Yellow with blue tracer
Ignition	Black with red stripe	Orange with green tracer

The first step is to pull the rubber sheath back on the cables. I choose to pull the sheath up. This would mean the Shift-I™ wires would run out the bottom of the sheath. I believe this looks neater than taking the wires out the top of the sheath.

1.3.1 Splicing the Wires

After pulling the sheath up, locate correct wires.

Splicing the wires was the hardest part for me. I used a knife to trim the insulation off the wire. This needs to be done very carefully not to cut the strands of wire. I cut a few, but take care not to cut through the wires. I choose to trim all the three wires as room is cramped and a soldered wire would make it more so. Also note there are two grounds going into the dash. I have no idea why and I don't think it matters which one you splice onto.

A different option would be to use auto crimp connectors that cut through the insulation and form a connection. I choose not to do this, as a solder provides a better connection.

The picture below shows two wires that I've trimmed back (the third is hidden). In the picture I've wrapped the tacho wire from the Shift-I™ around the tacho wire on the wiring loom. Again I wrapped all the correct Shift-I™ wires around there respective wires in the wiring looms.



The two other
Shift-I™ wires.

The picture below shows the ground and tacho wire have been soldered. The ignition wire on the wiring loom looks yellow with a green tracer in this photo. However it is orange with a green tracer. When soldering make sure that you don't solder two wires together or burn through insulation from another wire. It makes things messy and looks crap.



After soldering the three wires I wrapped some PVC tape around the exposed solder and copper. This is not to waterproof the connection, but to stop short circuits. This is shown in the picture below.



Next pull the rubber sheath down over the wires. I then used PVC tape to tape up the end of the sheath. This helps to make it more water resistant and also looks semi-professional. This is shown in the photo below. Note the quick connector in this photo. This is so I can separate the dash from the wiring loom once the Shift-I™ is installed. You could either cut the wires to do this, or ask Ecliptech to put one on for you. I asked Ecliptech to install this before shipping and cost me AU\$10. This ensured the wires would be long enough.



1.4 Attaching the Shift-I™ to the Dash

As I used a quick connector, the attachment to the dash is easy. I choose to position it after I had reinstalled the dash and the screen. Installation of these items is the reverse of Sections 1.2 and 1.1.

Unfortunately the Shift-I™ curvature does not quite fit the dash. However I used one of the supplied double sided tape section to stick it to the dash on the side. This is shown below. Take your time with this step as I got too eager and the double sided tape is slightly visible (see photo below). However the floating nature looks pretty cool. You can also just see the quick connectors with are tucked neatly behind the dash.

