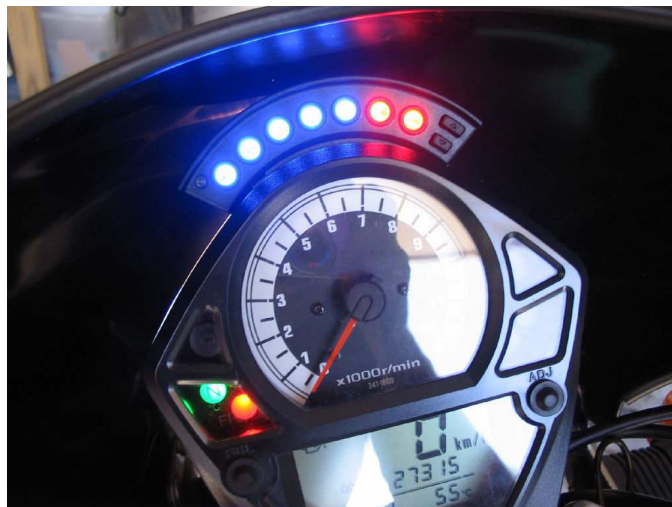




Supplementary Fitment Guide

Suzuki



SV1000

V1.0

Ecliptech Innovations Pty. Ltd.



The wires are located behind the headlight. Put a rag over the steering damper, remove the bolts holding the headlight assembly and rotate the headlight so it rests on the rag covering the steering damper.



The wires going into the headlight assembly (and up to the instrument) are covered by thick sleeve. Remove the ring of electrical tape and pull this wrap apart (which later sticks back together like original) to get access to the wires.

Before trimming the long Shift-I wire to suit, make extra sure of the length. Once the headlight is tilted back up, the wires have to traverse the back dome of the instrument. Don't cut too short!

Shift-I **Black/Red** → SV1000 **Orange/Green**
Shift-I **Black/Blue** → SV1000 **Brown/Black**
Shift-I **Black** → SV1000 **Black/White**

There are a few black/white wires, which you will see are joined together.
You can use either.

Wrap the sleeve back up and apply a ring of electrical tape.

Ask Eclipsech for an extra two sets of sticky pads, as they come in handy to double up and make a good fit to the curve over the tachometer.

The calibration value needed is 1 (default is 2). Hold both buttons, turn ignition on and release. You'll have 2 lights. Press the bottom button twice (now one solid light) and then press both buttons together to save. Test it works, you should get one light at 1,000rpm, 2 and 2,000 etc... Re-program it so the first light comes on around 4,000rpm and (so you have at least one light while cruising) and the upper set-point at the redline you want.

