



Supplementary Fitment Guide

Toyota Corolla Sportivo

V1.0

Ecliptech Innovations Pty. Ltd.

The following was contributed by **theDefiant1**, a member of the Toyota Owners Club – Australia, <http://au.toyotaownersclub.com/forums/>



Last known picture.

I received my Shift-I, and have drawn up an installation manual for the Corolla. There are a few ways to install the unit; the method I have used and explained here is for an instrument cluster hook-up (don't need such long wires). You can also connect the terminals to the ECU.

I recommend reading through this whole guide before you start.

Step 1: Remove meter hood sub-assembly (bracket)

There is a screw just under the hood projection (see photo). Use a Phillips to unscrew it. The screw won't actually screw-out – loosen it, then pull it out (yank). There is a photo of the screw in photo 3.

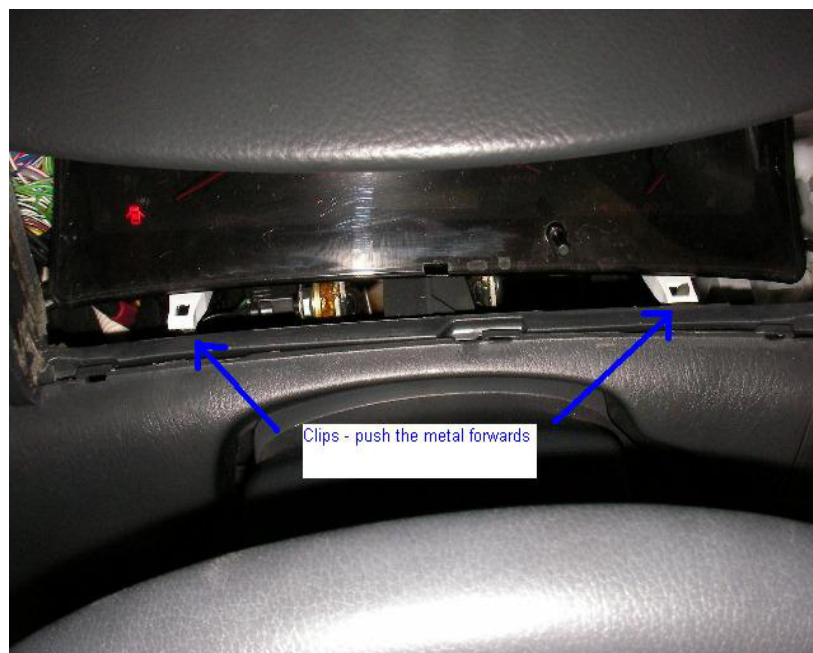


Then yank the bottom of the bracket towards you. The clip holding the top of the hood in (where the screw was), will pop out. Take care not to scratch the face of the instrument cluster. The whole unit should come out.



Step 2: Remove combination meter

With a Phillips, unscrew the top screw holding the meter in place. Support the meter, because it will dance around once the screw is out. At this point I would put some insulating tape around the metal bracket so that it won't scratch the panel face (I did). There are two clips at the bottom of the meter – push them forward to release them (make absolutely sure you are holding the meter). Then unplug the 2 junction boxes – one on each side of the centre.



Step 3: Identify the correct cables to splice

There are 40 wires to choose from. You want pinouts 2, 4 and 19.

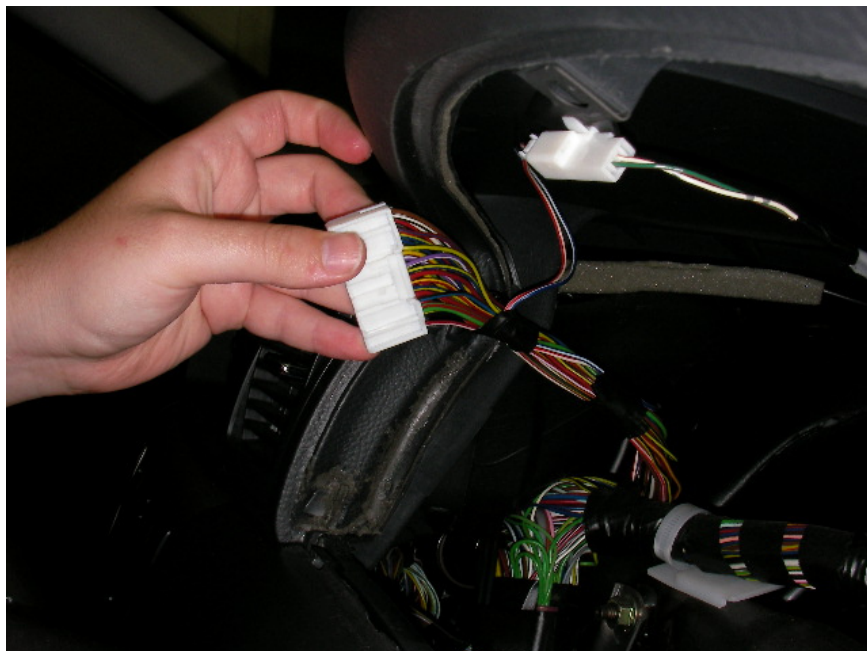
Pinout 2 = ground (white/black); Shift-I cable – black

Pinout 4 = ignition (green/blue??); Shift-I cable – black/red

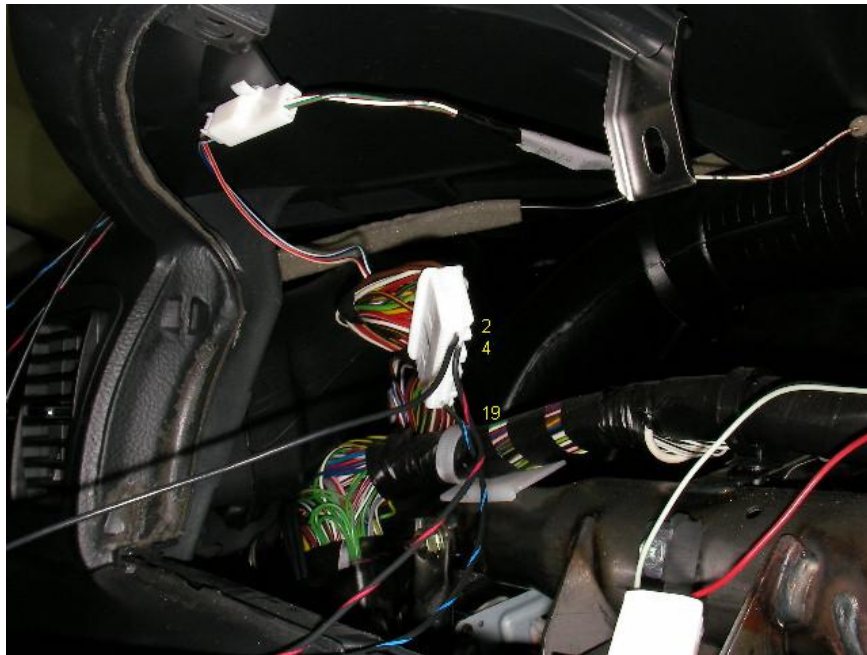
Pinout 19 = tach signal (black); Shift-I cable – black/blue



Pinout 3 did not have a wire, so make sure you go on the pinout, not the 4th wire along. Also, please keep in mind that I am colour-blind...



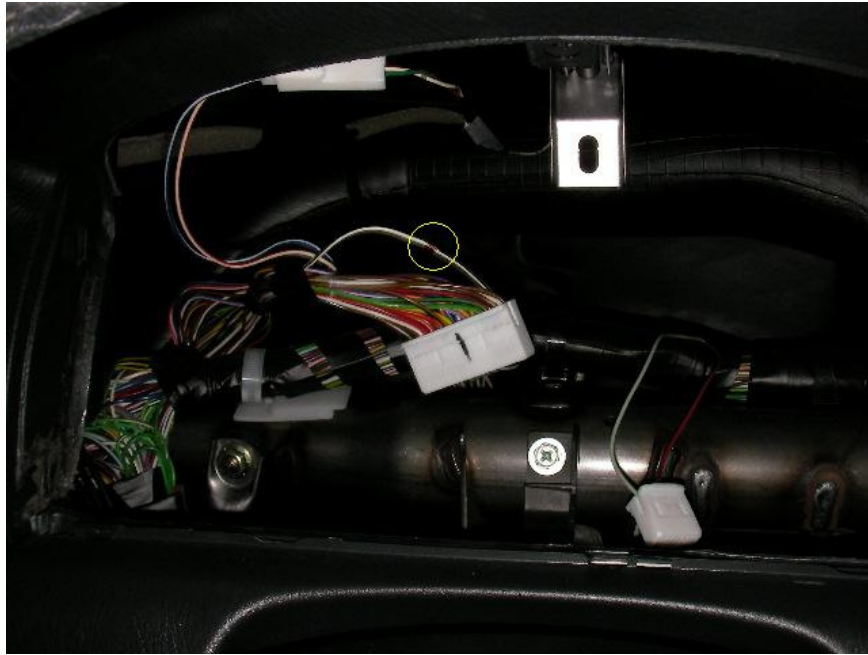
I found an easy way to test to make sure that I had the right pinouts. Shave the shift-i's wires, and place them in the pinouts, start up your engine, and see if the lights come to life. (See also page 5 of the installation manual – verifying operation).



Step 4: Soldering

Follow the instructions on page 4 of the Shift-i installation manual on “connecting wires”, or do what you feel comfortable with. I did not like the idea of soldering in such a small space, so I knitted the cables and the wrapped them in insulation tape (it's working so far).

You can pull the junction wires a bit to get to them more easily.



Before you connect the wires, think about where you want the unit placed. If you want it on top of the hood projection, then you may want the wires from the Shift-I going through the instrument cluster; if you want it on the steering wheel stalk then you can through the gap (see photo) OR through the small panel on the right (next to coin holder) (this is where I went – very neat). Run the wires appropriately.



Step 5: Retest, replace

Just making sure that the connections are holding and are correct. Turn the engine on and rev in neutral to see the LEDs advance.



Step 6: Put everything back together, and enjoy.

Play with the settings to suit your driving style and preferences.



Neat as.

FTW! 🏆 🥳 🤖 🤖