

Shift-I™

Fitment Guide

Honda VFR400



V1.0

Ecliptech Innovations Pty. Ltd.

INTRODUCTION

This is a supplementary guide to the installation manual, showing fitment to a Honda VFR400.

Fitment for this model bike is not complicated. The approach is to remove the mirrors and front windscreen, then to unbolt to the instrument so it can be leaned forward to get access to the wires at the back.



Unbolt mirrors



Unbolt windscreen



(optional)
Unscrew
Speedo Cable

Unbolt
Instrument
(2 bolts)



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If your not keen on soldering the wires in, talk to Eclipsech about getting terminals put on the wires for solderless fitment.



Connect the black wire to this terminal at the back of the tacho.





Connect the black/red wire to this terminal at the back of the temperature gauge.

The tacho wire is a yellow wire with a green stripe. You might need to unplug one of the connectors to get better access to it. If you have a shift indicator with terminals installed, this clips in between the bullet terminals on the tacho wire.

Clip in black/blue Shift-I wire to the yellow/green tacho wire.



TIP: If the Black/Blue wire isn't clipping in tight to the bikes connector, give it a gentle squeeze with the pliers to close up the socket a little. This style of connector can get a little loose with age.

Cut the top of the foam to make a neat slot for the shift indicator to sit. Adhere the supplied double sided sticky pads so the Shift-I is mounted by the back face. This approach avoids the sticky pads from being seen.



Change the calibration setting to 4. This can be done by holding both buttons while turning on ignition, and then use the up/down buttons until you get 4 stationary lights showing. Press both buttons together to save the setting. Refer to the user manual for more information on setting up the shift indicator.



Eight VFR400's have been fitted at the time of writing this document. A couple of these used a sensitivity setting of 7 for accurate top end RPM detection. Unfortunately the VFR's tacho signal from the CDI is quite noisy, and one of the VFR's had uncharacteristic display flicker on the shift indicator. If the display does not work perfectly stable, there is an alternative connection. The tacho signal for the Shift-I can be taken directly from the low side of the coil. This signal is considerably stronger. When connecting here, use a calibration value of 1 (instead of 4).



Test lead shown in picture was attached to terminal, however installation should have the wire soldered.