

SHIFT-I

The Shift-I was designed as a performance based indicator for track work, street and training.

Consider it more of a replacement for your tacho. If you're doing some serious riding, you can't concentrate on reading your tacho. Some people say they don't read the tacho, but it is useful information that can improve consistency... the problem is seeing this information without taking your eyes off the road.

It replaces the tacho by showing you the range of interest. It was designed with only 7 lights for a reason. Any more, and you start having trouble seeing how many are on, any less, and it's not as useful. So if you set the first light to come on a 6,000rpm... anything below that and you know your off engine pace. When you've got one or two lights on, you know your at the start of you power curve... if your blipping down gears, this is where you want to be. If you blipping down too fast, your going to get too many lights reading and your not optimally changing down at the right time... your loading up the rear tyre with different engine braking loads (not consistent). If your mid to exiting a corner, you can tell what pace your doing, whether a bit slower or a bit faster.

Straight line shifting and launch control is also a primary benefit. Dragsters always have shift lights for this purpose. I get a few people that say they know when to change, but most are as consistent as they think. Ever seen a 600 or 750 take a litre bike from a standing start... yet they "just got a bad takeoff"! In the heat of the moment, the adrenalin can cloud concentration... I've seen it, people over rev the engine, because they are pushing it harder - the engine does what it does, despite the emotion wanting to push it. When on the track, particularly trying to get past a thumping twin, I can't hear the engine like I usually to shift consistently, and I hate losing it on the exit after going around the outside.

Because it is digitally adjustable, I can set the RPM range accurately, and my shift point automatically changes.

Consistency is important for track riding. There is a reason why manufacturers are including shift lights with bike, there is a reason why shift lights are available for sale. This one provides the extra info, and has a wide display with a wide viewing angle suited for motorbikes. Particularly given we aren't always directly in front of the display like a car. I don't watch the shift lights... it takes a couple of weeks of practice, but you can read it in your peripheral vision. I leave my eyes on where I'm going. Valentino uses a shift light... and you might notice a couple of F1 cars at the Melbourne grand prix had a very similar shift light setup sitting behind the wheel.

It may have bling!... but it's no toy!