

# Flyin' Miata

## Shift-I Miata-specific instructions 23-96310

The Shift-I can be installed in just about any car or motorcycle. In the Miata, it can be installed in just about any location with a bit of imagination - embedded in the gauge cover, on the windshield header, on the steering column, on the A pillar - it's up to you. We've even wired them in to the diagnostic connector temporarily and stuck them under a windshield wiper! Don't feel you have to follow our instructions to the letter.

In order to function, the light needs three things: power, ground and an ignition signal. These are all available in the connectors on the back of the instrument cluster, at the ECU or underhood at the diagnostic connector. The easiest is under the gauge hood on the 90 - 05 cars and uin the engine bay on the 06 - 13 cars. The connections are shown below.



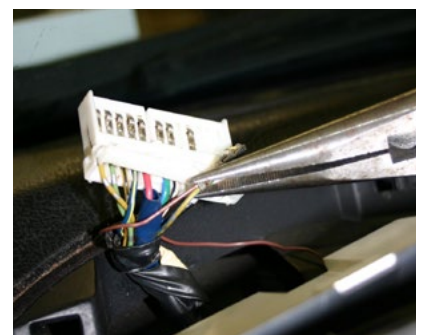
### '90 - '05

To tap into the back of the instrument cluster, you first have to expose the connections. On a 1990-97, remove the upper part of the cover over the steering column by unscrewing the four screws underneath. Pay attention - one of them is a different thread and one is in a really deep hole. Pop the cover off and set it aside. Now undo the two screws at the bottom of the gauge cover, then pull it towards you. It will let go with a bang and with older cars, it's possible one or two of the connectors will break off. If the plastic is cold, this is more likely. Once it's loose, the cover can be wiggled free and set aside.

On the 1999-05 models, the cover over the instruments can be simply pulled off without touching the steering column cover.

The connectors can be seen on the back of the gauge cluster. Press the tab at the top and pull them free. You can splice into the wires using several methods - crimp connectors, soldering or our favorite, molesting the terminals in the factory connector. Here's how you do that.

Pull back the tabs on each side of the connector so the flap on the back can be flipped up. The terminal is held in place by a little tab that's accessible on the bottom side. Use a thin poking device to press this tab down by poking through the hole in the middle of the terminal as shown. Once the terminal is out, slide the shift light wire through the uncrimped loop in the back and use pliers to squash it down, trapping the bare wire inside.



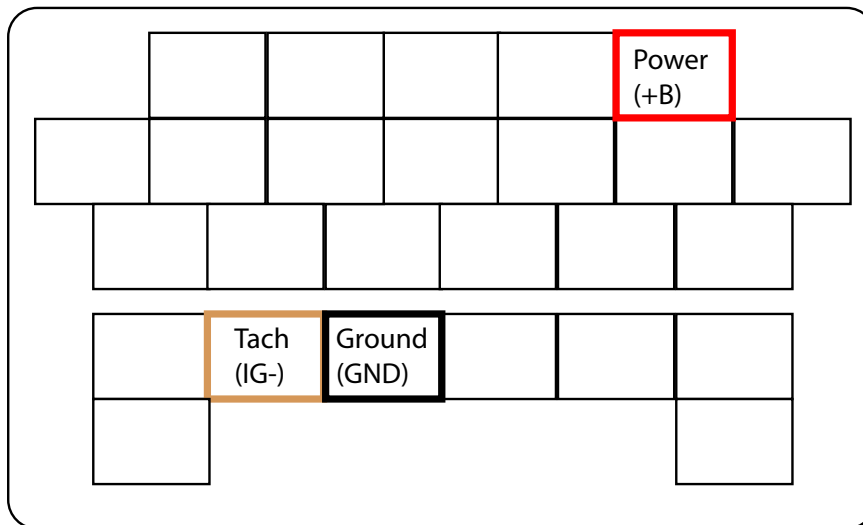
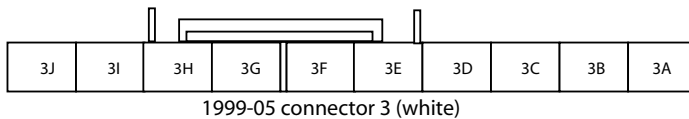
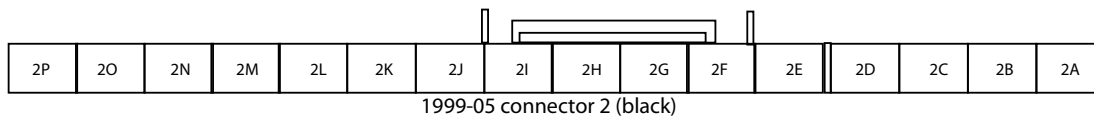
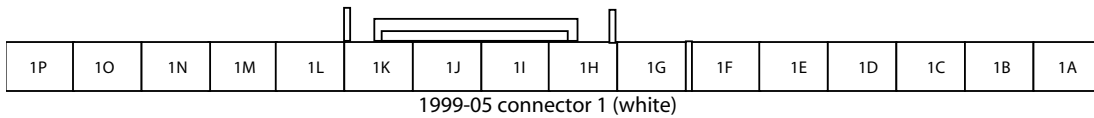
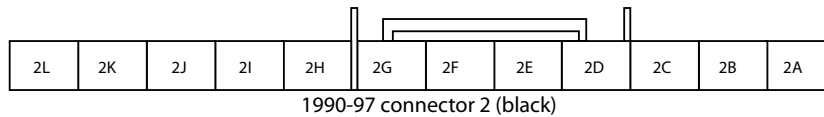
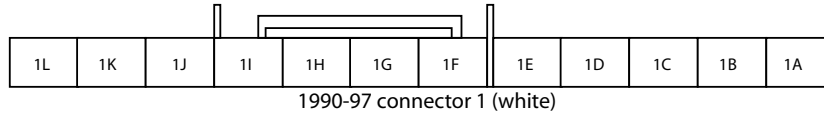
Make sure the terminal isn't any wider than it was before, then reinsert it into the connector. A thin ziptie around the newly paired wires will keep everything from moving around.

Refer to the Shift-I instructions in the package to set up the device.

Wire colors. The tach signal is the same color at the ECU.

	Ground	Power	Tach signal
1990-93	Black (2D)	Black/yellow stripe (2K)	Yellow/blue stripe (1H)
1994-97	Black (2D)	Black/yellow stripe (2K)	Black/white stripe (1H)
1999-05	Black (3J)	Black/yellow stripe (1C)	Green/orange stripe (2K)

All connectors shown from the wire side.



Underhood diagnostic connector viewed from above

## '06 - '15

First, pop the hood and remove the lid of the airbox. You'll probably have to remove the intake tube from the throttle body as well. Set the lid aside once it's off.

Remove the front half of the airbox. Remove the two nuts holding it on at the top, pry the lower piece off, then slip the airbox off of the studs.

The wires to the ECU should now be exposed. Unplug the connectors on the ECU by pushing down on the small grey tab and pulling the white arm towards the wires. This can be a little awkward, but it shouldn't take much force to move the white arm. If it's hard to pull down, the grey tab hasn't been fully depressed.

Connect the black / red ignition wire from the Shift-I to black / blue wire from 1AW (1). The black / blue tachometer wire from the Shift-i should be connected to the yellow / black wire in 2BA (2). The black ground wire from the Shift-I should be connected to the ground point on the driver's side fender (3), near the windshield.

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