



CBR250 Fitment Guide



35W Bulbs Before → 60W “GT150 Power2Night” Bulbs

The mod is designed to allow the headlights to be upgraded from the 35W bulbs to 60W bulbs. Normally, this would cause flat battery trouble and also cause the switchgear contacts to fail due to the higher current. The mod solves both these problems. Power is feed direct from the battery, saving the switchgear contacts. It also ramps down the power to the headlights when the engine is at idle (when you don't need full light anyway). This avoids the battery drain problem, as at engine idle, the alternator doesn't put out much power. The mod also delays the headlights turning on, so the engine can be started without the headlights loading up the battery. Best of all... this mod lets you use the good aftermarket bulbs you couldn't otherwise use :-)

FITMENT OVERVIEW

The upgrade kit is plug and play and straight forward. It involves replacing the headlight bulbs, plugging in the new headlight to the bulbs and routing the wiring back to the battery. Where the O-ring terminals are bolted to the battery. Then add a few cable ties to secure everything.

Remove Seat



Peel back the rear corners of the seat padding and unscrew the two bolts.

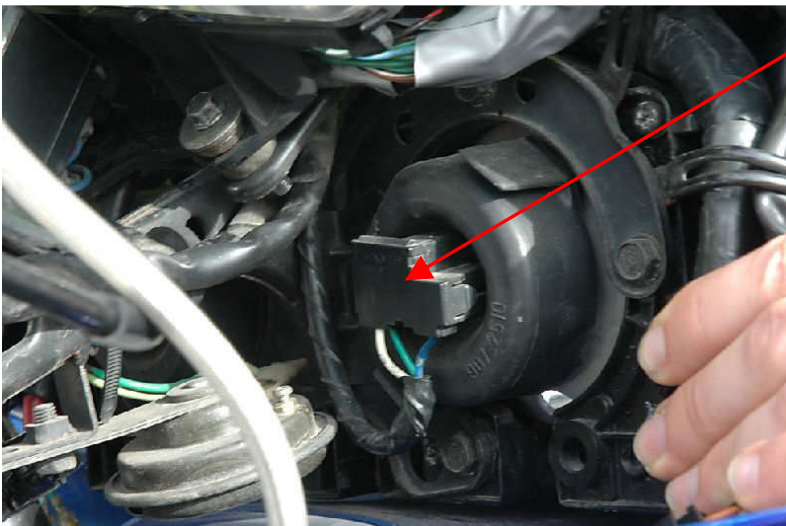
Remove Air Duct



Remove the air duct.

It can be easier if you loosen the nearby fairing bolts to pull the duct off the side mounting point.

Remove Old Bulbs



Pull the connector off the bulb.

Some connectors can be difficult to remove. The bulb is retained by a wire lever spring, so you need to hold the base of the bulb with one hand, while pulling the connector with the other. If you don't, you'll just pull against the spring wire. Wiggle the connector off or use a broad flat screwdriver to lever the connector off if necessary.



Pull the rubber boot off.

Push here on the wire spring to release it. Then remove the bulb.

Prepare New Bulbs

VERY IMPORTANT – Do not touch the glass on the bulbs. It leaves an oily print, even with clean hands. That oil causes a hot spot, as the oil hinders the cooling. Heat kills bulbs. The hotter they run, the shorter their lifespan. If you can't help yourself, wipe the glass clean with a non-residual alcohol, such as Acetone.

The CBR250 takes H4R bulbs, which are not common. You are fitting common H4 bulbs. The only difference is two of the tabs which aren't in the right position. Fold the tabs over the split pin (supplied), as shown below.

DON'T CUT THE TABS OFF!!! Please fit the split pin. Cutting the tabs off leaves the bulb loose and it doesn't sit in the correct position in the lamp. It can vibrate around and reduce the life of the filaments. In addition, the shock from snipping the two tabs off has caused the bulbs filaments to break!



Fit New Bulbs



Fit the new bulbs.

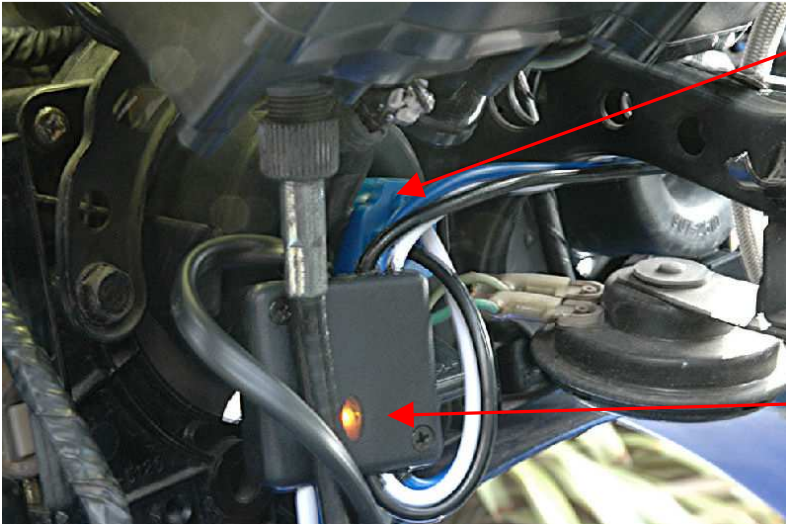
Make absolutely sure you haven't put a finger print on the glass!

The bulbs should sit in flat in the lamp housing.

Clip the spring wire retainer back in place.

Replace the rubber boots before continuing to the next step.

Plug in Kit to Bulbs



Plug the new kit to the headlight bulbs, from the left side of the bike.

The longer plug goes to the right bulb.

Plug the other connector into the existing headlight socket on the left side (not shown).

The control box has an LED indicator. Face this so it can be seen.

Route Cable



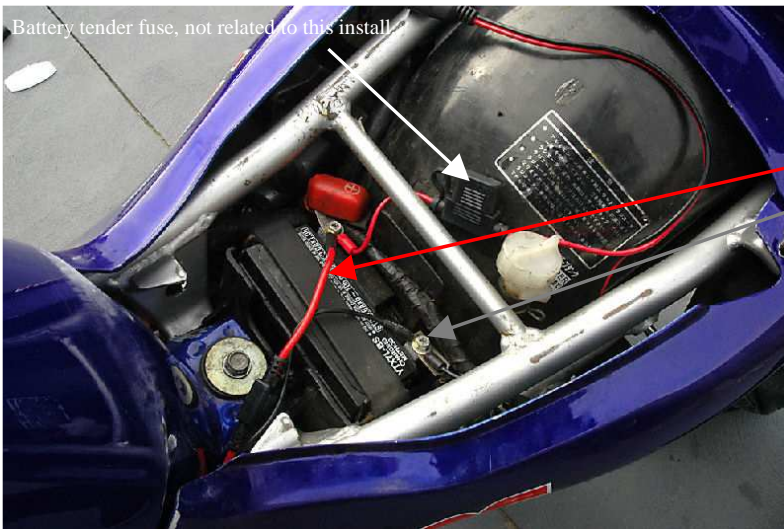
Feed the end with the ring terminals under the frame and along side the tank, through to the battery

Don't let the cable touch the engine. Keep it away to avoid it coming in contact with the hot surface.

Use the cable ties to secure.



If needed, you can remove the fuse to make it easier to feed the cable through tight spots. Alternatively, loosen the front and rear tank bolts.



Bolt the O-Ring terminals to the battery terminals.

RED wire to the **POSTIVE**
BLACK wire to the **NEGATIVE**

The battery bolts sometime take a few turns to get back on.

If the bolt is not picking up the nut, use the end or off cut from a cable tie. Put it under the nut to lift it higher, so the bolt can catch the thread.

TESTING!

1. Turn ignition on and wait... 20 seconds later the low beam headlights should turn on automatically.
2. Test high beam. Turn on the high beam with the passing button, and low beam should go off and high come on. Test with the normal high beam switch too. When you turn the highbeam off, the low beam will turn back on immediately. The transition between high and low will be quite smooth, with no blackout period while switching.
3. Turn ignition on and start the engine. You might have to give the RPM a blip above 2000rpm, but as soon as it sees the alternator is pumping out power it will turn the headlights on as soon as 5 seconds after ignition on.
4. When you pick the RPM up just a bit (alternator generates enough power), the headlights will ramp up to 100% power in 3 seconds. When the engine goes back to idle, they'll ramp back down to the lower power level.