

Shift-I™

Solderless Fitment Guide

Honda CBR250RR



V1.01

Ecliptech Innovations Pty. Ltd.

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INTRODUCTION

This is a supplementary guide to the installation manual specifically for the Honda CBR250RR(L). It may also be applicable to similar models, such as the CBR250R.

Fitment for this model bike is not complicated. The approach is to remove the front windscreen, unbolt to the instrument to lean it forward and get access to the wires at the back.

STEP 1: TAKE OFF THE MIRRORS

You will need a 10mm socket to remove the two nuts for each mirror. Move the steering to gain better access if required.



STEP 2: TAKE OFF THE WINDSCREEN

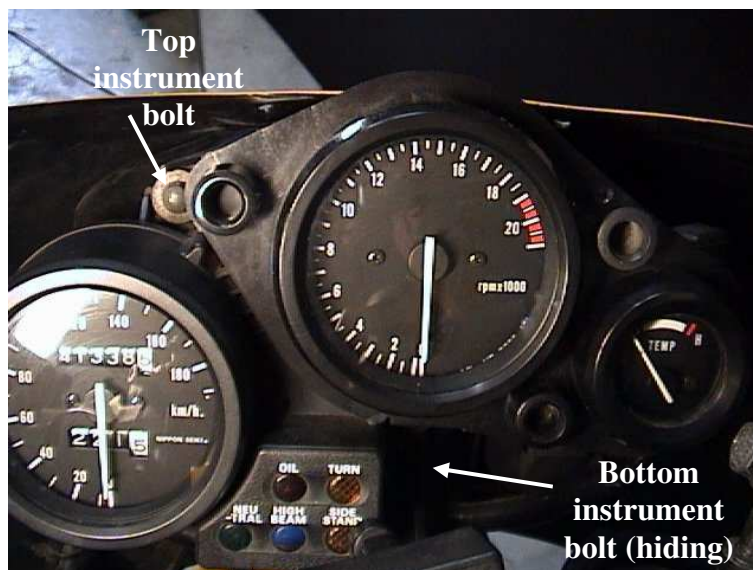
Remove the small bolts holding the windscreen to the fairing.
Pull the mirror mounting grommets from the windscreen.



STEP 3: UNBOLT INSTRUMENT

You don't have to completely remove the instrument, we just want to gain sufficient access to the wires behind.

There are two 8mm bolts, one on the top, and one located on the bottom. These are threaded into a bracket, therefore there are no nuts associated with the bolts, however there are washers which you may want to remove with the bolt.



INSTALLATION

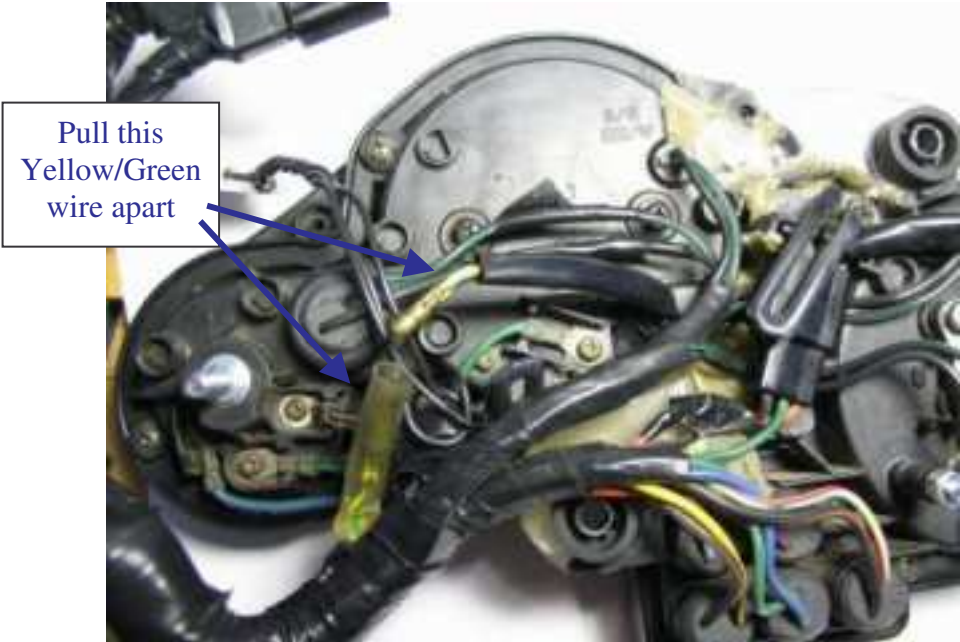
Put a soft rag in front of you instrument to prevent scratching/damage, and lean it forward to get access to the back.



Soft rag in front of instrument to avoid scratches

Tape holding instrument forward

STEP 4: CONNECT WIRES



Pull this Yellow/Green wire apart

INSTALLATION

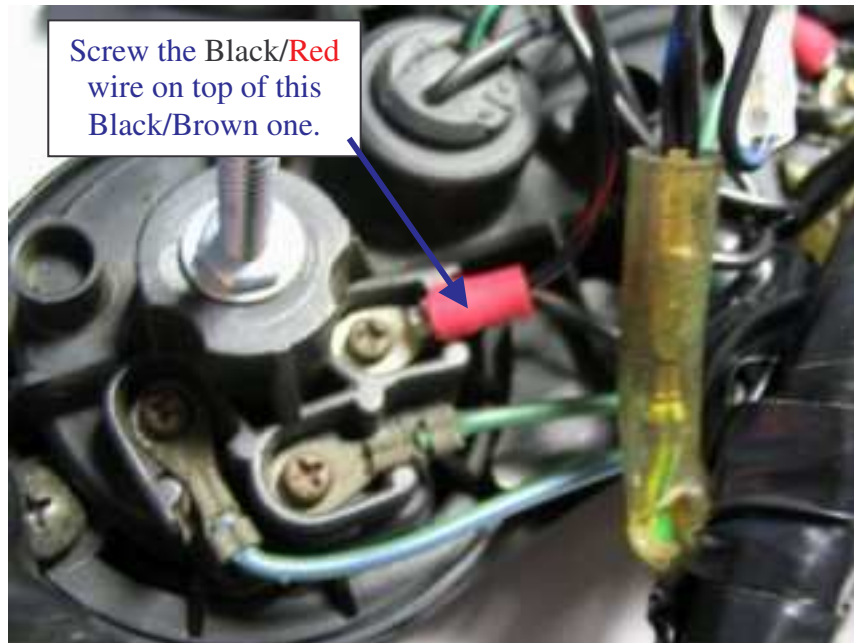
Clip the Shift-I's wire in between.



Screw the Black wire on top of this green one



INSTALLATION



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



RE-ASSEMBLY

Tips

- Ensure the wiring behind the instrument is neatly in place so it doesn't get crunched when tightening the instrument bolts.
- To re-mount the windscreen, feed the rubber mirror grommets through first. You may need a screwdriver to lever them in place.
- If you have any blown bulbs in the instrument... now is a good time to change them. You can just pull them out.
- Don't over-tighten the mirror nuts. Over tightening can reduce the grommets ability to reduce the vibration in the mirror.

MOUNTING

The best location to mount the display is on top of the tacho, however you need to remove the foam surround or cut a gap in it to neatly position Shift-I™ in place. New foam surrounds specifically designed to suit the CBR250R & RR are available.

The foam is secured in place by three posts, and you can carefully maneuver the foam off these posts to remove it. Be careful not to tear the foam, particularly if it is old.

The Shift-I™ comes with two double sided adhesive pads. Clean the surfaces of the instrument and Shift-I™ prior to applying the pads, preferable with a non-greasy alcohol or plastic cleaner. Cut the supplied adhesive pads to suit and firmly press the Shift-I™ into place. Do not pull at the Shift-I™ to see how strong the adhesive is, as this can reduce its potential bond strength. It will take several days before full bond strength has been achieved, at which point the adhesive pads will tear before the sticky surface gives away.





SETTINGS

Refer to the User Manual for instructions on how to change the settings.

Required Settings

Calibration value = 2 (factory set default value)

Suggested Settings to Start with...

Commuting Lower Set-Point = 2,000rpm

Commuting Upper Set-Point = 13,500rpm

Track Lower Set-Point = 8,000rpm

Track Upper Set-Point = 15,500rpm

Enjoy the ride!