



MAKING YOUR DREAMS A REALITY

## FITTING INSTRUCTIONS

HONDA CBR400RR NC29 RC211V Style Fairing Kits

**BPFS-0019 ( street)**

**BPFS-0020 (race)**



## Contents

Please refer to contents for the relevant set below to make sure that you have received all necessary parts to assemble the RC211V style fairing for your bike:

**BPFS-0019 NC29 RC211V Fairing set (street)**

**BPFS-0020 NC29 RC211V Fairing set (race)**

**BPFS-0019 NC30 RC211V Fairing set (street) includes:**

**1 x BPFU-9023 Street Upper Cowling RC211V style**

**1 x BPFL-9023 Lower Cowling RC211V style**

**1 x SCRE-0081/82 RC211V style, screen clear/tint**

**1 x BPFX-9008 Air duct fiberglass**

**1 x BPLT-0012 RC211V style Headlight Assembly**

**1 x TYLY-0023 NC29 RC211V Style Upper stay**

**1 x TYLY-0024 NC29 RC211V cowling meter stay**

**1 x TYMR-0001 GP/Spark Mirrors (pair)**

**BPFU-9023 consists of:**

- **1 x front upper cowling**
  - **2 x side cowlings**
    - **1 x air duct**
- **7 x M4x10 dome head bolts**
- **1 x M4x15 dome head bolt**
  - **9 x M4washers**
  - **1 x M4 Nylok nuts**
- **1 x BPAC-0011 RC211v Meter extension (Nylon )**
  - **1 x Vibe rubber**
- **2 x M6x30 dome head bolts**
- **2 x M6x10 Machine screw**
- **6 x M6 clips and M6 X10 domehead bolts and washers**
  - **8 x M6 washer**

- 2 x BPSY-0015 Side Cowl Bush
  - 2 x cable ties
- 2 x M6x15 dome head bolts
  - 2 x M6 washers
- 2 x M4x35 mm. bolts
  - 2 x springs

**BPFL-9023 consists of:**

- 1 x Lower cowling
- 1 x side stand cover
- 1 x M6x10 dome head bolt and washer (lower left mount position)
- 1 x BPSY-0016 Lower Right Stay NC29 RC211v (fit with 1 - M6x15 domehead screw & washer)
  - 4 x M4 X 10 domehead screws for exhaust cover
  - 4 x M4 washer for exhaust cover

**BPLT-9012 consists of:**

- 1 x headlight unit
- 1 x headlight harness
  - 2 x 25W bulbs
- 2 x M4x10. Bottom of H/L

**TYLY-0023 consists of:**

- 1 x upper stay

**TYLY-0024 consists of:**

- 1 x meter stay
- 2 x meter mounting bolts
- 2 x meter stay to frame mounting M8 cap head bolts
  - 2 x M8 nylok nuts
  - 4 x M6 washers

**TYMR-0001 consists of:**

- 1 x left mirror assembly
- 1 x right mirror assembly
  - 2 x large washers
  - 2 x M8 Nylok nuts

**BPFX-9008 consists of:**

- 1 x air duct
- 1 x M4 X10 domehead bolt and washer
- 2 x M4 X15 domehead bolts and washers
- 2 x M4 X40 domehead bolts and washers

**BPFS-0020 NC29 RC211V Fairing set (race) includes:**

1 x BPFU-9024 Race Upper Cowling RC211V style

1 x SCRE-0081/82 RC211V style, screen clear/tint

1 x BPFX-9008 Air duct fiberglass

1 x BPFL-9024 Race Lower Cowling RC211V style

1 x TYLY-0023 NC29 RC211V Style Upper stay

1 x TYLY-0024 NC29 RC211V cowling meter stay

**BPFU-9024 consists of:**

- 1 x front upper cowling
  - 2 x side cowlings
    - 1 x air duct
- 7 x M4x10 dome head bolts
- 1 x M4x15 dome head bolt
  - 9 x M4washers
  - 1 x M4 Nylok nuts
- 1 x BPAC-0011 RC211v Meter extension (Nylon )
  - 1 x Vibe rubber

- 2 x M6x30 dome head bolts
- 2 x M6x10 Machine screw
- 6 x M6 clips and M6 X10 domehead bolts and washers
  - 8 x M6 washer
- 2 x BPSY-0015 Side Cowl Bush
  - 2 x cable ties
- 2 x M6x15 dome head bolts
  - 2 x M6 washers

BPFL-9017 consists of:

- 1 x Lower cowling
  - 1 x M6x10 dome head bolt and washer (lower left mount position)
- 1 x BPSY-0016 Lower Right Stay NC29 RC211v (fit with 1 - M6x15 domehead screw & washer)

TYLY-0023 consists of:

- 1 x upper stay

TYLY-0024 consists of:

- 1 x meter stay
- 2 x meter mounting bolts
- 2 x meter stay to frame mounting M8 cap head bolts
  - 2 x M8 nylok nuts
  - 4 x M6 washers

BPFX-9008 consists of:

- 1 x air duct
- 1 x M4 X10 domehead bolt and washer
- 2 x M4 X15 domehead bolts and washers
- 2 x M4 X40 domehead bolts and washers

## Some general tips for the fitting of TYGA fairings:

1. We recommend trial fitting of our fairings before painting. It is much easier to mount the second time with prior experience. Also, if there are any minor issues, it will not be a drama at this stage to correct them. Once the bodywork is painted, it is difficult to make any small adjustments or trim edges etc.
2. Use masking tape to protect paintwork, screens and headlights. You can remove this later when everything has been properly secured.
3. If you fail to do the two above steps and make a minor scratch or need to trim an edge, use a permanent marker to cover over any bare fibre. If your bodywork is painted black inside, the black marker treatment along the edge will cover any trimming and leave little evidence.
4. Always leave stays loose until you are sure of the final position. You may need to loosen off tank too. Then make sure you secure all of them when you have settled on the best position. It would be a good idea to note all the slackened screws and fasteners so you can tick them off when you tighten them.
5. Always check that the meter stay is pointing exactly forward. A cm out of centre line to left or right will play havoc with alignment of other components
6. Only drill when you are 100% sure of position. However, don't be afraid to redrill if you have to. Holes can easily be filled and once painted you will never see them
7. Try to stay patient. Nearly always there is a simple reason if the fit is not right. If you get stuck, before you get too stressed and end up breaking something and regret it, take a break, have a drink and come back to the job with a fresh outlook. If you need to, please mail us for more instructions or advice.
8. Try to remember throughout that you are doing this for fun and the end result will be worth the effort.

**\*Tyga Performance reserves the right to change the specifications and contents of this kit at any time.**



## Fitment of the Fairing

The first job is to remove the following OEM parts:

1. mirrors
2. Complete fairing with headlights, turn signals etc
3. stock meter stay
4. stock upper/mirror stay
5. lower fairing stays
6. horn from lower triple clamp

### Fitting RC211V Meter Stay (TYLY-0024)

Before any removal OEM meter stay, make a note (or take digital picture) of where all the standard cables, wires etc are routed as you will require these positions for the fitting of TYLY-0018.

First, unplug the black connectors (x2) at the back of the meter and let the main harness dangle. Now remove the two bolts retaining the meter assy. and pull the meter assy. completely away.

There are two rubber locating grommets in the OEM stay which need to be swapped over to the TYGA RC211V stay.

Fit meter assembly to meter stay using the two bolts provided. Leave loose as you may need to remove later.

Now fit the TYGA RC211V stay to the securing mounts with the supplied (longer) bolts and tighten up. You'll notice that there is a little up and down movement of the stay which will assist in alignment of the upper and lower cowling later.

Reconnect the plugs and check routing of cables etc. Check for smooth throttle action. It must close under its own spring tension.



#### Fitting RC211V Style Upper Stay (TYLY-0023)

Replace the stock stay with TYLY-0023. Offer up the stay into position.



#### Fitting NC29 RC211V Style Lower Right Stays

Replace the stock lower right stay with the one supplied. However, it mounts in a different way to the stock one. Leave slack but don't forget to tighten later!



#### Fitting Cowling

Prior to actually fitting the upper to the bike you must fit BPAC-0011 RC211v Meter extension and the vibe rubber (see pic below) These components simply screw into each other, and then to the upper cowl. The short M8 thread screws into the boss on the upper, the long M8 thread into the nylon spigot.



#### Fitting RC211V headlight assembly (BPLT-0012)

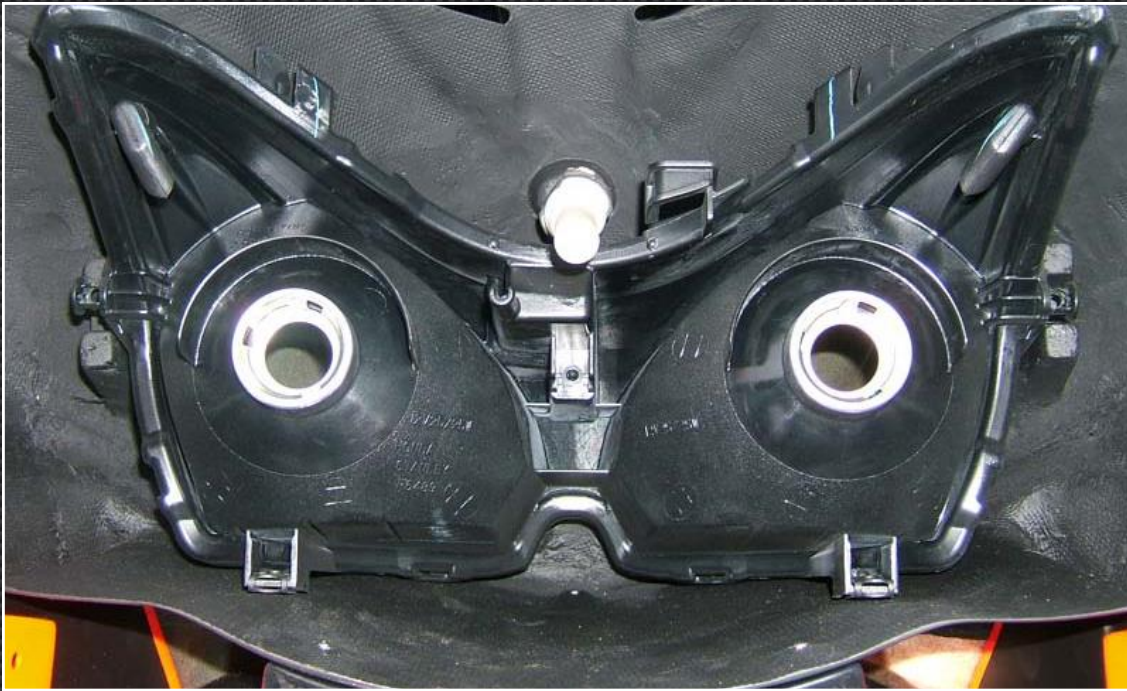
The headlight is secured to BPFU-9023 at 4 points. This fitting arrangement allows slight adjustability of the headlight in both up and down, and left and right directions.

***Fitting the headlight can be a little tricky. Patience and a steady hand are necessary.***

The securing points are by 2-M4x10 dome head bolts into 2-M4 spring clips located at the underside of the headlight, and 2-M4x35 plain bolts (with springs) at the left and right sides of the headlight. The 2-M4x35 plain bolts (with springs) have been pre-installed in the upper for reference as to their position.



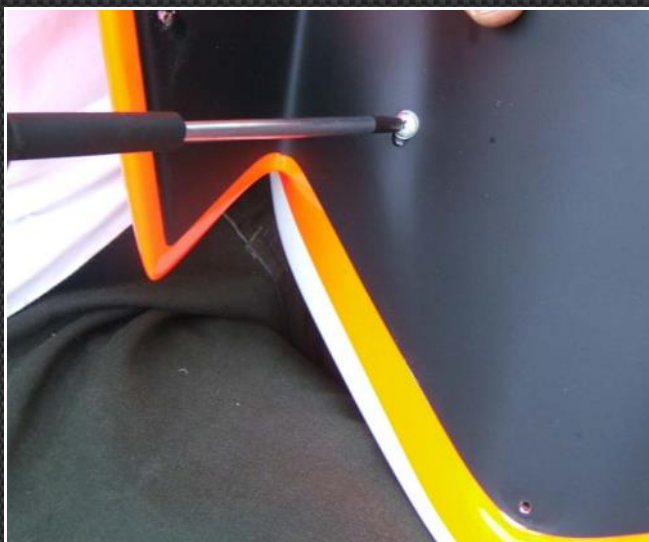
1. The best method is to sit down in a chair and balance the upper (BPFU-90023) on your lap face down and then carefully lower the headlight down towards the headlight apertures. Just allow it to touch, but don't push it in at this stage.



2. Take 1-M4x35 bolt and slip it through the rear side of the hole in the left spigot at the side of the light. Now slip the spring onto the front side of the bolt. Line the spring up with the M4 securing hole in the upper using a screwdriver push down on the bolt until you feel it locate in the hole. Screw it in 4~5 turns. You may have to push down on the headlight slightly until you can feel the bolt align with the hole.



3. Repeat procedure above for right side M4x35 bolt and spring. The spring can be a little naughty and slip around, but don't despair as it you can sort of steer it around with a close fitting screwdriver in the bolt.
4. You can now screw the M4x35 bolts right in to fully locate the headlight. Push down on the headlight to allow the bolts to be screwed in easily. The final position of the headlight should be 1~3mm away from the actual aperture.
5. Now fit the 2-M4x10 dome head bolts with washers to the underside of the headlight.



Up and down adjustment can be made by loosening the 2-M4x10 bolts underneath the headlight and then pivoting the headlight around the centre horizontal axis. You may need to move the 2-M4x35 bolts in or out to achieve required beam projection.

Left and right adjustment can be made by loosening the 2-M4x10 bolts underneath the headlight and then screwing in or out, either the left or right M4x35 bolt to achieve required beam projection.

When headlight beam is correct for your requirements secure the 2-M4x10 bolts underneath the headlight.

The 2-M4x35 bolts will be held securely, as they are preloaded by the spring and do not need to be tightened.



## Fitting RC211V Upper Cowl (BPFU-9023, BPFU-9024)

Before fitting the upper to the bike, fit the screen using the fasteners provided. Again, if this is just a trial fit, always use masking tape along the edge to protect it from scratches. Alternatively, the screen can be fitted as a final touch later depending on how small your hands are to get in to fit it!

The upper is held in place by the nylon spigot slipped inside the tube of the meter stay. Just offer up the cowl and look down through the screen to line up the spigot with the tube. Slide it in just enough to locate it, as this will be a good time to connect the headlight and check that it functions correctly. With that done, push the spigot fully into the tube. Check that no wiring or cables are interfering.

Loosely fit M6x15 domehead screws to upper stay to keep things in position



Now fit the right side panel BPFU-9023R. This is secured to the upper first, with 4-M4x10 bolts and washers. When fitting the M4 bolts, just wind each one in a few threads to gain purchase as this will allow a little movement and make fitting a little easier. When all four bolts are in place, tighten.

The centre 6mm mounting hole uses an M6x30 domehead bolt with the 'side cowl bush' between the side fairing and the mount on the frame so as to space it out. You can sneak a hand holding the bush inside the fairing and then slip the M6 bolt through the fairing and bush, and secure to frame.

The carbon carburetor cover section of the side cowl is secured to the frame with an M6x10 machine screw.

Before fitting the left side panel BPFU-9023L, we need to do something with the wire harness that's dangling down.



You can tuck some of the wires down the side of the fairing, and then use the cables ties to tidy up the loose ends and stop any interference with the fork legs. The connector junction stay is then held in place using the M4x15 bolt that is fitted to the top securing point of the connection between side panel and upper. Fit the side panel following exactly the same procedure as you did with the right side panel. Once in position you can sneak up from the front underside and fit the connector junction stay onto the M4x14 bolt and then secure it in position with a washer and nyloc nut.

Secure the upper fairing to the upper fairing stays but don't tighten yet.



## Fitting RC211V Lower Cowl (BPFL-9023, BPFL-0024)

Fitting the lower cowl is fairly straightforward, but is definitely made easier by using a paddock stand, or even a paddock friend!

First job here is to fit Lower Right Stay NC29 RC211v. Note the correct orientation.



Be sure to first remove the side stand cover from the lower before attempting to fit, and then slide the lower under the bike. It may pay to have a friend help out here so that the lower can be lifted up into position without fear of scratching paintwork. The lower is then secured to the side panels with 3-M6x10 domehead bolts each side. The lower right stay bolt can then be fitted.

Back on the left side of the bike. Fit the side stand cover into position and secure with the 4-M4 bolts. Then fit the M6x10 bolt to secure the lower to the frame.

### Inspection

Remember that some of the fasteners are still loose, so it's good time now to step back and check to see if the fairing needs any adjustment. The upper will have slight up and down adjustment as we have not yet tightened up the meter stay. If any of the fasteners are out of line with their mounts they can usually be got into position by changing the angle of the meter stay.

When everything is where it should be, tighten up all the fasteners.

### Checking Headlight

Best to do this at night obviously!

Note that we haven't yet fitted the airduct, as this would prohibit access to the headlight securing bolts.

Adjust headlight as necessary using the method described earlier.

#### Fitting Airduct

The airduct can be slotted into its position as the final job. Use the M4x10 on the front hole, 2-M4x40 on rear holes, and 2-M4x15 on side holes.



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