



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA NC29 CBR400RR

RC211V Style Seat Cowling BPF5-0021



NC29 RC211V Style Seat Cowling

Some tips for the fitting of TYGA-Performance fairings and Seat Cowlings.

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.



This seat cowling set for the NC29 is not difficult to fit but will require a good tool kit, a few hours and a degree of patience in getting to fit. Before you start, it is a good idea to familiarise yourself with the contents:

BPFS-0021 consists of four sub assemblies:

BPFT-9023 Seat Cowling

1 x BPFT-9023 carbon and GRP seat cowling

2 x BPSY-0019 Pillion Seat block

2 X M6 X 35 bolts

2 X M4 X 10 bolts

2 X M4 washers

1 X BPSY-0017 seat grommet stay, left

1 X BPSY-0020 Seat grommet stay, right

2 X Case Grommet

2 X Subframe Bolt NC29 (M10 X 30, M4 thread in head)

1 X Black air duct sticker sheet

BPFX-9023 Undertray

1 x Number plate light

2 X M3 X 30 bolt

2 X M3 nut

4 X M3 washer

2 X M4 X 10 domehead bolt

4 X M4 washers

2 X M4 Nyloc nuts

1 X BPSY-0018 CDI stay

6 X black cable ties

BPLT-0009 Tail Light

2 X rubber bushes

2 X M6 X 25 domehead bolts

2 X Collars

BPAC-0001 rear brake reservoir

The first job is to strip off all the stock parts you won't be needing. These include the seat cowling, the undertray and the various brackets used in holding them together. To remove the seat cowling you will need to open the passenger seat cowling to get to some of the mounting bolts. It is a good idea to remove the passenger seat pad first by undoing the hinge bolts so you can see everything clearly. You can then split the seat cowling and take it off either side. Some parts you will be reusing, so don't throw anything out at this stage. Remove the stock rear brake reservoir and replace with the HRC one provided.

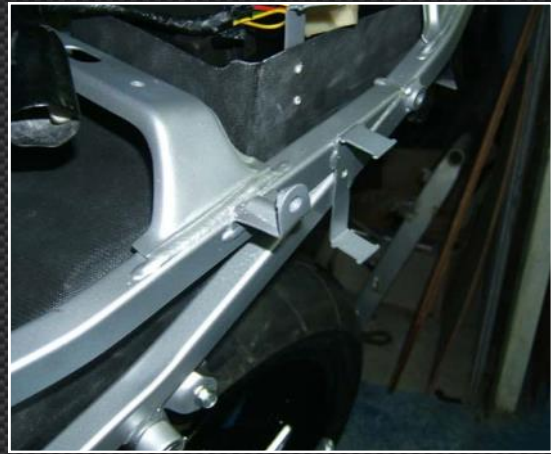


We advise, that while you are this stage it is a good idea to take the subframe off too, and repaint it or at least give it a good clean because it is usually filthy and it makes working on the bike that much easier and enjoyable if the bike and components are all clean. If you choose to paint the subframe, please note that we will be modifying it slightly so perhaps a practice fitting session is a good idea and then removal and painting later.

So, now you are ready to begin, the subframe will require the top mounts replaced by the special Tyga bolts with the M4 thread in the head. Be sure to torque these up well.

Next, you need to turn your attention to the undertray. This is fitted with two components. Firstly there is the number plate illuminating light at the rear and secondly there is the CDI stay. This mounts on the left side of the undertray. You also need to remove the four rubber bushes and top hat bushes from the stock undertray and put them in the Tyga one for reuse. The reflector is also reused. The subframe is then re-mounted in exactly the same way as the stock one and fitment is the reverse of the removal of the stock one. Please note where the wiring goes.





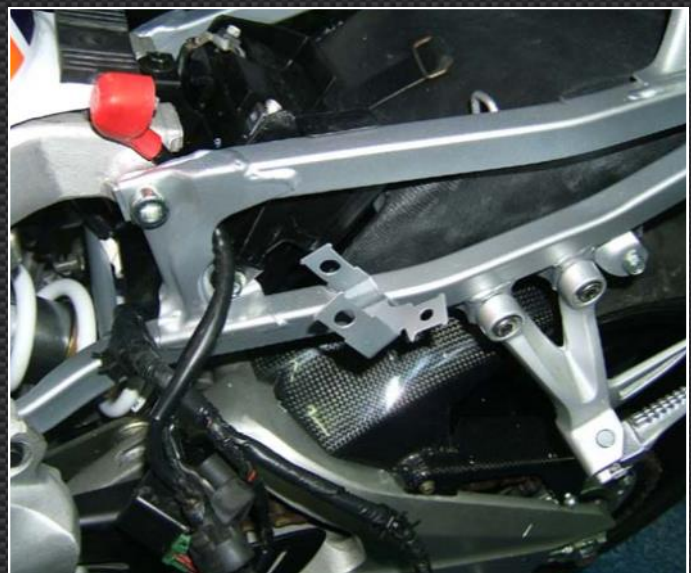
Once the undertray is in place, it is necessary to make some modifications to the subframe in three places.

Firstly, the stock position of the CDI is too low for the Tyga one so we only use the top mount, which now becomes the bottom mount. The lower stock mount then can either be bent out the way or cut off. Similarly, the relay holder sticks out too far. However, some of this is definitely best bent and not completely removed because you can use it as a stay to hold the relay and other brackets between the subframe, and the undertray so they don't hang out or get snagged on the seat cowling during mounting.

The third thing which needs modifying on the subframe are two mounting points for the stock seat. They are actually better cut off, or if like us you don't want to make any irreversible changes we just bent them out the way by bending the stay 90 degrees.

The above modifications should be carried out before painting the subframe of course.

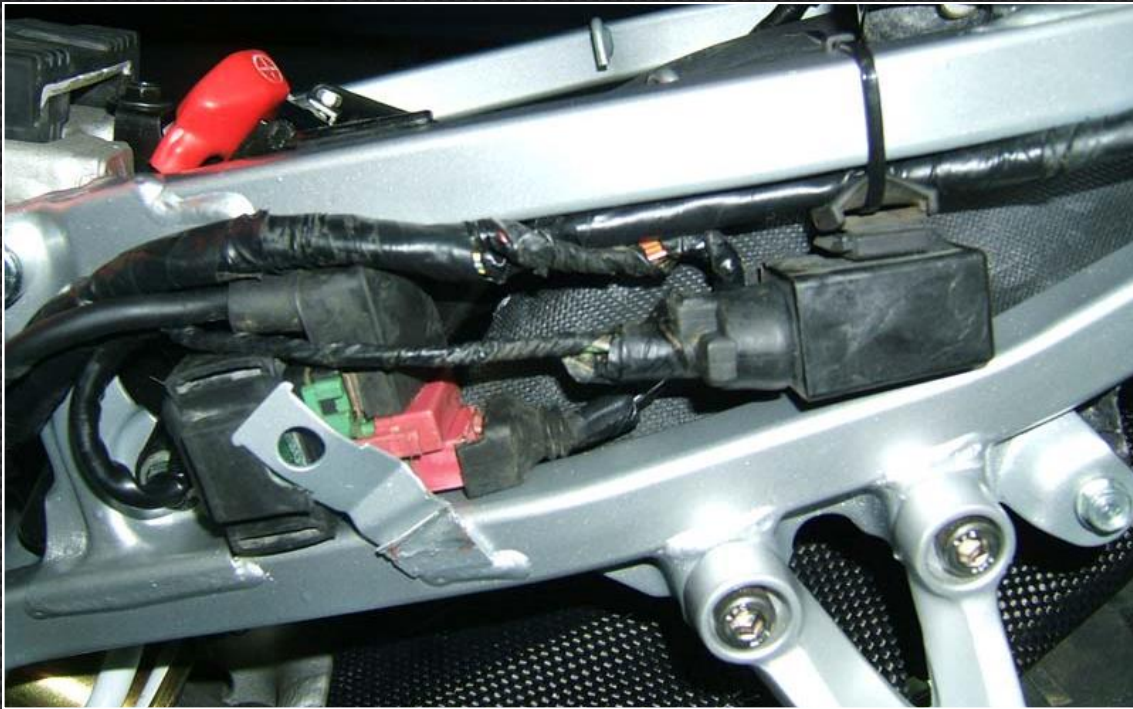
Once the modifications are done, refit the harness and use the cable ties provided to keep the wiring and components neatly tucked away. Replace the stock passenger pegs with STAA-0004 if you have decided to mount them. The stock ones will function but will no longer fold away because the seat cowling is that much higher and slimmer.





Now you need to practice mounting the new seat mount and regulator position on the subframe. This consists of two seat blocks which are sandwiched between the passenger seat mounting hardware and the subframe. This also gives space for the regulator to mount under the seat mounting hardware but you will need to bend the hook for the tool kit out so that it does not impede the space needed for the regulator. Hammer or vice will help with this job. Again, you can cut this off if you prefer. At this stage, remove the passenger seat position because it will be in the way for later stages.





Now it is time to turn your attention to the seat cowling itself. The LED taillight can be fitted to the seat cowling by feeding it in the seat cowling from the side of the mounts. It is a tight fit but like a puzzle it is more a case of technique than force to get it into position. It is mounted from underneath as shown in the photo below. You will also need to remount the passenger seat lock in the same way as the stock seat cowling.



The seat cowling is now ready for mounting. Before you do this, check all electrical system are working. Hold the seat cowling close to the bike and connect up the LED taillight as well as the number plate illuminating light as shown in the photo above. Assuming all is good, proceed to the actual mounting of the seat cowling. It is bit tricky to get in position and an extra person is useful at this stage. The seat cowling slides from the rear of the bike and it is important not to snag any wires or have the seat slide too high above the undertray so look closely at progress inch by inch. It is easier to mount the CDI after the seat is in position. Just have it in the approx. position at this stage. Once the seat cowling is in position, you can check the mounting positions and fit using the two M4 bolts on the top subframe mounting bolts and the two mounts on the subframe at the rear of the luggage compartment. Mount the CDI and the Passenger seat pad with the regulator/rectifier now fitted. DO NOT close the passenger seat until you have tested the latch mechanism works and by turning the key, it opens and closes the locking mechanism on the subframe. Once you are satisfied this works, you can close the seat compartment. All you need to do now is replace the rider seat, cable tie up the HRC reservoir and the conversion is complete.



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