



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

TYLY-1373

**Top Triple Clamp Set, CNC Black,
Ninja ZX-4R(R)**



Fitting the TYGA TYLY-1373 top Triple Clamp is reasonably straight forward, however, removal of the ignition switch is not a simple task as it is secured by security bolts. We'll explain this when we get to it.

1) The first job is to loosen and remove the top triple clamp nut, and also slacken off the M8 cap head pinch bolts that secure the clamp to the fork tops. There are also a couple of shouldered M6 bolts on the underside of the triples that are used to locate the handlebars. These are fitted with thread lock compound so can be a little tight to get out. We won't be reusing them.



2) The next plan is to locate the connectors for the ignition switch. These are on the right-hand side of the frame just behind the headstock. You'll need to remove the right-hand side cowling panel to get to them. Disconnect them.



3) Now you'll need to pull these connectors out from the left-hand side so that you can completely remove the top triple from the bike. Note that the two connectors pass through the bike from left to right, in front of the airbox and just behind the head stock. Don't worry, we have a cunning plan for rerouting.

4) With the top clamp and ignition switch assembly completely removed we now need to liberate the ignition switch from the OEM top clamp.

For this I held the top clamp in the vice with some soft plastic jaws. Then centre punched each security bolt and drilled a 3mm guide hole (about 6mm deep) followed by a 6.5mm drill until the heads of the security bolts popped off.



Note that there is also a top hat bush, a couple of rubber rings and a couple of washers. We will refit these in the same order that they came off.



- 5)** Now fit the ignition switch to the top triple clamp with the M6 bolts provided and tighten.
- 6)** Now is a perfect time to also change the OEM handlebars to our TYLY-1375 handlebars. That is explained in a separate fitting instruction document, so for now we'll leave the OEM bars in position and continue.
- 7)** Next step is to refit the top clamp to the bike. If the bike is on the side stand then you may need to give the front end a bit of a lift up so that bores of the top clamp line up with the forks and steering shaft. The weight of the bike on the floor can distort things a little!
- 8)** With the top clamp fitted, refit the top nut and torque to 80Nm following the service manual. (55Nm if fitting TYLY-1374). The fork pinch bolts should be torqued to 24Nm.
- 9)** Now to get those ignition switch wires back through the innards of the bike and to their mating connections. I made a very simple hook out of some welding wire (a reshaped coat hanger would be the perfect tool here) which I poked through the frame from right to left following the other wires behind the headstock, hooked onto one of the switch connectors and then pulled it through and out the right hand side. Then repeat with the other connector. Worked great! Reconnect the plugs do a quick check that the ignition switch is working properly by briefly starting the bike, and then refit the side panel.



- 10)** A final quick check that all the nuts and bolts are tight and that's the job done.
- 11)** Enjoy!



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