



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA NC30-35 RCV211V Style Seat Cowl

BPFS-0007 / BPFS-0008 / BPFS-0009 and BPFS-0010



NOTE:

These fitting instructions are written for the earlier model and now discontinued RC211V Seat Cows, however fitment of the new style RC211V and T13 Seat Cows listed below is 95 % similar to that of the old model RC211V Seat Cowl so we advise to use both fitting manuals for reference.

Both manuals are listed in the Technical help > Fitting Instructions> Bodywork kits

Fitment of NC30/35 RC211V Style Seat Cowling :BPFS-0007, BPFS-0008, BPFS-0009 and BPFS-0010 (Discontinued)

New Style RC211V and T13 kits below.

Bike model	Product Code	Description
Honda NC30 VFR400R	BPFS-0027	New Style RC211V , Street / Carbon
HONDA NC30 VFR400R	BPFS-0028	New Style RC211V, Race / GRP
HONDA NC30 VFR400R	BPFS-0034	New Style RC211V, Street / GRP
HONDA NC35 RVF400	BPFS-0029	New Style RC211V, Street / Carbon
HONDA NC35 RVF400	BPFS-0030	New Style RC211V, Race / GRP
HONDA NC35 RVF400	BPFS-0035	New Style RC211V, Street / GRP
HONDA NC35 RVF400	BPFS-0117	T13 Street / GRP
HONDA NC35 RVF400	BPFS-0118	T13 Street / Carbon

Thank you for purchasing the RC211V style seat cowl. Please take a few minutes to read these instructions in order to make the fitment of this kit on your motorcycle a straight forward and easy task. It requires no special skills or tools, but reasonable mechanical competence and a decent tool kit.

These Honda models were never designed to have this seat cowl fitted and it has required extensive removal, replacement and rearrangement of parts to make everything fit on to what are already very compact machines. Please bear this in mind and remember that the end result is well worth the effort in achieving it!

1. Before starting work on the bike, remove all the components from the box and familiarize yourself with each one. There are around 70 components in total if you count every nut bolt and washer! This does not include the other components which will need removal and replacing or repositioning.

2. Once you have familiarized yourself with the components, the next step is the removal of the stock seat cowl, subframe and undertray. This is fairly easily accomplished.

First, remove the seat cowl which is held on by six securing bolts on the sides on the NC30. The whole unit including the seat pad lifts off in one piece. On the NC35, the seat cowl is removed by the four bolts on the sides of the cowling as well as the two seatpad bolts on the latter. Remember to disconnect the tail-light and save the seat pad for use with the Tyga seat cowl. Remove the tank next. This is held by one 12mm bolt at the rear. Remember to disconnect the fuel and the vacuum lines before trying to lift it off.

You will not need the rear tank rubber, bolt and spacer. The rest you will need.

After that, unplug and remove the electrical components including battery, rear coil, the regulator and the CDI.

You now need to remove the passenger pegs, the exhaust mount, (and the luggage hooks, NC30 only) at the rear. Disconnect the radiator reservoir tank and brake reservoir.

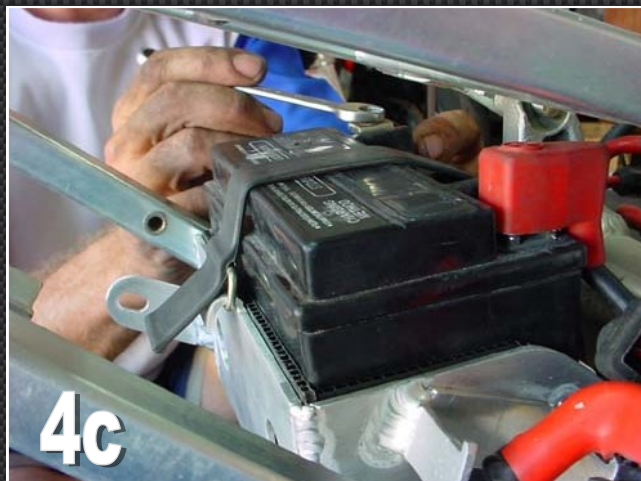
Next, remove the undertray (rear fender) and wiring loom. It is easiest if you lower the undertray before trying to completely remove the wiring loom. The undertray is secured by two bolts at the front (one on the exhaust heat shield position and the other in a similar position on the other side). The rear ones have already been removed when you took off the luggage hooks. Remember to undo the securing screw on the fuse box and separate the undertray. You can then unravel the wiring loom from the subframe and hang it on the front of the bike out of the way so you have a clear area to work with.

The subframe comes off pretty easily. You will need a good 14mm socket and long bar because the bolts are done up very tight. Lift the subframe out of the way, and you are now ready to fit the Tyga replacement parts.

3. Fitment of the Tyga subframe is next. This is secured the same way as the stock one by the four bolts to the subframe. There is some adjustment in this component, so make sure it is exactly center and perpendicular to the bike before tightening the bolts to 40 Nm. Secure the remote reservoir for the gas shock on the lug mounted on the subframe using the original hose clamp. (NC30 only)



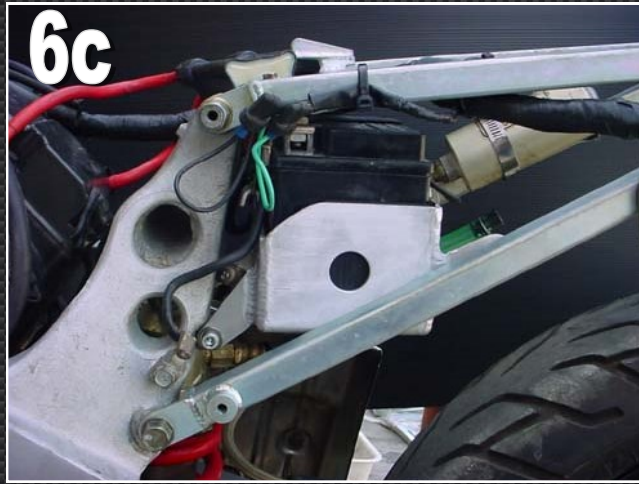
4. Next, place the battery in the battery box and strap it in place. This is held in position on the bike by four bolts with spring washers and plain washers. Wriggle the battery and battery box in position carefully and fasten loosely the forward two positions. One fits over the heat shield and the other in the corresponding position on the left. Connect up the battery terminals being careful not to short the positive by connecting it first. Swing the rear of the battery box into position. The remote shock reservoir hose routes in front of rear right battery box lug. Secure all four positions tightly.



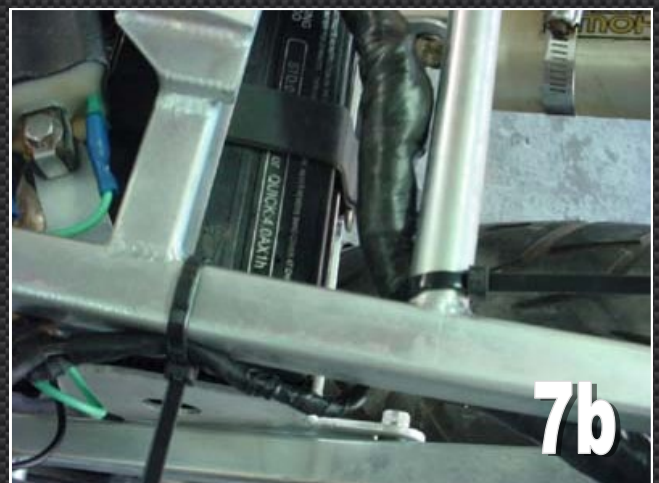
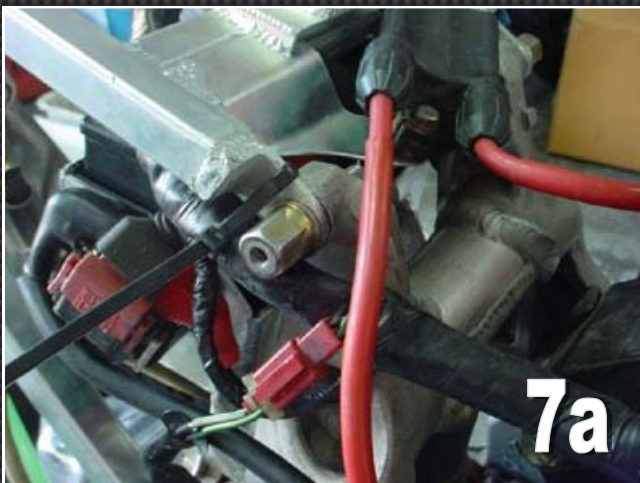
5. The battery box has two mounting lugs for the starter relay. Slip it in position, and connect brake light switch terminal.

6. Connect the extension leads provided to the coil. The coil is mounted on the lugs near the tank position. Use the original bolts. Connect the other end of the extension leads to the main harness.





7. Next, run the harness up the right of the subframe to the fixture plate on the rear of the subframe. Positions are clearly provided for the regulator/rectifier, the fusebox, the CDI and the flasher relay. Attach these in position using the bolts and tabs provided and secure the wiring using the cable ties supplied. Note the NC30 CDI mounts to the top of the subframe as shown in the picture, whereas the NC35 one mounts underneath where two mounting tabs and a cable tie secure it. Also there are slight differences between the two models with mounting the fusebox. On the NC30, it mounts as shown in the picture. However, the fusebox is taller on the NC35 and we found it best to bend the fuse box holder stay 90 degrees so the fuse box lies flat with the lid pointing backwards instead of upwards in order to get good clearance with the seat cowl.





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8. On the NC30, refit the exhaust stay to the Tyga subframe into position. On the NC35, you cannot use the Honda item because it has the passenger footpeg attached. Either use the Tyga replacement part as shown on the website, or you can use an NC30 item.

9. The tank needs to be mounted further back and with the rear higher than stock. To facilitate this, the following needs to be done. First remove the front stock tank rubber. Put the rubber block in its place, then slide the original rubber into position in front of the Tyga rubber block. This moves the tank backward enabling it to be tilted without damaging the paintwork on the mirror stay.



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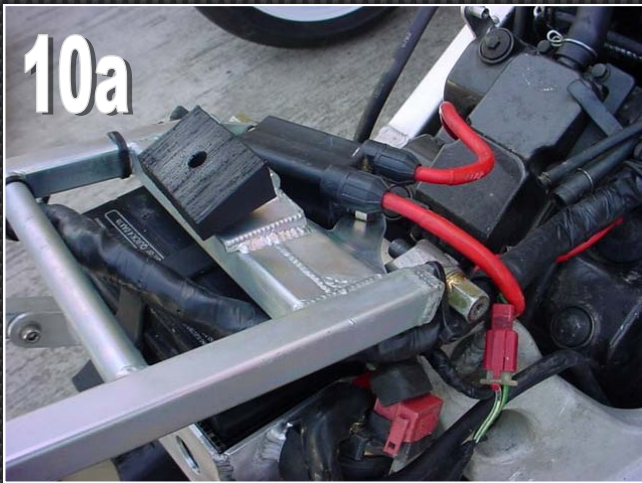


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10. Next, the rear of the tank needs to be secured. If not already done, remove rear tank rubber. Slide the front of the tank into position and place the nylon spacer block between the tank and the subframe. Line up the rear hole of the two on the subframe and secure the tank in position using the M8 bolt and washer. Refit the fuel and vacuum hoses. The tank is now done.

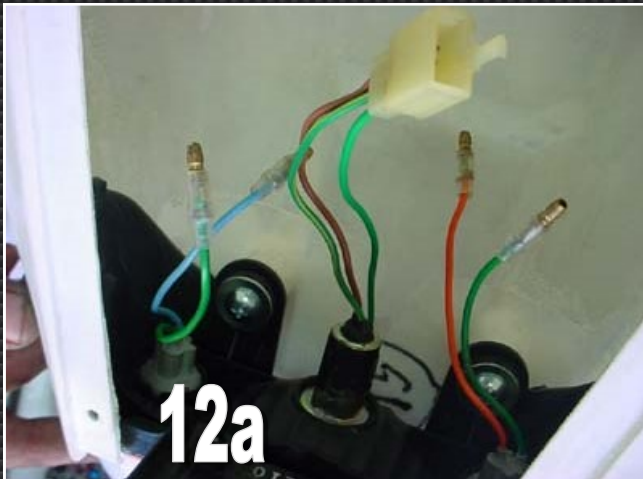


Before you go any further, check the engine starts and everything is working mechanically

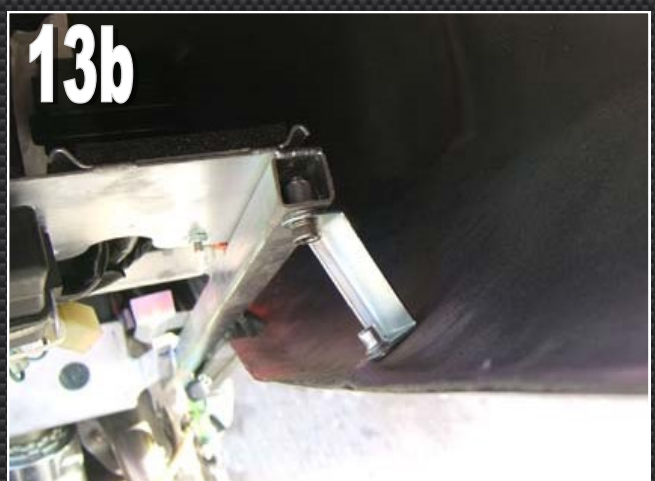
11. Next, fit the seat pad to the Tyga seat cowl, using the original nuts and washers on the NC30, or mount it directly to the threaded holes on the NC35 seat cowl. It is now ready to be fitted. The cowl is slid on from the rear and the seat pad hooks it in position. The seat cowl itself, is secured by two bolts to the frame mounts and two more to the subframe on the NC30. (NC35 has lugs in place of the second two bolts which are inserted into the holes on the tank) Before tightening, check for alignment.



12. Fitment of the tail light is next. This is secured by the two M6 X25 mounting screws and bushes. Remember to connect up the wiring.



13. The subframe stays can now be fitted. There are two inserts in the underside of the subframe. The stays are secured to these by way of the bolts provided and should be fitted so that they slope outwards to meet the under portion of the seat cowling. Mark and drill the seat cowling in the correct place and secure the seat cowling to the stays using the M5 bolts provided. This will reduce the amount of vibration on the seat cowling when riding.



14. The undertray can now be fitted. Slide the front into position and arch the rear up past the reflector on the taillight and into position. Loosely fit all M4X10 mounting bolts and check for alignment again. Fine tune the tail cowl alignment if necessary and secure tightly the undertray bolts.



15. Fit the HRC rear brake reservoir kit. Remove the stock brake reservoir by doing the following. Clamp the hose flat to prevent flow at as low a position as possible.

Remove the hose being careful to minimize spillage. Spray with water any spillage and mop with tissue.

Replace the stock tube with the HRC one and fit the hose clamp.

Fill the tube with brake fluid to around 40mm from top and fit the clip and stopper.

Secure to the undertray by means of the hose stay and self tapping screw. Be careful not to over tighten.

16. Fit the HRC radiator overflow. This is attached to the front left side of the top radiator by means of the white cable ties. Thread one cable to another in order to get required length and secure at two points top and bottom. The tube is secured to the radiator overflow outlet by means of the clip on the perpendicular end of the tube and the angled end is inserted in the bottle. Be sure to push the hose to the bottom of the bottle.

17. Start up your bike and enjoy!