



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

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| BPFU-7049 | Upper Cowling, GRP, RC36-2, RC30 Style, Street, Assy. JDM spec |
| BPFL-7049 | Lower Cowling, GRP, RC36-2, RC30 Style, Street, Assy |
| BPFU-7149 | Upper Cowling, GRP, RC36-2, RC30 Style, Race, Assy. |
| BPFL-7149 | Lower Cowling, GRP, RC36-2, RC30 Style, Race, Assy |
| BPFL-7249 | Upper Cowling, GRP, RC36-2 RC30 Style, Street, Assy, Euro/US Spec |
| SCRE-0182 | Screen, RC36-2, RC30 Style |



For these instructions, we will fit both the upper and the lower together.

And finally the screen

Note that the fitting hardware is included with both these parts.

For our project bike we are using genuine RC30 mirrors which have a 40mm mounting pitch. Therefore, our Upper cowling has the mirror holes drilled at the correct 40mm pitch. We also offer an upper cowling with mirror mounting holes with a 30mm pitch so that you can use the more common mirrors such as those from the NC30 for example.

If you have also ordered our TYLY-0305 Upper Stay, please make sure that it has the correct pitch for your choice of mirrors as TYLY-0305 Upper Stay also has the choice of 30mm or 40mm pitch mirror mounting holes. Use TYLY-0305-40 for the 39mm pitch, white, rectangular, export type mirrors.

1) The first thing that we need to do is to prepare some hardware on the upper and lower.

We will start with the lower.

We need to fit the BPSY-0363 Mesh. The three holes for fitting are pre-drilled.

The mesh can be attached either by the 3x M3 nuts and bolts, or with rivets for a more authentic look. We will use the rivet option.

Offer up the mesh from the inside making sure that it runs squarely across the aperture.

Push the rivet through from the outside and see where the rivet touches the mesh.

The mesh holes are slightly smaller than the rivet, so you can use a small screwdriver or similar to open up the hole slightly to accommodate the rivet.

Push the rivet all the way through, fit the M3 washer over the rivet and onto the mesh, and using a rivet gun, secure the rivet.

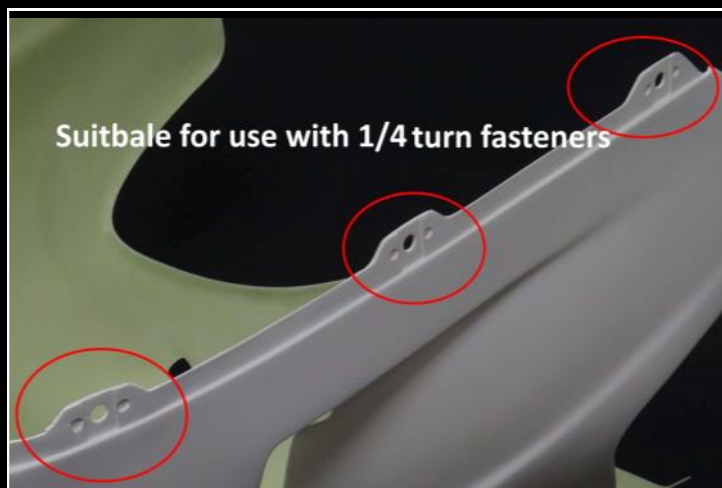
Repeat for the other two rivets making sure that you pull the mesh tightly over the aperture to avoid gaps.





2) We offer 6x M6 clips to attach to the lower cowling for joining to the upper cowling, however, the joins have been designed so that M6 clips are not your only choice.

The design allows the use of clip on quarter turn fasteners, and if you can source the parts, it is also possible to fit the genuine RC30 spring clips (with rivets) and quarter turn fasteners.



However, for these instructions, we are using the M6 clips. So fit the 6x M6 clips to the mounting tabs.



3) Now we need to prepare the upper cowling. Fit the seal gap around the inside of the headlight apertures.



4) Fit the M4 clips to the inside mounts. This is where the lower and upper are joined on the inner cowl under the radiator

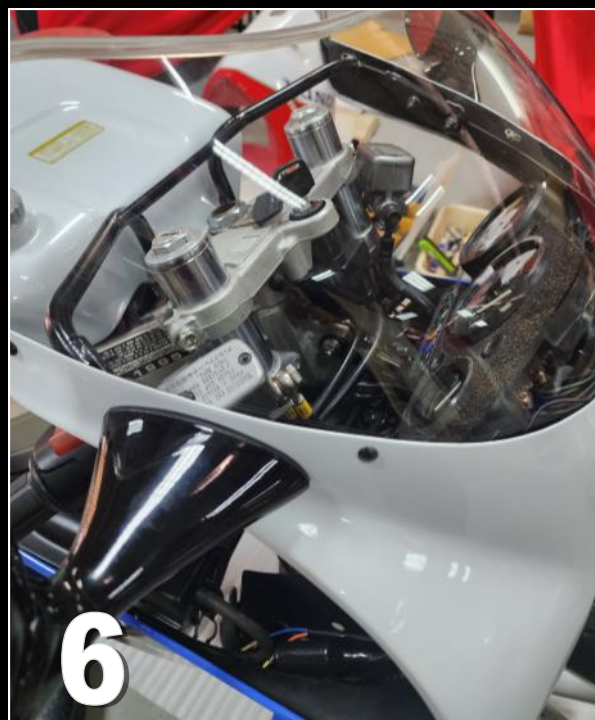


5) Now we can move ahead with fitting the upper cowl. The way to do it is to offer into position and fit the front bodywork bolt. Pay attention to making sure that the rubber shield on the headlights stays on the inside of the cowling and does not protrude out of the headlight aperture.

The pictures show the small headlight upper cowl, however, the fitting procedure is the same for the big headlight, which has an additional step of fastening the cowling to the meter stay. This is shown in the fitting guide for the TYLY-0348 Meter Stay.



6) Fit the mirrors, as this will help keep the upper in the correct position.



7) You now need to check the position of the side mount holes relative to the side stays that we fitted in a previous step.

The side stays are adjustable and it was advised not to fully tighten them during fitting, so they should be adjusted if necessary to allow the side mount holes of the upper cowling to line up with the side stay mounts. You need to do this on both the left and the right. It may be helpful to refer to step 2 and step 11 of the TYBP-0006 cowling hardware instructions for more information. Fitting Instructions TYBP-0006



Note that there may also be a need to adjust the middle choke/infill stay on the left side and the middle infill stay on the right side as these are joined to the mid main stay and will move when the mid stay is adjusted.

This is a slightly time consuming task, but once the side mount holes line up correctly then the engine mount bolts that secure the cowling stays can be tightened up properly, and unless you remove all the stays and start again, they should not need any further adjustments.

8) Fit the bodywork bolts to the left and right mounts.



Now to fit the lower cowl. This is quite straight forward but you do need to take care to avoid scratches. I advise to fit the lower from the right hand side of the bike, but first, loosen and move (or remove) the lower left cowl stay, as this can get caught up and possibly scratch the lower if you are not careful and fitting the cowl on your own.



9) Simply, you just need to raise the lower up to meet the upper. Pay attention that the front inner of the lower is on the outside of the upper cowling (near the radiator), and that all the six mounting tabs slide on the inside of the upper cowling.

It may be helpful to put a box under the lower just to help keep it in a raised position if working on your own.

Fit the three mid cowling bolts and plastic washers on the right side.

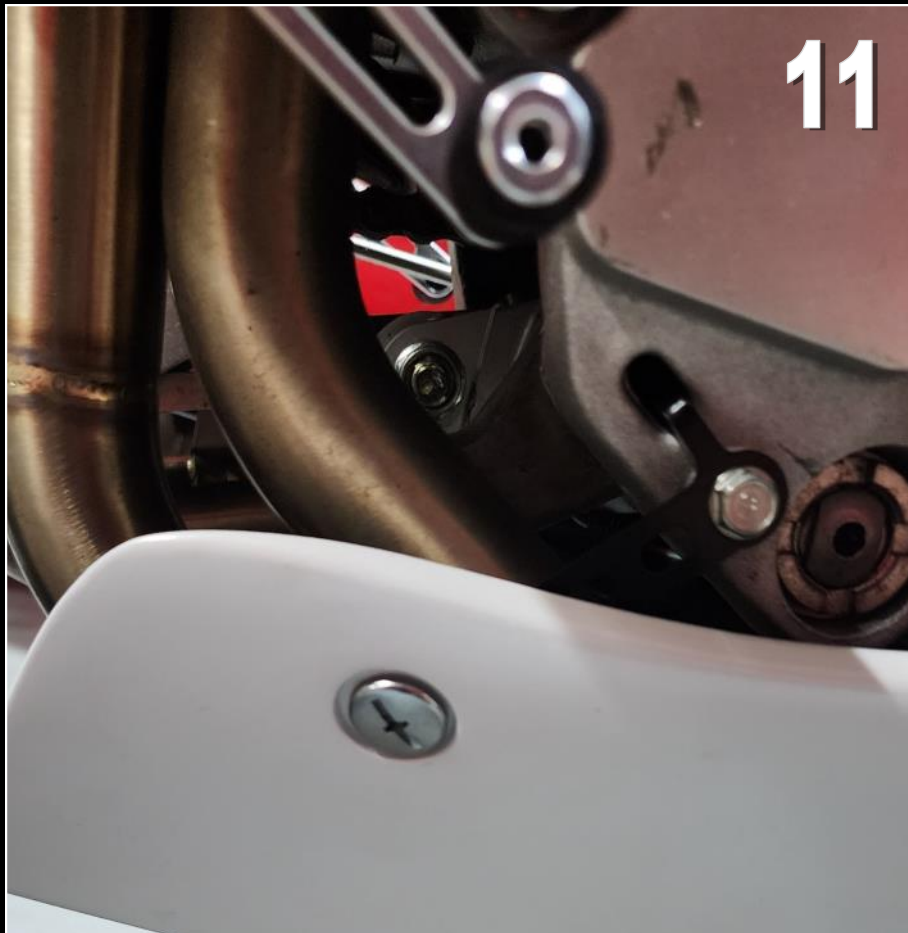


And now go to the left side and repeat the procedure.

10) Next step is to secure the front inner to the upper with the M4 bolts and plastic washers.



11) Fit the bodywork bolt and plastic washer to the lower rear right stay.



12) Fit the bodywork bolt and plastic washer to the lower left stay.

At this point we need to point out a few things that you need to be aware of.

Pay special attention to the clearance of the exhaust pipes and the bodywork. You should aim for around 7mm clearance minimum.

We have included some heat reflective gold tape with the BPFL-7049 set. Apply this to the inside of the lower cowl to reflect heat from the exhaust pipes and avoid heat damage to the fibre and paintwork.

Hopefully it is not necessary, but in the interests of safety and not burning your bodywork, you may need to bend the lower rear left and right stays a little to ensure that you have clearance between the hot exhaust pipes and your new bodywork.

Also, there should be around 3mm clearance between the bodywork and the side stand bracket.



If there are any major issues then you may need to revisit adjusting the cowling stays. But persevere as the end result is definitely worth the hard work

13) The final thing to fit is the screen, and if you got this far without too many issues than the screen and molding should be a relatively simple part to fit.



And that's it. Your RC30 tribute should be looking great!



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