



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

BPCL-9131 Belly Pan Set, Carbon, Street, KTM RC390 2022-2026

BPFL-9131 Belly Pan Set, GRP, Street, KTM RC390 2022-2026

BPFL-9131(BLACK) Belly Pan Set, Black, Street, KTM RC390 2022-2026



This fitting manual concerns fitting the street belly pan to the KTM RC390. This belly pan is compatible the OEM side and upper fairings and also our race cowling sets, and is primarily for street use but can be used together with either the EXPS-0160 Set, Pipe, Full Race System, WSS300, KTM RC390 2022-2025 or the OEM exhaust system.

Note that while our bike has our TYGA step kit fitted, this belly pan can be used with the OEM steps.

The method for fitting the BPSY-0426 left hand stay is a little different between these two setups, but I will explain that below. The belly pan can be used with both street shift or race shift gear change. For street shift you just keep the normal setup for either the OEM or TYGA steps. For race shift you will need to either modify or remove the sprocket cover.

The street belly pan can be used with the OEM sidestand.

The belly pan set is complete with all mounting hardware



First plan is to prepare the bike ready for fitting the lower. This basically involves taking off all the associated OEM stuff under the bike, leaving just the pipe.



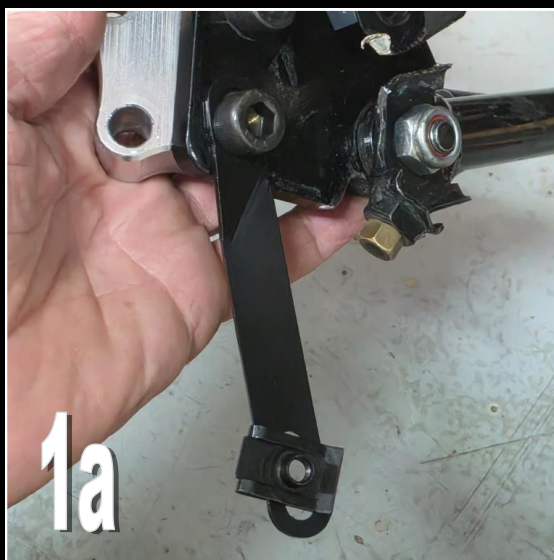


Please note that our bike has our TYGA step kit fitted, however, this lower can still be used with the OEM steps. The method for fitting the BPSY-0426 left hand stay is a little different between these two setups, but I will explain that below.

Now we can move onto fitting the belly pan and stays.

1) First let's fit the BPSY-0426 left hand stay. This goes onto the back of the side stand retaining studs/bolts. In the case of the OEM steps, you need to remove the rearward M10 nut, slip on the stay and then just nip the nut back up loosely at this point. For the TYGA steps we use M10 cap head bolts. Again, the rearward bolt secures the stay as shown in the pictures.

It's certainly easier to loosen off, or remove the left hand step/side stand bracket to allow better access for mounting the stay.



For reference, here's a rough starting position for the stay, measured directly down from the swingarm. Approx 83mm.



2) Now we can move to the right side. Note that ordinarily, when fitting our WSS exhaust, we would not use this OEM stay, but for our lower it's a necessary part. Keep it in the stock position. We will use the BPSY-0425 spacer and long M6 bolt to secure the right side of the belly pan.



3) Next job is to fit the composite duct to the cowling. If using the OEM cowl then this is simply a case of removing the two screws and the heat-resistant washers that hold in the OEM metal duct and fitting the TYGA duct with the same OEM hardware. For the TYGA race cowl (if fitted), the fitting of the duct is exactly the same as the OEM duct, so this is a relatively simple step.



4) Before fitting the belly pan, we recommend fitting the heat shield tape that is provided. The positioning really depends on the pipe fitted as the routing of the TYGA race exhaust is different to the OEM exhaust. We left the heat shield tape fitting up to you as we don't know which pipe you have fitted. Maybe best to offer up the belly pan and see where you need it, then remove and fit the tape.

5) Now we are almost ready to offer the lowers up, but first we need to do a little work to protect the lower from scratches. We suggest a couple of layers of painter's tape over the mating edges, which we can then remove after fitting the cowl. We did the same thing with the race belly pan, so feel free to take a look at those instructions to see how it was done.

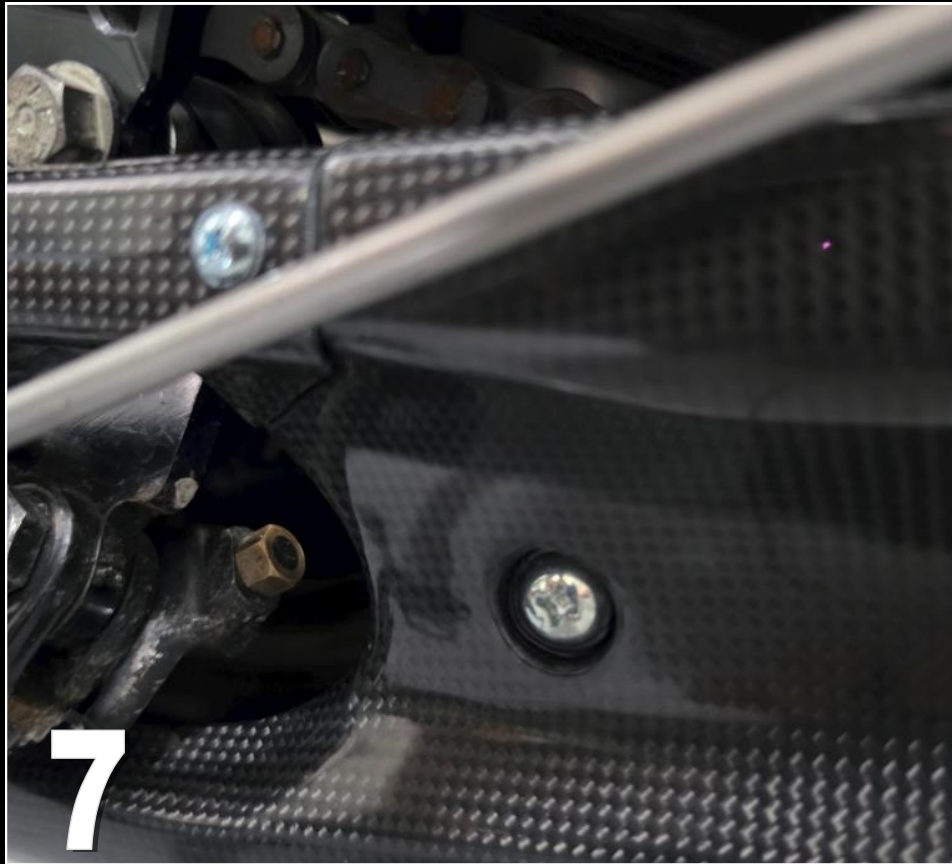
6) Fitting the belly pan may seem a little tricky at first but it will make sense once you've fitted it once.

Position yourself on the left side of the bike, slide the cowl under the bike and then slip the front right 'corner' of the lower into the cowling. Now lift the left front 'corner' up and into position, but take note that you'll need to hold the cowl out just a bit to avoid scratching on the engine casing. Slow and sure is the answer here, and once it's close it will pop into position.

Give the cowl a little wriggle to allow it to seat into a comfortable position, with the front edges sitting flush with the OEM plastic left and right.

7) Now is a good time to remove the tape that you put round the mating faces

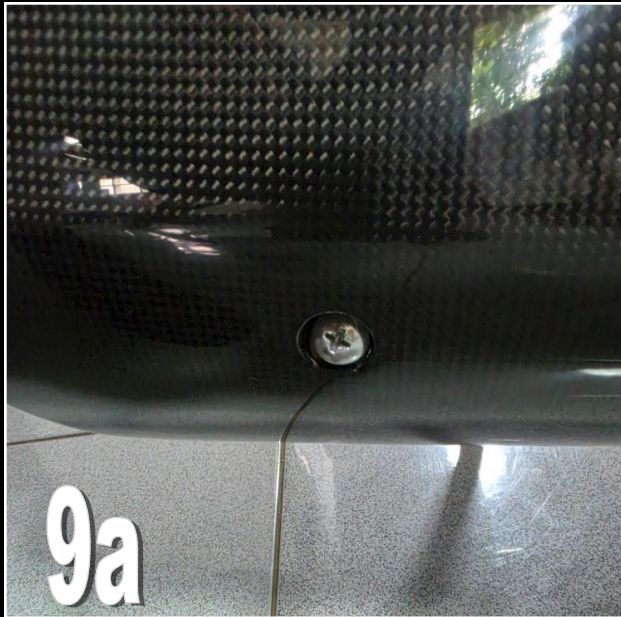
Lift up the rear of the cowl and install loosely to the left stay BPSY-0426 with the JTST-0615 M6 bolt and plastic washer. You left the stay a little loose earlier to allow some adjustability right?



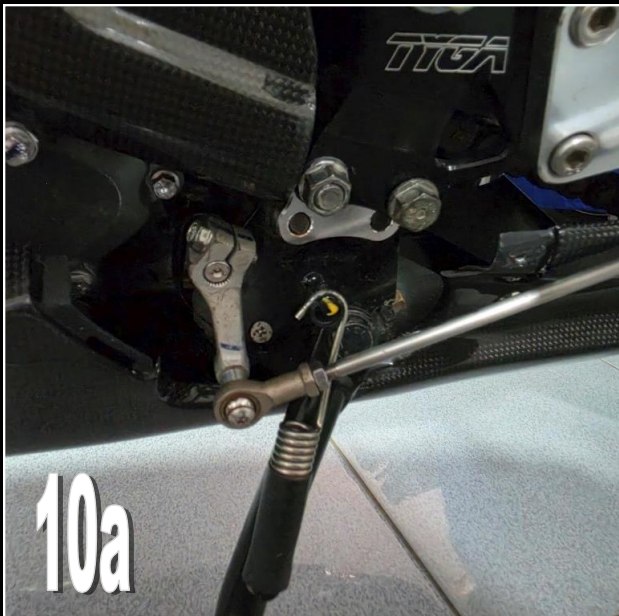
8) Give the cowl a wriggle and push it forward so that the belly pan is snug against the duct, and then fit the JTST-0408 M4 bolt and plastic washer to lock the belly pan to the duct.



9) With the left side in position, go round to the right side and fit the spacer BPSY-0425 and JTST-0640 M6 bolt15 bolt and plastic washer. Give it a little wriggle to snug up the front, like you did on the left side.



10) The final attack is to fit the in fill piece near the gear change arm. Very simple. Just slot in the tabs and fasten the M4 bolt.



11) Once you are happy with the positioning, run round and tighten all the fasteners fully. M10 nut/bolt on the side stand, M6 bolts on left and right stays and the little M4 bolt.

12) Give it another quick look over and make any minor adjustments as necessary.

13) Done!



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