

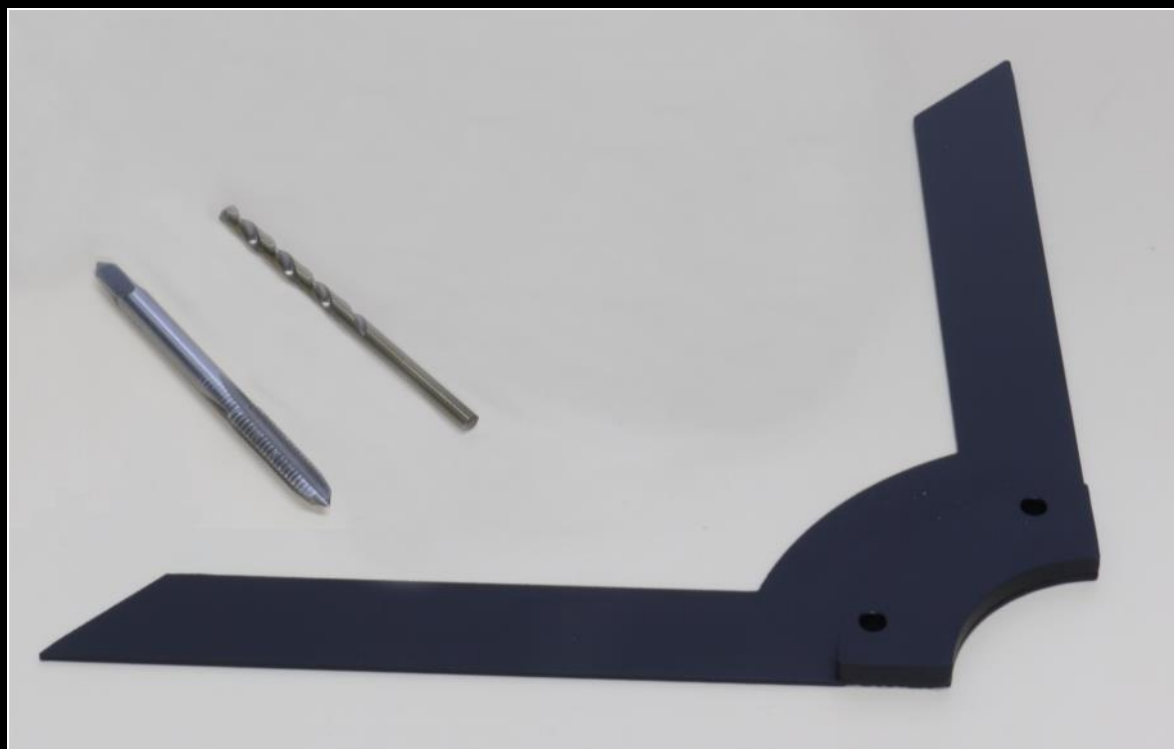


MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

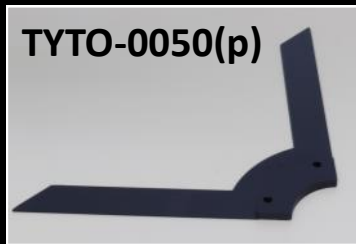
TYTO-0050

**Drilling Jig Set, Fuel Tank Mount Holes,
RC36-2, RC30 Style**



Mounting the BPGF-0009 fuel tank and TYLY-0305 upper/mirror stay on the Honda VFR750F RC36-2 requires that you drill and tap two M6 holes in the headstock area.

For this job, we provide a jig, a 5.0mm drill bit and an M6 tap.

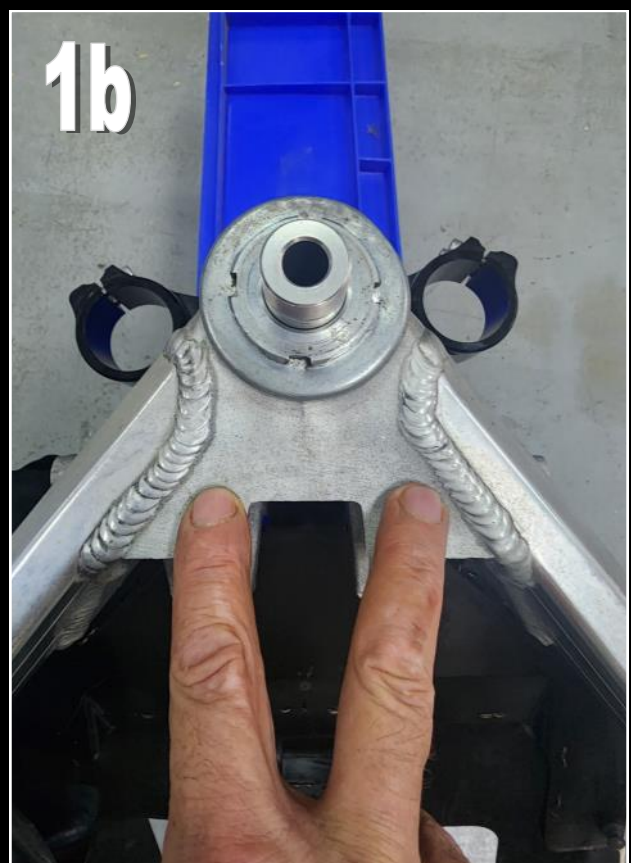


You will need to provide such things as an electric drill, and also some tooling to hold and turn the tap. Some gaffer tape or painter's tape is also necessary for securing the jig into position.

Please follow the instructions below

1) The first plan is to prepare the frame for drilling. You will need to fit a triple clamp along with the first preload nut, as the jig uses the cover of the preload nut as a location. Give the headstock a wipe with some degreaser. A clean work place is a happy work place!

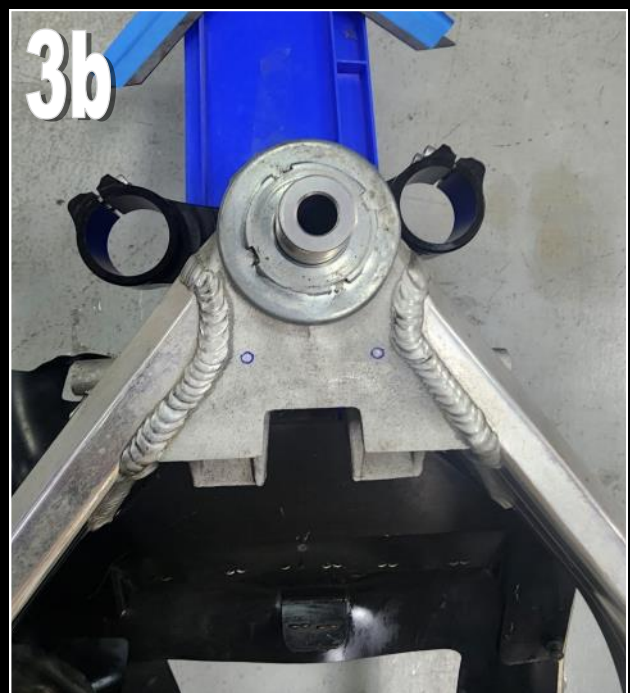
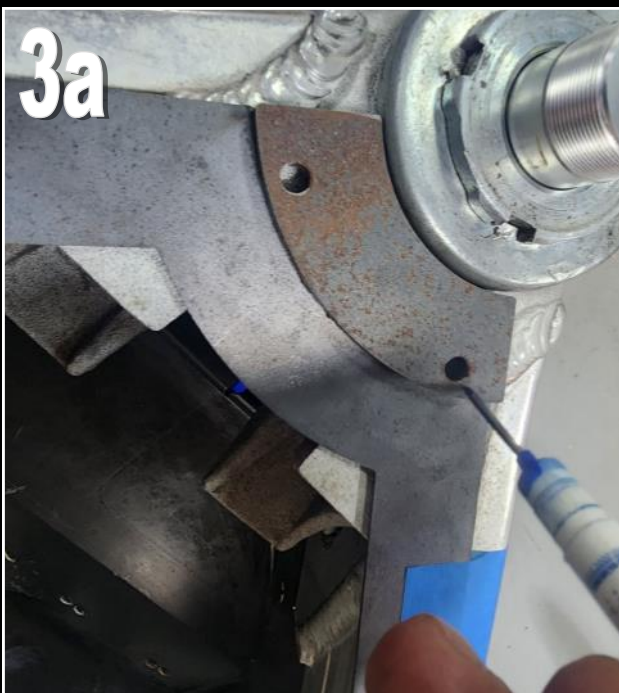
The mount holes will be drilled in the position shown



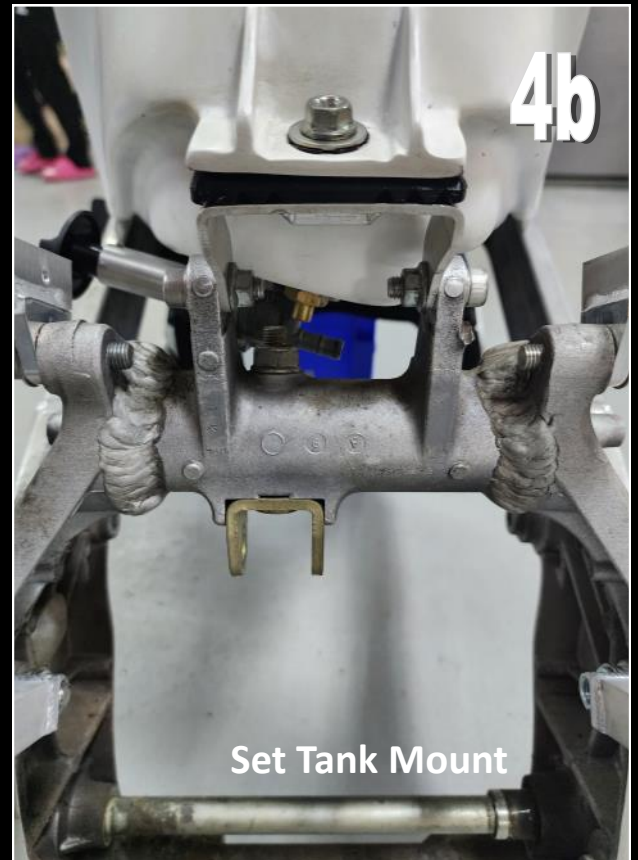
2) Offer up the jig and locate the radius at the front concentric and touching the cover on the preload nut. Take a note of the position of the rearward 'wings' and locate them onto the edge of the frame taking care to make sure that the position is the same left and right. When satisfied, secure the jig with some tape.



3) For a sanity check, mark though the holes with a pen and then remove the jig.

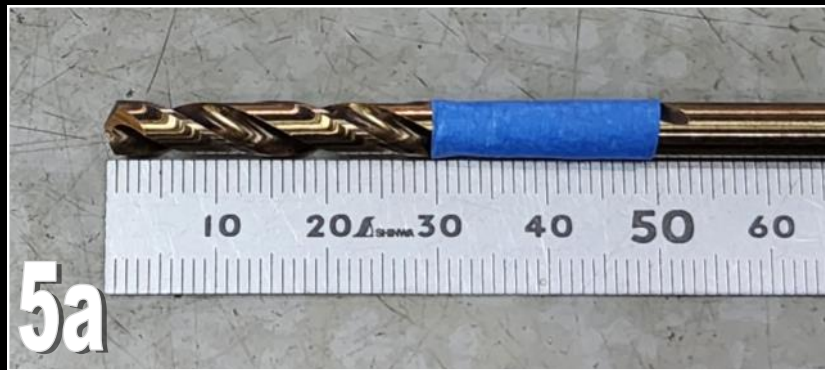


4) Now, you can actually set up the rear tank mount (in the TYBP-0009 kit) fairly accurately, based on the marked holes on the head stock. Make sure that the tank is sitting comfortably and no pushing/pulling is required to line up the holes. From there, the rear tank mount should be pretty close. You should be able to see down through the grommets on the front tank mount and upper/mirror stay and see the holes that you just marked.



Now we need to get serious.....

- 5)** First plan is to set a depth marker on the 5.0mm drill bit. Measure 29mm~30mm from the cutting tip with a rule and wrap some tape around the bit.



Prepare some cutting fluid. I like “Tap Magic”.
It’s a great lube for drilling and tapping.
(Thanks Glenn!)



- 6)** Now refit the jig in the exact same position as previously. The holes that you marked should be clearly visible through the drill guide holes. Tape the jig down securely at this point. We don’t want it to wriggle around. For the record, I used 3M Painter’s tape. Good adhesion and doesn’t stretch.

- 7)** Before actual drilling, squirt a little lube down the drill guide hole, and also a drop on the drill bit. Slip the drill bit down through the guide hole, check that the drill is perpendicular, and then just drill a little spot. Just enough to leave a witness. Move to the second hole and do the same. Now check that both “spots” are centre of the guide holes.

I suggest drilling down 5mm or so, then pulling out the drill to clear the chips, add a little more lube and go for it again. When the depth marker (the tape that you wrapped around the drill earlier) touches the jig, you're at the required depth.

Repeat above on the second hole.



Clear all the chips away and remove the jig. It's job is done now.

9) Time to tap!

Tapping the holes is a relatively simple task. Pay attention to the tap staying perpendicular to the frame, but the tap design trues itself once it gets going.



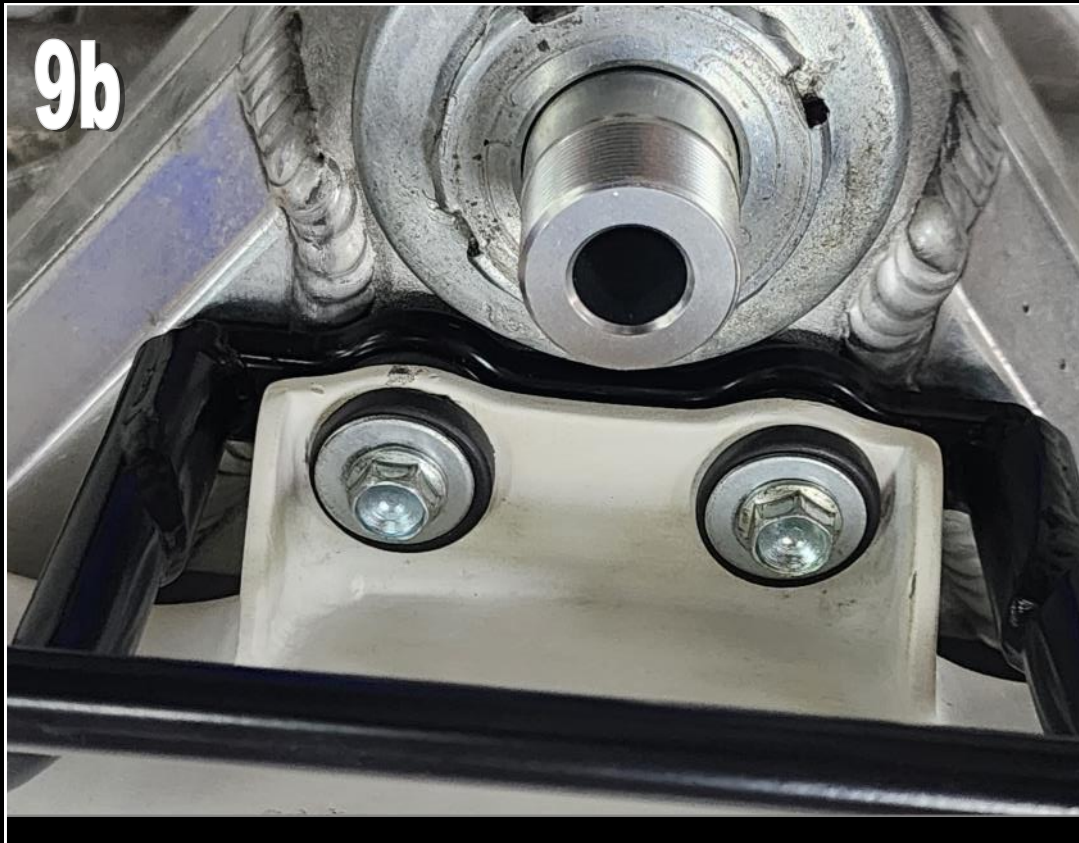
Don't forget to give the tap a good dose of lube before starting.

I like to wind the tap in a couple of turns, and then back off a turn just to break the chip. Then two turns in and one turn back.....repeat until you feel the tap bottom. Remove the tap, and move to the second hole.

If all went to plan, you should end up with a couple of good looking M6 tapped holes.



- 9)** Give the threaded holes a good clean. Throw the tank and upper/mirror stay back on. Tighten it all down and stand back and admire your handiwork. Job done!



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