



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

SUZUKI VJ22 RGV250 GP Style Fairings

BPFS-0039 (Race)

BPFS-0040 (Street)

BPFS-0061 (Race, no duct)



Fitment of VJ22 RGV250 GP Style Fairing (BPFS-0039, and BPFS-0040)

Thank you for purchasing the TYGA RGV250 GP Style Fairing Kit. 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. Always trial fit the fairing before painting to save a lot of trouble later on.

Some General Tips:

1. We recommend trial fitting of our fairings before painting. It is much easier to mount the second time with prior experience. Also, if there are any minor issues, it will not be a drama at this stage to correct them. Once the bodywork is painted, it is difficult to make any small adjustments or trim edges etc.
2. Use masking tape to protect paintwork, screens and headlights. You can remove this later when everything has been properly secured.
3. If you fail to do the two above steps and make a minor scratch or need to trim an edge, use a permanent marker to cover over any bare fibre. If your bodywork is painted black inside, the black marker treatment along the edge will cover any trimming and leave little evidence.
4. Always leave stays loose until you are sure of the final position. You may need to loosen off tank too. Then make sure you secure all of them when you have settled on the best position. It would be a good idea to note all the slackened screws and fasteners so you can tick them off when you tighten them.
5. Always check that the meter stay is pointing exactly frontward. A cm out of centre line to left or right will play havoc with alignment of other components
6. Only drill when you are 100% sure of position. However, don't be afraid to redrill if you have to. Holes can easily be filled and once painted you will never see them
7. Try to stay patient. Nearly always there is a simple reason if the fit is not right. If you get stuck, before you get too stressed and end up breaking something and regret it, take a break, have a drink and come back to the job with a fresh outlook. If you need to, please mail us for more instructions or advice.
8. Try to remember throughout that you are doing this for fun and the end result will be worth the effort.

Fitting Instructions:

1. Before starting work on the bike, remove all the components from the box and familiarize yourself with each one. The following are the contents for each GP style fairing:

BPFS-0039 Kit, VJ22 RGV250 GP Fairing Set (Race)

1x BPFU-9026 VJ22 RGV250 Upper Cowling GP Style

1x BPFL-9026 VJ22 RGV250 Lower Cowling GP Style

1x SCRE-0083/84 GP250 2007 clear/tint

BPFU-9026 uses:

6x M6x10 dome head screws

6x M6 Clip

2x upper stay 2x M6 clip, 4x M6x15, 2x M8 washers, 2x M6 Flange

2x side stay fairing bush 2x M6x15 dome head screw 2x M6 washers

BPFL-9026 uses:

2x Lower side stay Left (one long, one short), 1x M6x20, 1x bush, 1x M6 clip, 1x M4 washer

1x Lower side stay Right, 1x M6x20, 1x bush, 1x M6 clip, 1x M4 washer

BPFS-0040 Kit, VJ22 RGV250 GP Fairing Set (Street)

1x BPFU-9026 VJ22 RGV250 Upper Cowling GP Style

1x BPFL-9026 VJ22 RGV250 Lower Cowling GP Style

1x SCRE-0083/84 GP250 2007 clear/tint

1x BPLT-0004 GP250 Headlight

BPFU-9026 needs:

6x M6x10 dome head screws

6x M6 Clip

2x upper stay 2x M6 clip, 4x M6x15, 2x M8 washers, 2x M6 Flange

2x side stay fairing bush 2x M6x15 dome head screw 2x M6 washers

BPFL-9026 needs:

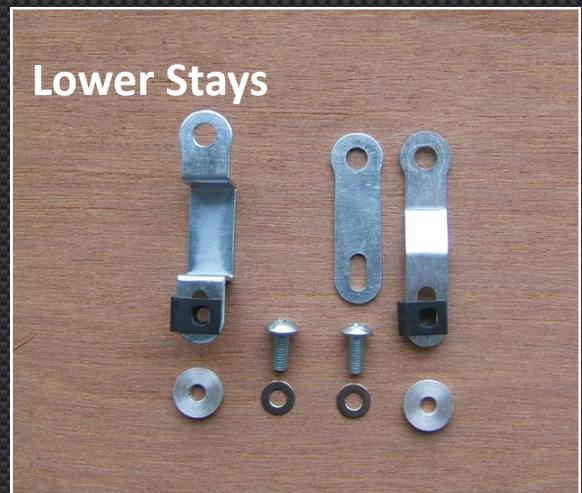
2x Lower side stay Left (one long, one short), 1x M6x20, 1x bush, 1x M6 clip, 1x M4 washer

1x Lower side stay Right, 1x M6x20, 1x bush, 1x M6 clip, 1x M4 washer

BPLT-0004 needs:

1x M5 clip

1x M5x 10 dome head screw



2. Remove the, mirrors, stock fairing, headlight, lower stays and associated parts. It is not necessary to remove the front stay, the mirror stay or the side stays which mount on the frame spars. Of course, if you are going to put new fairings on, now is a good time to remove the front and mirror stays too and paint them. You can also replace the mirror stay with TYLY-0022 aluminium mirror stay if you prefer to. You will be reusing the mirrors and mounting hardware, so make sure they are in good condition too.

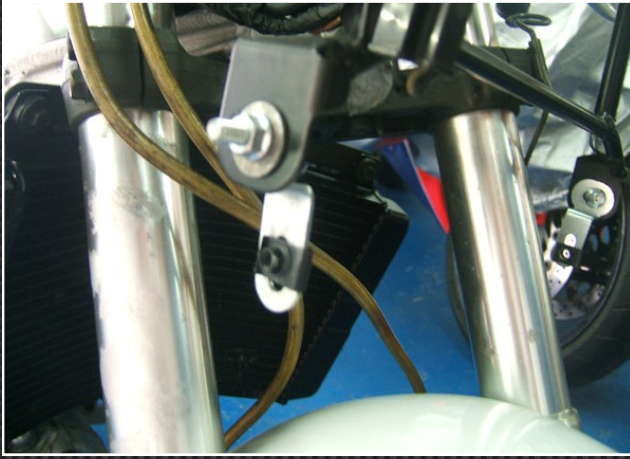
4. The next job to do is to fit the headlight if you have the street set. The headlight is a small unit which fits into the fairing by way of some tabs on the top and an adjusting screw underneath. Check the headlight works properly by plugging it into the stock Suzuki harness. Then remove for mounting in the TYGA fairing. Remove the adjusting screw and place the headlight in the fairing making sure the tabs are locating properly. Then turn the fairing over and fit the adjusting screw through the slot and into the headlight housing. Set this at the mid position and you can adjust it afterwards when the fairing is properly mounted.



5. The screen is next. The fitting is straight forward but you do need to take care not to scratch it and for a trial fit it may be better to leave it in the plastic bag rather than risk mounting it and then removing it. However, the procedure is to fit loosely a screen fastener (consisting of a plastic bolt through from the outside with a washer and nut on the inside) to one of the rear corners. Do the same for the other corner. Then do the two front positions and finish off with the two middle positions. This will minimise scratching because acrylic against glass fibre is no contest! You can then push and pull the screen around because the holes are slotted to find the optimum position before tightening. Be careful not to overtighten the plastic screws. If there seems to be a small gap between screen and fairing, this can generally be ironed out by loosening the screws and re-tightening, while squeezing the components together at the gap.

6. Now attention needs to be drawn to the mounting points. There are two fairing stays which attach to the indicator mounting positions on the stock Suzuki front stay. These mount as shown in the picture. Be sure that the clips are fitted so the threaded part is on the outside because the mounting bolt is fed from the inside. At this stage, the stays should be quite tight but, with a bit of persuasion, can be rotated in case you want to adjust them. Mount them vertically downwards. The horizontal adjuster slot should be mounted to the inside of the cowling stay with the vertical adjuster slot stepping in toward the centre of the bike.

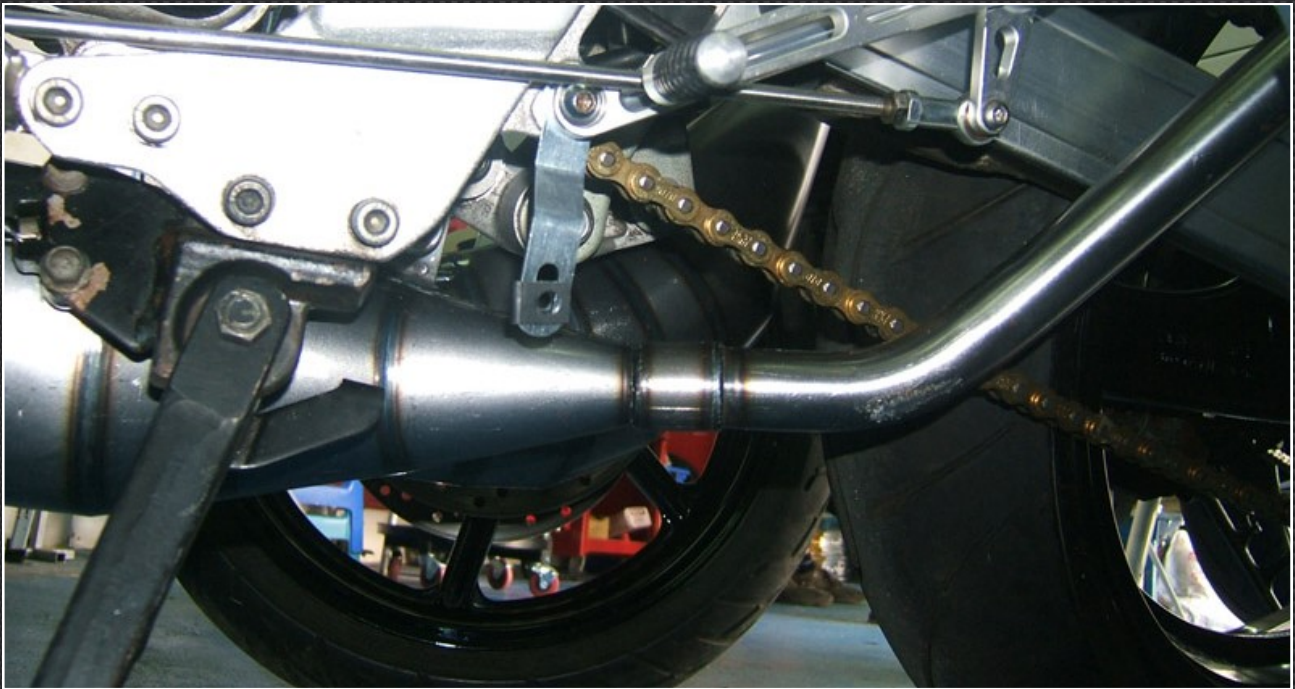
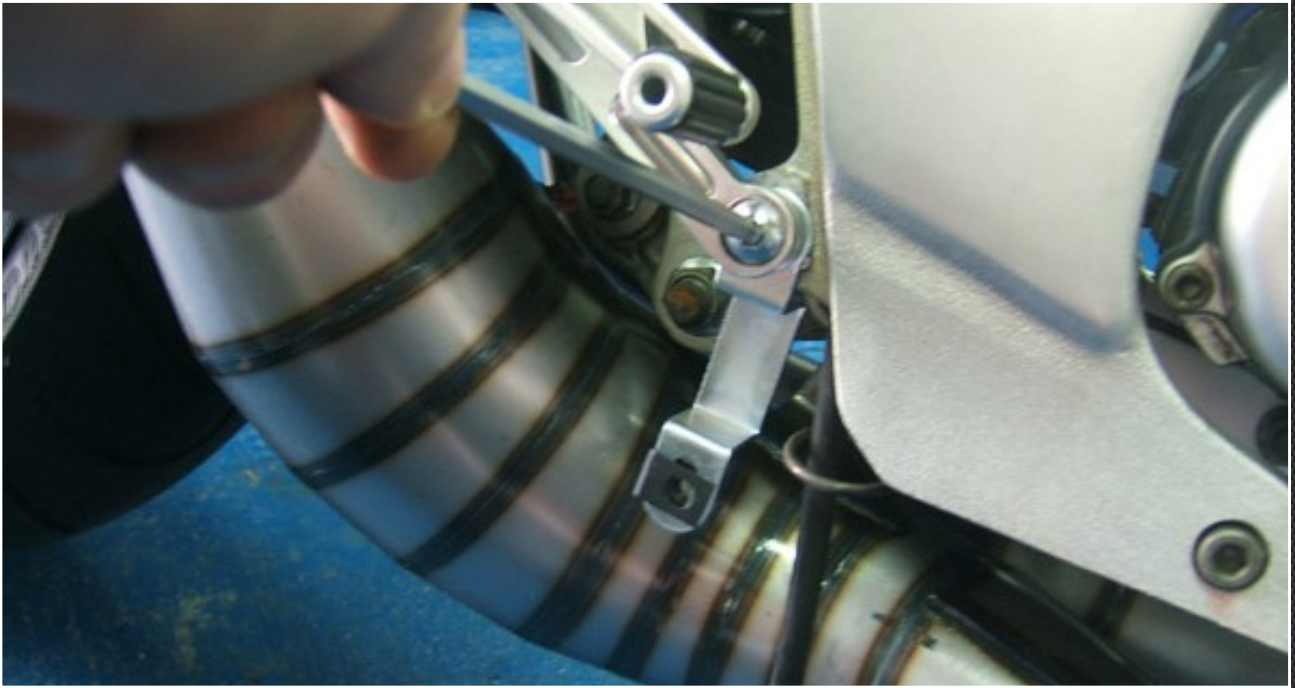




7. Offer the fairing up to the bike. You need to be careful not to scratch the screen on the instruments or mirror stay so maybe a cloth draped over them will help prevent this. The first positions to mount are the two stays in Step 4 above. Line the hole up in the fairing with the holes in the clips and loosely screw the bolts through. The fairing will now have most of the weight held by these and it is easier to tackle the mirror positions. The mirror stay fits in much the same way as stock. be careful to mount the rubber between the mirror and the fairing. It is a fiddly job because of the confined space and the Suzuki mounting design. The best tool is a ratchet with a 6 mm. Allen key attachment. Once you get the thread started on the mirror, feed each nut a few turns at a time being careful not to trap any fairing, rubber etc in the process until the nuts are wound fully on. Repeat for the other side. The fairing is now quite secure but will still move back and forth a little. You can secure the headlight wiring harness at this point. Don't drill the side mount holes yet. We'll do this as a final attack when the lowers are in place.

8. Now it is time to look at the lower cowling. This lower cowling is very different to the one it replaces so don't expect it to immediately bolt into place with no issues. The main points are the exhaust chamber clearance, the foot controls and the sidestand which are all in close proximity to the TYGA lower cowling. The challenge is to mount the lowers with minimum or no modifications and to do this we suggest you do the following:

a. Put the bike on a paddock stand or as high off the ground as you can. Best to do this when fitting the upper but very worthwhile for the lowers. If you are retaining the sidestand, check to see if it is worn. You can do this by rocking the leg in and out, not rotating it and most have a lot of free play where the pivot has worn. What happens is the spring will pull the sidestand closer to the bike when retracted which will limit the clearance with the lowers. We suggest that you consider cutting and grinding smooth the part of the casting which is on the tip of the leg which will hit the lower cowling first. This will give you a cm or so extra clearance at the cost of not being able to park on boggy soil. Another thing you can do is place a washer on the front mounting bolt sandwiched between the frame and the side stand. When the sidestand is mounted it will then rotate outwards slightly without being visually noticeable and compromising looks or function. Another fix is to build up the final stop on the side stand so it doesn't rotate as far. You can build this with weld and then grind back for an optimum position. Of course, many of these things are not needed depending on the exhausts and the wear of the sidestand but they are worth noting just in case and we would certainly recommend the washer fix as a matter of course as it is quick, easy and reversible.



Next, turn your attention to the bike. We supply one right and two left side lower stays. The left side lower stays are of different lengths so that there is a larger range of positions you can mount them up and down. We also supply two bushes to move the positions in and out, one of the stays are doglegged so can be turned over and we also recommend a bending by hand further if you still can't find the best position. On three RGV's we tested, each needed a slightly different setting. Select the right and the longest left side lowers and mount them to the lower step hanger position between the frame and the step hanger. Tighten them so they can be rotated with a little bit of pressure. Now is the time to mount the lower cowling to the upper. Feed the lower under the bike from the side stand side being careful to feed the sidestand through the hole in the panel. Secure the six M6 bolts either which fix it to the upper fairing and pinch tight. Now is the time to check for clearance issues and you may need to mark off any areas on the underside which touch the chambers and possibly cut. However, first it is important to try to avoid

this as much as possible. The fairing can be moved forward and back by rotating both the upper fairing and the lower fairing stays. The clips are on slots so the whole fairing can move up and down too.

The right side is relatively easy if the bike is fitted with TYGA exhaust system so we recommend fitting this first. If the bike has stock Suzuki chambers, it will be necessary to have the rear right side of the lowers moved out by at least 30 mm over our race chambers and so the bushes may not be enough and modifications to the stay will be needed. However, this fairing is shaped to fit around both stock and TYGA race chambers and it is just a case of getting around 3 mm of clearance to avoid burning of the fairing when the exhaust is hot. If stock step hangers are used with stock chambers, it may be necessary to cut the top edge of the lowers where the brake lever moves to avoid contact. We make no apologies for this because our fairings are designed for a race bike or at least one with race chambers and we can not make the fairing fit all possible combinations. The advantage of fibreglass is it is easy to cut and retain a good looking strong part after modification so don't be afraid to nibble at edges. Use a dremmel, a file or two and finish with abrasive paper.

The left side has a lot of parts near the lower cowling and the first thing to do is to mount the lowers so the sidestand will operate without touching the lower fairing on the spring or the stand when it is retracted. Follow the steps above if needed. The next thing to look out for is the exhaust chamber. The likely areas to watch are half way down on the main section of the chamber and you may need to nibble the lowers away at the bottom to get clearance if you can't move the lower fairing down low enough to clear the chamber. The other area is where the exit pipe leaves the lowers. Some chambers may hang too low and again some cutting may be needed. You may also need to move the lower fairing out to get clearance on side by side systems and discover that the side stand touches the fairing. Some set ups have the chamber exit pipes and the side stand so close that there is no optimum position that will leave the components intact. Our advice is to modify the sidestand to gain extra clearance using the steps outlined above. Failing that, you may need to cut a hole for the exhaust but we do not recommend that as it spoils the look of the fairing. Again, you need to check for foot control movement and if the gear change contacts with the fairing when depressed adjustments and if necessary, cutting will need to be done.

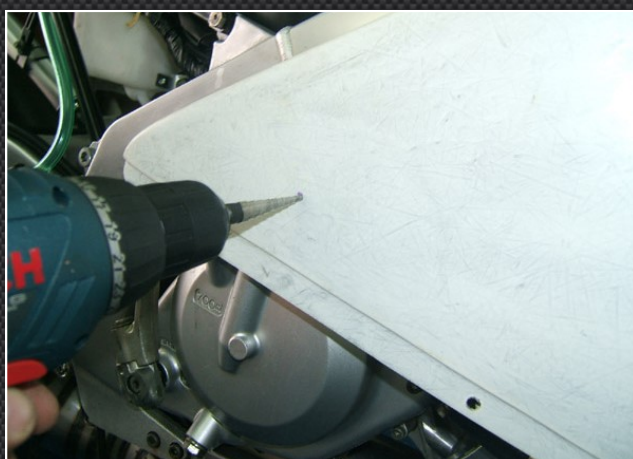
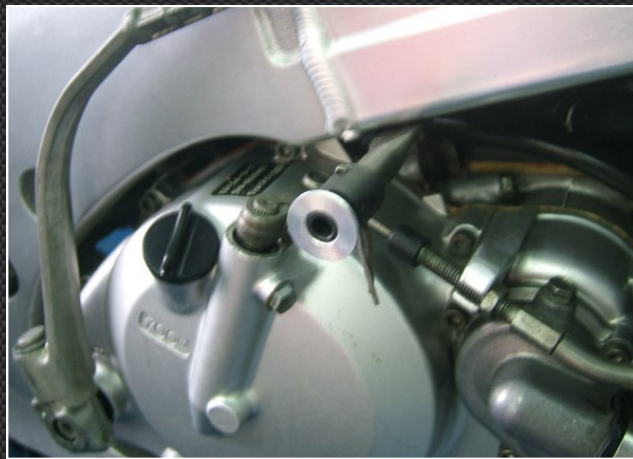
Remember, the above is not going to apply to every bike and if you have a race bike, the fitment will be very straight forward. For street bikes with side by side chambers and a side stand, we recommend fitting our later model chambers which have been specifically designed for the GP lower fairing.

Remember to try to stay patient throughout and if you feel a loss of impatience, better take a break and come back to the job fresh. Other tips are a clean bike and a friend to help you in holding things in position.



When you are certain you have the position you want, tighten the mounting stays. Now we can go back to the side mounting stays. The stock Suzuki design is a little different to ours, in that we do not provide the location housing on the inside of the cowl like the stock Suzuki part. Instead we provide an aluminium bush which fits on the small diameter of the split pin retained plastic bush on the side mount. This bush helps spread the load when tightening the screws. To mark out the screw position, hold the cowling up against the stay without the alloy bush fitted, and then shine a torch at this touching point from the inside. Look from the outside and you will see the point of interference as a shadow. Mark this point with a magic marker and then drill through with a 3mm drill bit. Offer up the side cowl again to check position. It may need tweaking a little. Final hole size should be 6.5mm. Tighten the side cowl. Now check headlight adjustment to confirm that it's within the parameters required.

Finally, remove the fairings and have them painted. When you fit them after painting there will be much less risk of damage because of the trial fitment. If you are struggling to find a good set up, please contact us and we will do our best to advise you on any problems or issues you may have.





Check out our other products for the SUZUKI VJ22 RGV250



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