



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

MRX (MiniRacerXtreme) Bodywork Kits

BPFS-0127 and BPFS-0128



Thank you for purchasing the TYGA MRX bodywork 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.

1. Before starting work on the bike, remove all the components from the box and familiarize yourself with each one.



www.tyga-performance.com

125 **MR**
X



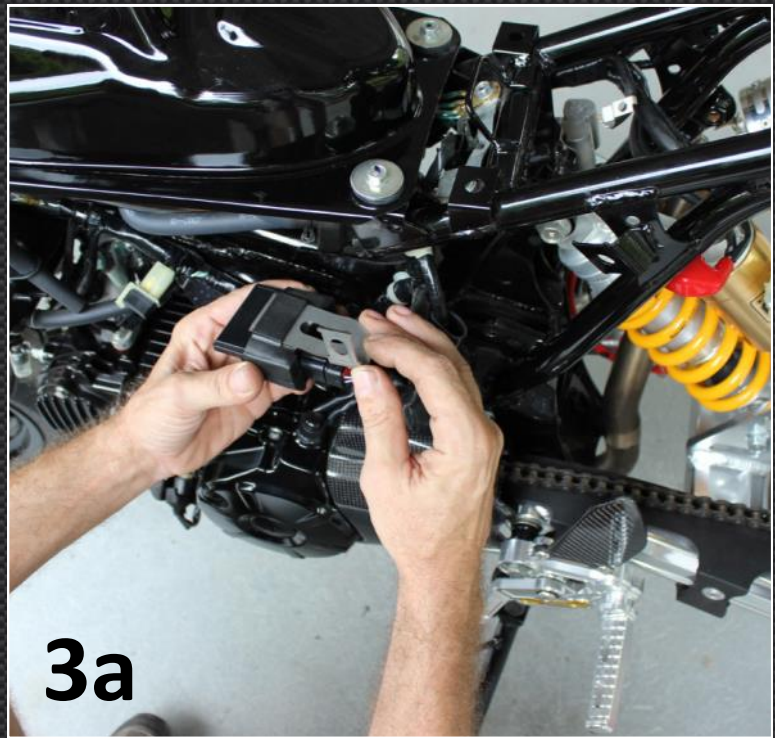
BPFS-0128



2. Remove seat, exhaust muffler, seat cowling, seat opening latch and rear fender. Remove, tank shrouds, tank cove. Disconnect and remove battery, undertray and tail light. Remove headlight, instrument cluster, headlight sub harness. Remove mirrors, switch gear and controls from handlebars. use impact driver to remove bar end weights. Remove throttle and brake from handlebars but do not disconnect them from rest of bike. Remove the handlebars and triple clamp and remove ignition lock from triple clamp. You will need a chisel to remove the security bolts holding it on. Remove the headlight stay. Now your bike should look like the photos below.



3. Relocate the ECU by using the stay provided (BPSY-0124). The stay is tucked into the rubber used for mounting the fuel filter at one end and holding the ECU in the other, as shown in the photo.



Remove the harness from the location stay near the headstock as shown in the photo
Install the ignition lock and cable stay to the triple clamp. Note the handlebars are supplied already fitted to the triple clamp.

Install triple clamp to the bike but do not tighten the pinch bolts

Install the top triple nut and torque up to 65 Nm.





Note the fork height on the TYGA MRX is set differently to the stock set up. The bottom triple clamp pinch bolts need to be loosened off and the forks pulled through 9 mm. so they are sitting flush with the top triple clamp face. This can be done one at time with the bike in situ. No need to jack the bike. Torque the bottom triple clamp bolts to 22 Nm. Do the same now for the top triple clamps.

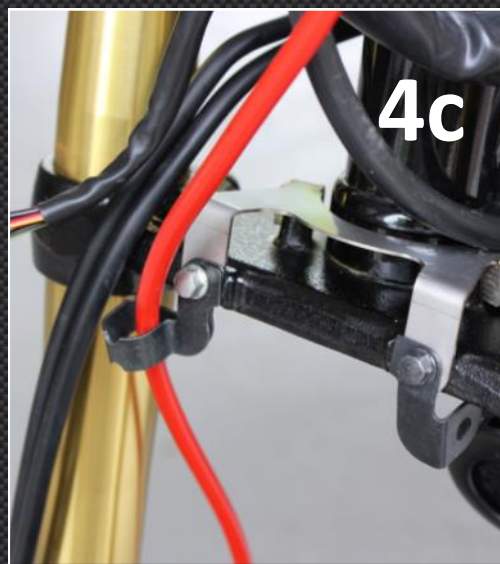
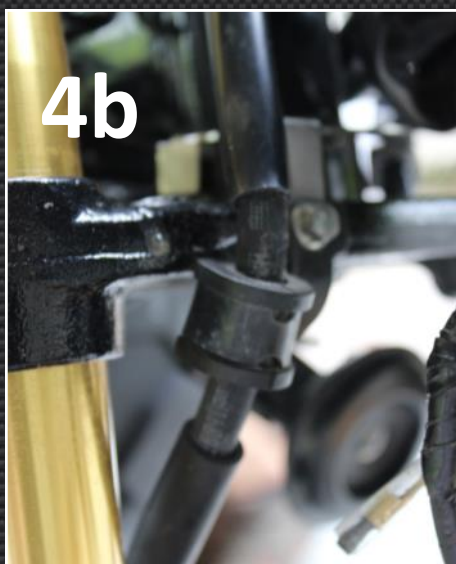


4. Install the front brake master cylinder, noting the hose is routed through the cable stay on the triple clamp. Install the clutch . Now install the small carbon tubes to both sides of the bars before installing the switch gear which locates in the holes drilled in the handlebar. Note there will be some adjustment required to the clutch and brake master so don't worry at this stage the exact rotation on the handlebars.

Install the throttle, routing the cables through the cable stay. and tuck any slack into the frame. Check to see the throttle operates freely.



Remove the front brake stay and the horn wiring stay from the lower triple clamp temporarily. Install the steering stopper as shown in the photos. Reinstall the stays in the standard position holding the steering stopper in place. Test to make sure the steering operates smoothly and no wires, cables or hoses are getting pinched or rubbing on anything they shouldn't do.



5. The next job is to install the meter stay. First, remove the front fuel tank mounting bolt. This will not be used. Install the Tyga meter stay using the hardware provided, It is adjustable to a certain degree and the default position is central and down at the front. Secure with the bolts provided.

Replace the meter using the stock mounting hardware (bolts, washers and rubber bushes). Note the harness routing in the photos.

Connect the harness to the stay on the right and the grey connector is attached on the stay on the right. Connect the horn wiring using the original stay if this has not been done yet.

Connect the headlight harness and secure with cable ties using the photos as a guide.





5c

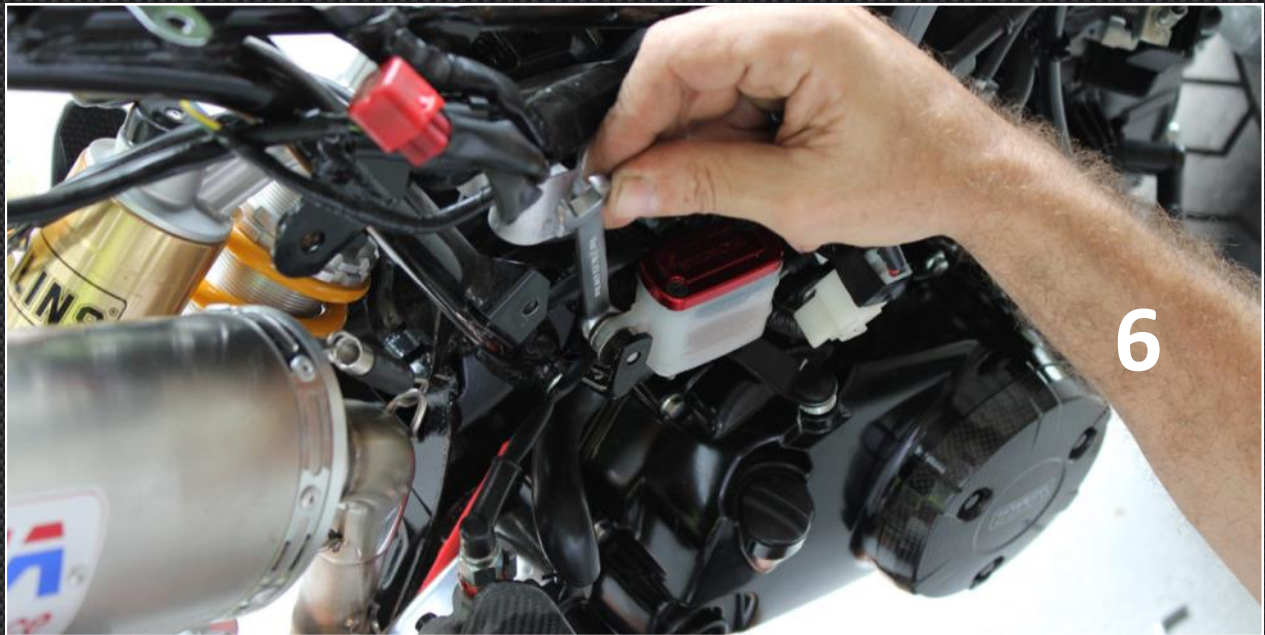


5d



5e

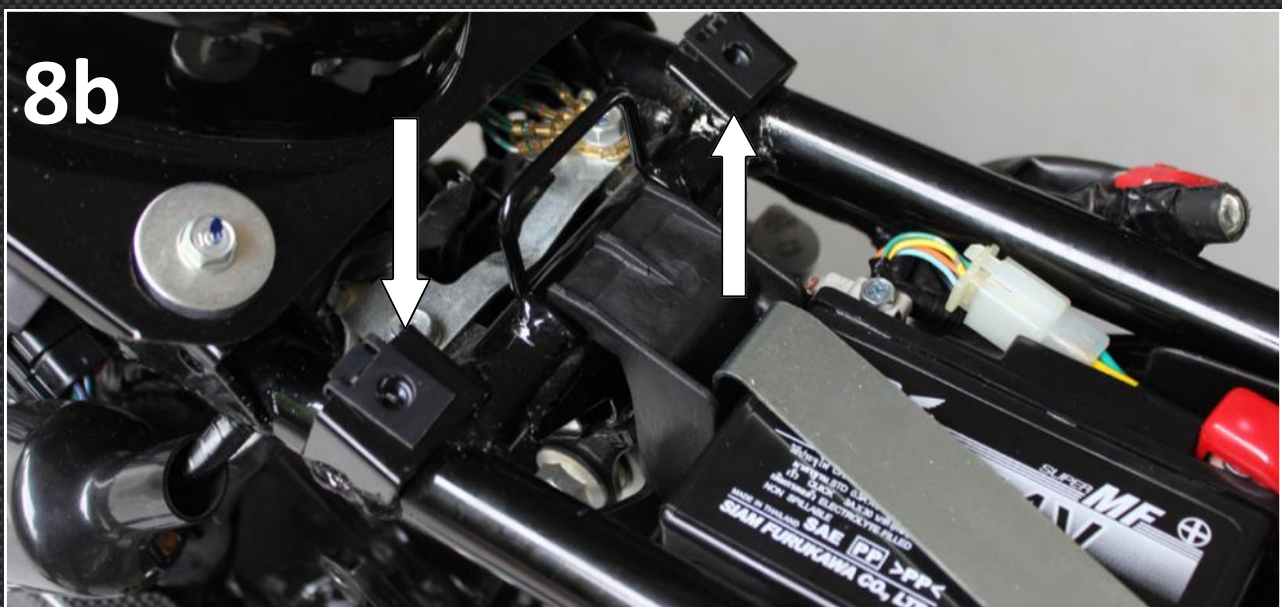
6. Now it is time to turn our attention to getting ready to install the tank/seat unit, but before we do that, there are a few jobs to do. The rear brake master cylinder needs to be mounted inboard of the stay. To do this, remove the bolt and bush in the reservoir. Then install again using the two washers provided. Mount it on the inside of the stay with one washer either side of the plastic tab on the reservoir. It should be tight to prevent the



7. Next is the undertray, this mounts the same way as the original one. Note it is narrower and all wiring needs to be routed inboard of the frame because the TYGA seat cowling is narrower than the Honda one. Make sure the undertray is fully forward on position. Once the undertray is on place, install the tail light and the tail tidy or rear fender depending on what is being used, We recommend at this stage that lights are tested before the body-work goes on.



8. Now, install the seat support. This has four mounting positions, but only two are used at this stage. First put the two clips on the frame as shown on the photo. Then bolt the seat support to the frame making sure the rear two holes line up. Do not put the rear bolts (the longer 15 mm ones) in at this stage because they are fitted through the seat cowling too.

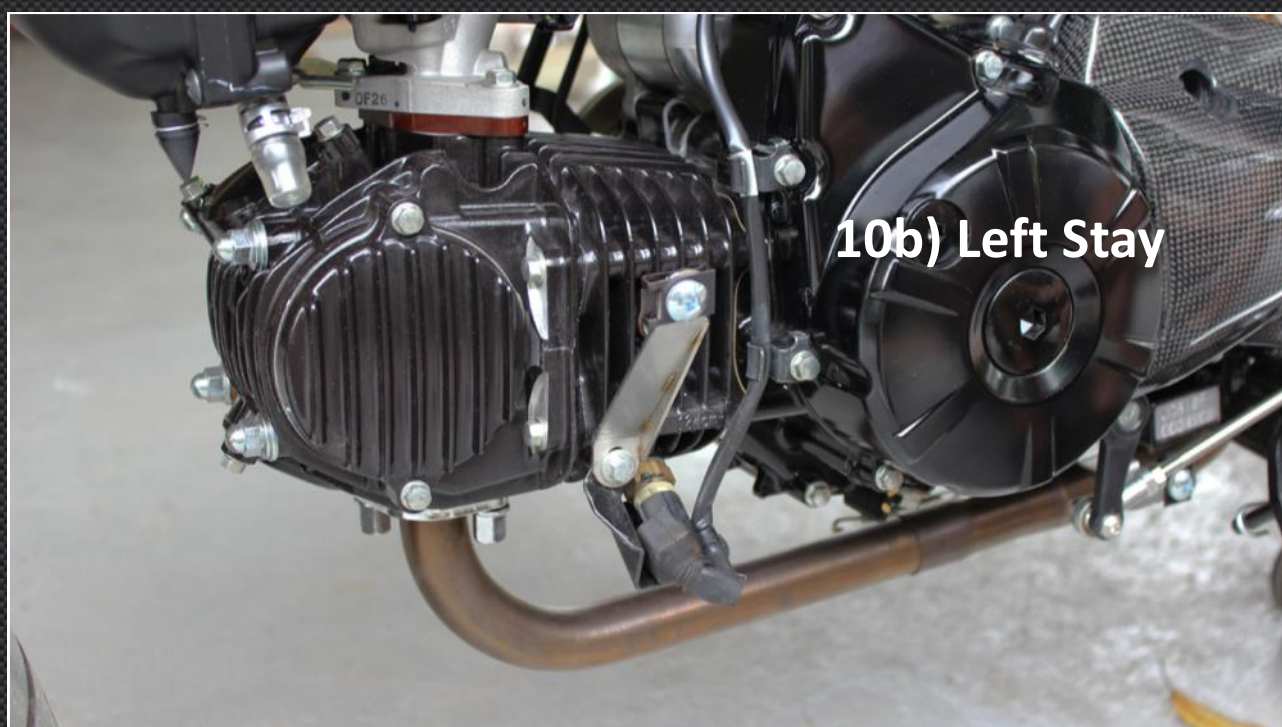
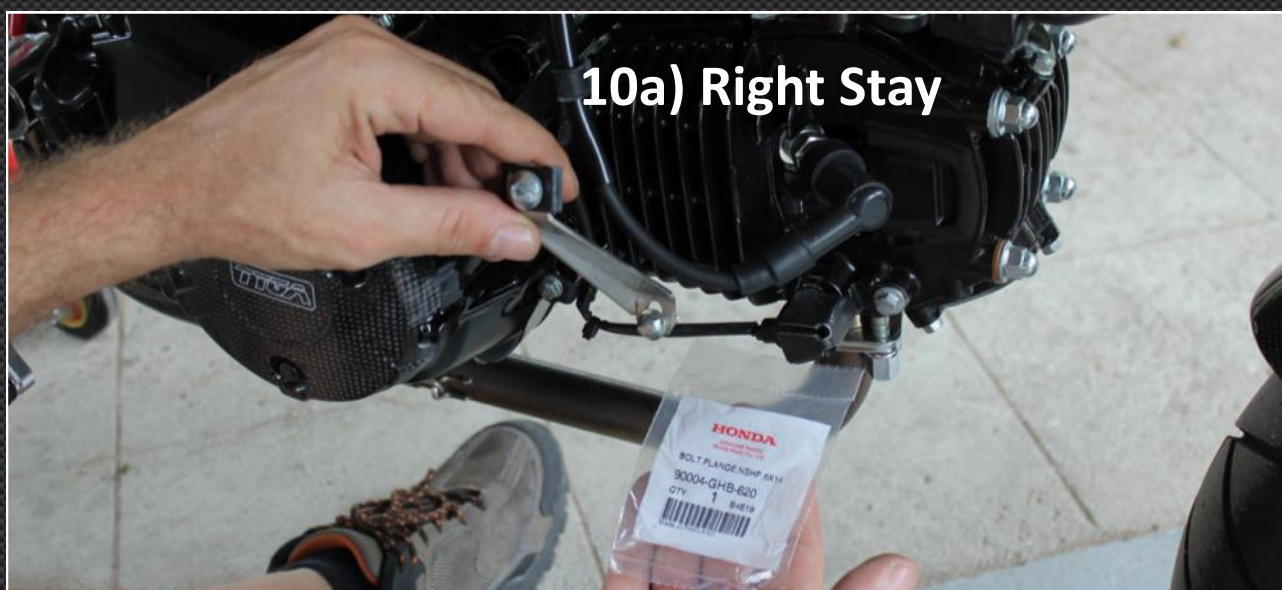


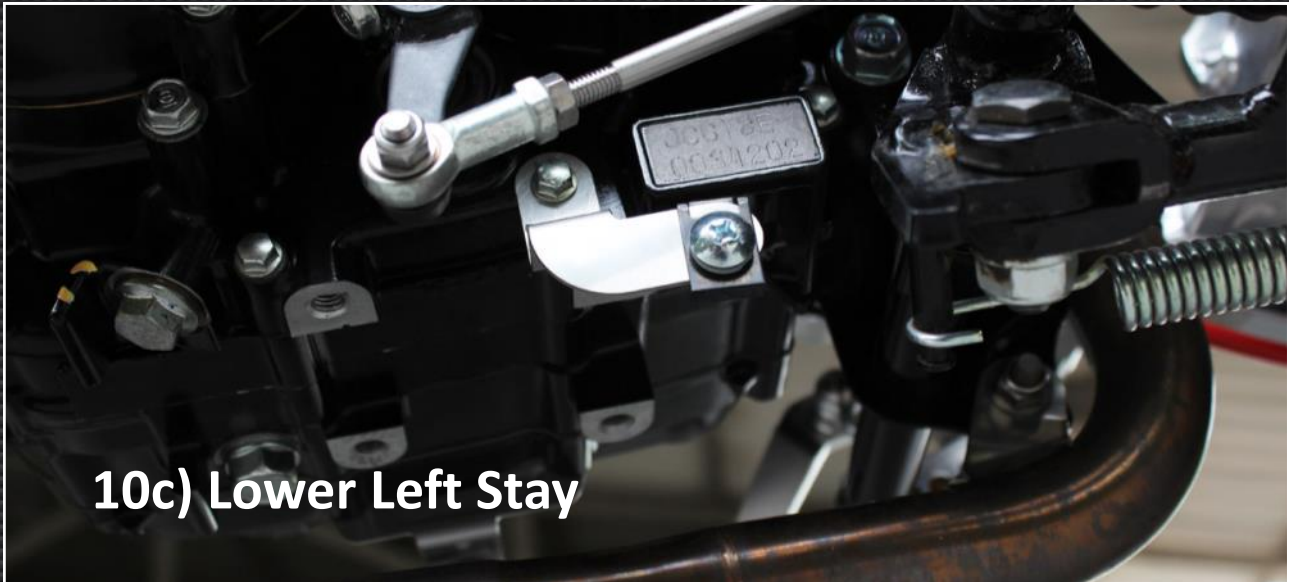
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9. Now it is time to install the tank/ seat unit. Note there is a locating lug on the front inside which fits on the fuel tank. There is a strip of rubber for running along the rear edge near the tail light. The panel needs to be moved into position from above and from the rear making sure that you hold the sides out to make sure that the subframe and brackets are inside the seat cowling area before it is slid into position. Note the edges of the seat cowling should be underneath the undertray. Install the inspection cover using the bolts provided.



10. Next is the turn of the lower cowling. This is best done with the bike on a service stand. First, install the stays as shown in the photos. Do not tighten them at this stage because some minor adjustment may be necessary later to get everything to line up. Note that the stays have clips in slots which offer some limited movement too, Once the stays are in place, install the lower cowling. Note that there should be even clearance all-round the engine casing cut outs and clearance with the sidestand and gear linkage. For Tyga rear sets, it is necessary to move the gear link rod to the outside of the link arm. This may be the case with other set ups but this should not affect the gear changing





10c) Lower Left Stay



10d) Lower Right Stay

11. After the lower is installed, the upper cowling is next. Before mounting it to the bike, the headlight, dash and screen need installing. The windscreen is first. Install it using the top four bolts and leave the bottom two out for now. Next install the headlight fixing shelf sandwiching the dash between the shelf and the mounts to hold it in place. Then, with the dash in position, install the last two remaining screen bolts. The headlight can now be squeezed into position and the adjuster bolt installed on the underneath making sure not to lose the nut in the headlight slot!



11a



11b



12. The next bit is a bit difficult and best done with the help of a friend with one person controlling each side of the upper fairing as it is slid on the front of the bike. It is best to come in low so the bottom of the fairing slides past the chrome part of the fork legs where it is narrower. Before going all the way onto the bike, connect up the headlight and the indicators if they are being used and check they work correctly.

Move the fairing into position, making sure that the part which fits on the fuel tank area does not get scratched. Once in position, mount using the four positions with the tank and the four with the lower cowling. Install the mirrors making sure they are properly tightened.





13. Before going any further, make sure the clutch and front brake mounts are in a good position, ideally, the brake wants to be in the highest position possible which still clears the fairing, and throttle cables which can be adjusted downwards on the adjuster nuts as they tend to touch the fairing when the handlebars are on full lock. by rotating the throttle cable downwards towards the front brake lever, clearance with fairing can be obtained. Once an optimum position is found, adjust the clutch to the same rotational angle as the brake.

Important: Make very sure that the brake lever can be operated fully without throttle cables obstructing movement.

Make sure everything moves freely lock to lock on the steering, the throttle works properly and that nothing touches the fairing.

The side covers are fitted next. They slide in from the rear making sure the top edge of the cover is inside the seat cowling edge. Install the rear M6 bolt first, pushing the cover forwards at the same time and only letting go once it is tight. Then tighten the other three positions. Note that there are some variations to the fabrication on this part of the bike so minor trimming around the frame may be required.



14. The final job is the seat pad. Cut the velcro to cover the seat pad area around the inspection cover. we recommend two strips either side. Once it has been applied, the seat pad can then be lowered into position. It is now ready to ride!



We recommend a shakedown first to make sure everything works properly. Also, bodywork should be trial fitted before painting. It is much easier to make minor adjustments when unpainted and just the practice of doing it once will make it easier and less likely to end in paint damage when the time comes for the final installation. Note, if you are trial fitting the bodywork, once the bodywork is removed, all stays and mounting hardware needs to be securely fastened into position.

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.



Some of the awesome MRX's build by our customers around the world.
Please share your pictures with us of your MRX project.



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