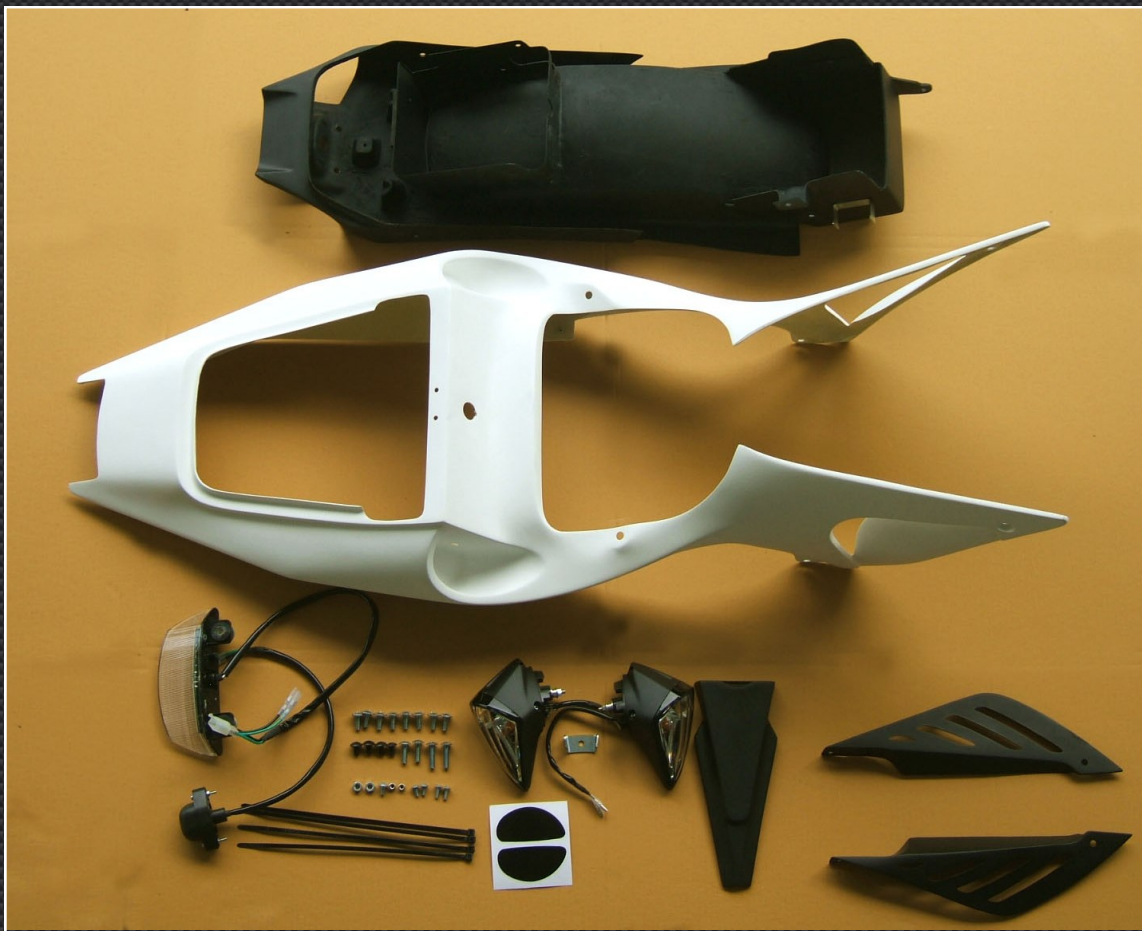




MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

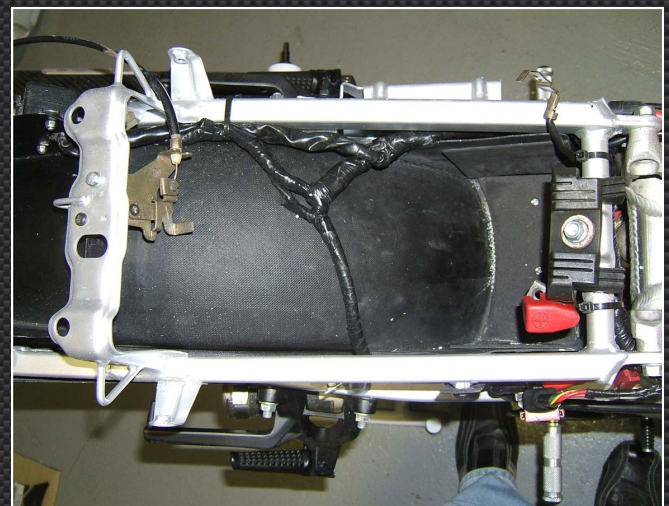
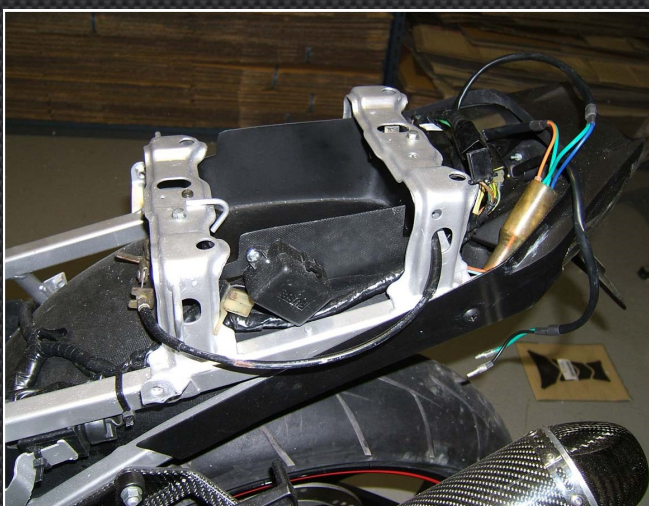
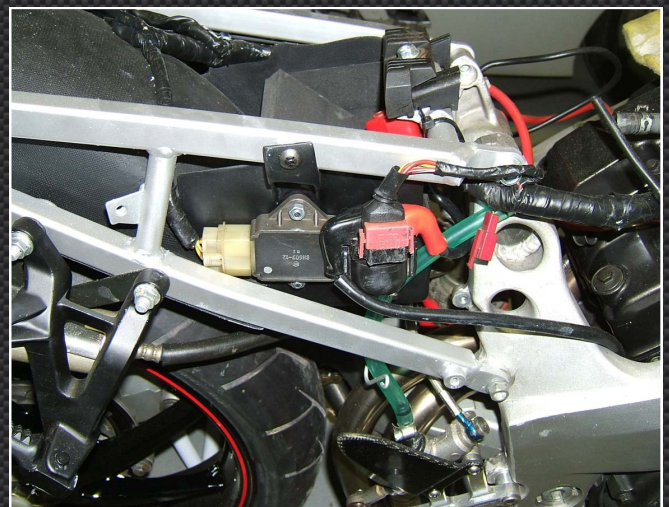
Honda NC30 Two Seat, Street, BPFS-0078



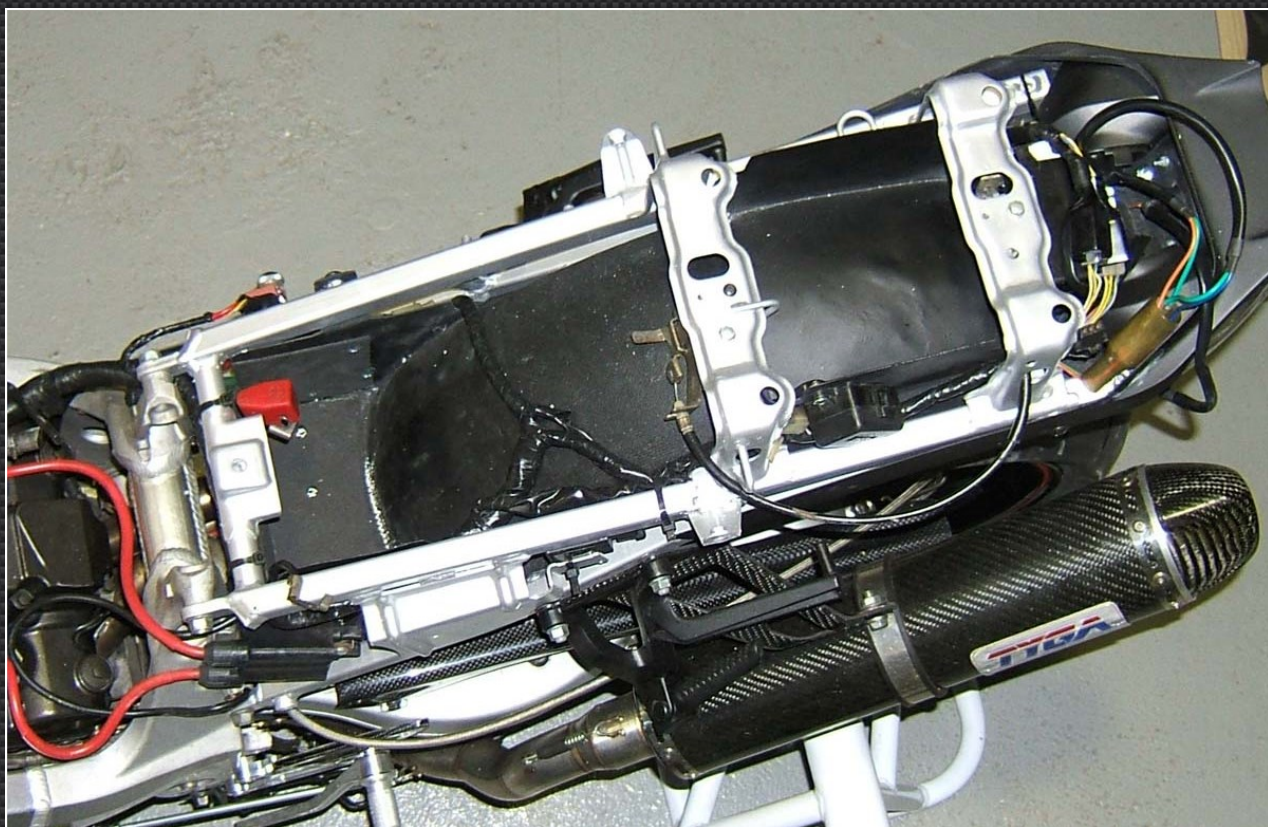
Thank you for purchasing the TYGA NC30 Two Seat, Street kit. Please take a few minutes to read these instructions in order to make the fitment of this kit on your motorcycle a straight forward and easy task. It requires no special skills or tools, but reasonable mechanical competence and a decent tool kit. Always trial fit the fairing before painting to save a lot of trouble later on.

1.. Remove the stock passenger seat pad, seat cowling and rear fender as well as the radiator overflow. Disconnect all electrical components such as CDI, regulator and fuse box as well as the luggage hooks at the rear on the left and right. Detatch the wiring harness from the cable ties on the subframe so you can reroute it later for the TYGA kit. The electrical parts should be cleaned but don't put water anywhere near the CDI or it WILL fail. It is a good idea to remove the exhaust stay and passenger pegs and refit them later for ease of access. If you are doing a full restoration, we recommend removing the subframe too and painting it. This will require removal of the fuel tank. Once restored, replace bare subframe and you are ready to fit the TYGA parts.

2. The next thing to do is to attach is the TYGA rear fender special (BPFx-9117) with the indicators, and registration light unit installed. This fits in a very similar way to the stock rear fender. It uses the same mounting hardware at the front and the two luggage hook lugs on the subframe at the rear. Be careful not to snag any of the wiring from the lights.



3. You need to run the wiring to the electrical components as shown in the photos. The CDI is mounted to the rear of the luggage tray and the fuse box to the left side. The starter relay goes back to its old home but there is no room for the regulator on the old position so it now sits behind the starter relay. There should be enough slack in the Honda harness to reach all these positions. Some patience is required. It is a good idea to wrap everything with 3M insulation tape for a tidy and secure finish. Fit the battery to the battery box. Connect up the indicators. When you are satisfied with the electrical system, connect the battery and test the bike. It should start and function as normally. You can even offer up the tail light before installation in the seat cowling and connect it to the registration light and the main harness just to make sure all the wiring works.



4. You are now ready to turn your attention to the seat cowling (BPFT-9117). The NC30 rider seat pad is connected directly to the seat cowling unlike most motorcycles so you need to remove it from the stock one and fit it to the TYGA part. Similarly, the lock for opening the luggage compartment will need removal along with the stay and installed on the TYGA panel using the Honda mounting hardware.



5. Next thing to do is to mount the tail light.(BPLT-0009). This is a bit tricky to get in and you need to slide it in from one side. Secure from underneath using a screwdriver to gain access to the mounting bolts.



6. Next, slide the seat cowling into position. Connect up the taillight and try to keep the wiring tucked away as you install it without squashing it on the subframe etc. Test the lighting again. The seat cowling is secured in six places; at the front by the two two lugs off the frame, two on the lower spar of the subframe (don't secure these yet) and the two air ducts. The last two are slotted so you can get the perfect height at the rear in relation to the passenger seat pad and the rear fender. **IMPORTANT:** do not put the passenger seat pad on before first testing the key and making sure the latch operates properly. If not, and the latch doesn't work, the seat pad is stuck on and access to the latch to release it is very difficult. Assuming all is well, then you are ready to put the side covers (BPCC-9117). These share the lower spar of the subframe mounting points with the seat cowling. Slot the covers in the seat cowling, (there is a tab to secure them), and secure at the bottom rear with the M4 bolt. Finally secure the subframe positions and the seat cowling is done. Finish off by fitting the passenger hangers and exhaust hanger.

7. Finally, remove the seat cowling and have it 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



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