



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA MC22 CBR250RR RC211V Style Fairing Kit

BPFS-0015 Upper Faring Set



Some general tips for the fitting of TYGA-Performance Fairings

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.



MC22 RC211V Style Fairing

Fitment of MC22 RC211V Style Fairing Set

(Including lowers BPFL-9025 and BPFL-9125 and front fender BPF-9001)

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



Contents

BPFS-0015 MC22 RC211V Upper Fairing set (street) includes:

- 1 X BPFU-9025 MC22 Upper Cowling RC211V style (street)
- 1 X BPLT-0011 Tyga Eyes II headlight/turn signal assembly
- 1 X SCRE-0081/82 2005 RC211V style, screen tint/clear
- 1 X BPFX-9008 air duct, glass fiber

BPFU-9025 consists of:

- 1 X front upper cowling

- 1 X front cowling stay and bush
- 8 X M6 X 15 domehead screws and 2 X M4 X10 domehead screws for upper/side cowling
 - 4 X M6 X 15 domehead headlight screws
 - 1 X M5 X 15 domehead headlight screws
 - 2 X side fairing bushes

BPLT-9011 consists of:

- 1 X headlight unit
- 1 X headlight harness
 - 2 X 40W bulbs
 - 2 X turn signal bulbs
- 1 X left turn signal harness (orange wire)
- 1 X right side turn signal harness (blue wire)

Type 2 (unmodified. Please note headlights are model specific)

BPFX-9008 consists of:

- 1 X air duct
- 2 X M4 X15 domehead air duct screws and washers
- 1 X M4 X10 domehead air duct screws and washers
- 2 X M4 X40 domehead air duct screws and washers

***Tyga Performance reserves the right to change the specifications and contents of this kit at any time.**

Fitment of the Upper Fairing

The first job is to remove the following OEM parts:

1. mirrors
2. Complete fairing with turn signals etc
3. headlights
4. side air ducts from frame

Fitting RC211V headlight/turn signal assembly (BPLT-0011)

The headlight assy. can be a little tricky to fit. Please note that it is a good idea to use masking tape over headlight lens to protect it, especially during trial fitting before painting to prevent damage.

Also worth a mention that the headlight shape is not replicated by the holes molded in the upper cowling. The light comes up flush against the upper on the inside and will not go through the molded holes to project forward.

Slide the headlight in carefully with minimum contact with the fairing until it is in the correct position. First line up the two bottom side lugs on the left and right with their respective holes on the headlight. Thread the bottom two M6 screws in loosely. Next do the same for the two lugs at the top and the M5 in the bottom centre. Check the alignment in relation to the headlight hole in the fairing and adjust before securing the screws into place. Once secured the masking tape can be removed from the lenses.

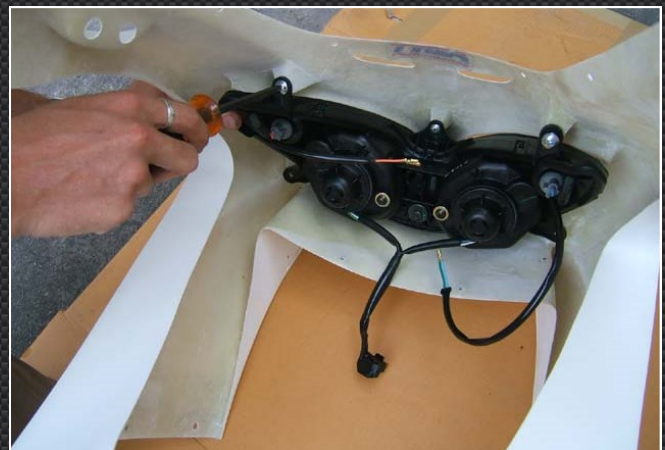
*Note that MC22 headlight unit is slightly different from some other models and is only interchangeable with modification.

Fitting RC211V Upper Cowl (BPFU-9025)

It might also pay to put a cloth over the front fender before offering up the cowl, as you can use this to rest the cowl while connecting up the headlights etc.

Secure the air duct to the upper cowling using the screws provided. There are five in total. Start with the two long bolts in the middle, then the one at the front and finally the two at the sides. Only tighten once all the bolts have been loose fitted

Before fitting the upper to the bike, fit the screen using the fasteners provided. Again, if this is just a trial fit, always use masking tape along the edge to protect it from scratches. Alternatively, the screen can be fitted as a final touch later depending on how small your hands are to get in to fit it!





Next fit the original Honda mirror rubbers to the upper cowling making sure the arrows on them are pointing forward.



The front of the RC211V Upper Cowling is secured to the MC22 by means of a front cowling stay and bush. These are fitted as shown in the picture. At this point, you will need to modify the high beam relay stay so that the headlight will not foul it when the fairing is mounted. If you are unsure which component it is, turn the ignition switch on and flash the high beam on and off and you will hear the clicking noise coming from the relay mounted on the instrument stay. Bend it as shown in the picture below





The next task is to fit the side fairing bushes. These are to allow for a secure fitting of the upper without the stock side air ducts which normally are mounted between the frame and the fairing. The bushes are just loose fit but are secured once the fairing is mounted. Slide them over the stays as shown below.



Now, from the front of the bike, slip the upper into position. Once close to the bike, all the remaining electrics can be connected.



Lift the cowling up to the meter stay, and peer over the screen so that you can clearly see the front cowling stay position. Loosely fit the front fastener. You can also locate the upper in the mirror stay mounts which will support the upper and you can then tuck the electrical wiring etc. Now is a good time to check that the lights and indicators function correctly. Once you are satisfied everything works, fit the mirrors.



Secure the upper fairing to the frame loosely. Secure the wiring harness to the fairing using cable ties.



Fitment of Lower Fairing

Next fit the lower cowlings in position. If you are using Tyga lowers (BPFL-9025 and BPFL-9125), they fit in much the same way as stock ones as they are an identical shape. The main thing to remember is that you need to fit the retaining clips to the first two holes either side of the lowers at the top and the one at the bottom where the two halves join. You can either use the original Honda ones or Tyga ones. Secure the front two upper/lower bolts on either side. Now, remove the rear most upper/frame bolts that you fitted when you mounted the upper to the bike and this will allow you easy access to the boss on the third position where the side fairing bushes are. (Be careful they haven't dropped out!). Once you have this position secure, go back to the upper/frame bolts and secure them. Lastly, secure the two M4 bolts at the rear upper position of the lower as shown in the picture below. If you are using stock lowers, you will need to drill a hole in them to fit this bolt. Alternatively, you don't need to fit them at all as their function is just to keep the panels a bit closer fitting and nothing more.



Finally, remount the lower cowling mounts as original and check to make sure all cowling mounts are secure. The kit is now ready to use or remove to take to the paint sprayer.

Fitment of Front Fender

(BPFF-9001/BPCF-9001)

Fitting the front fender is best achieved with the front wheel removed first. To do this, you will need to remove the front brake calipers. Next loosen off the wheel shaft bolt and the fork wheel shaft pinch bolts while the bike is still secure to the ground. You can now lift the front end of the bike by either a front stand or if you don't have one, supported under the engine by blocks or a jack. Be careful to make sure it is supported well at the front and the balance point is far enough back from the support so the bike doesn't topple off.

Remove front wheel and front fender keeping the securing clips from the stock fender to use with the Tyga one. Carefully slide the Tyga front fender up the fork legs turning the caliper brackets out of the way so they don't damage it. You can then fit the securing clips from the stock fender and mount in the same way as the stock fender using brake hose supports if fitted. Replace the other parts in the reverse that you removed them. Remember to torque the bolts to the factory setting and it is advisable to use some thread lock on the caliper bolts, the pinch bolts and the wheel shaft bolt. Don't forget to clean and re-grease the shaft while you are there!





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