



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

SUZUKI VJ22 RGV250 GP style Seat Cowling

BPFS-0036 (Street with carbon)

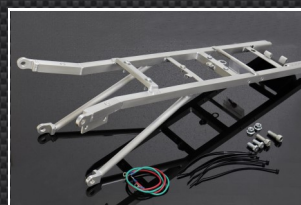
BPFS-0037 (Race GRP)

BPFS-0038 (Street GRP)



**These instructions also apply to the GP
Seat Cowling Sets with the Aluminium
Subframe (TYLY-1028)**

- **BPFS-1036**
- **BPFS-1037**
- **BPFS-1038**



Thank you for purchasing the TYGA RGV250 GP Style Seat Cowling 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. The following are the contents for each GP style fairing:

BPFS-0036 Kit, VJ22 RGV250 Seat Set (Street) with carbon

1x BPCT-9026 VJ22 RGV250 Seat cowling GP Style (carbon)

1x TYLY-0029 VJ22 RGV250 Style exhaust Stay

1x TYLY-0028 VJ22 RGV250 Subframe

1x BPLT-0009 LED Taillight assembly

1x BPCX-9007 Registration/License plate holder

1x BPAC-0001 HRC rear brake reservoir kit

1x BPAC-0002 HRC radiator overflow bottle Kit

1x BPSP-0001 GP Race tail Seat pad

1x BPAC-0003 oil tank

1x BPSP-0002 bum stop

BPCT-9026 uses:

1x Seat cowling (with carbon) 1x Undertray (carbon)

7x M4x 10 undertray 2x M4x 10 front section

TYLY-0029 uses:

1x VJ22 RGV250 exhaust stay

2x 95701-06012-00 , M6 bolt

TYLY-0028 uses:

1x Subframe

2x M6x25 screw, tank mount

2x M8 washers, tank mount

2x M10x20 bolt (black with M4 hole) Top frame Mount

2x M10x30 cap Head (black) and nut Lower frame mount

2x M6x10 screw seat unit fitting

2x M6x15 screw, CDI fitting

2x M6 washer, CDI fitting

2x M6x15 screw, Valve control

2x M6 Nut, Valve control

1x foam, battery holder

1x Battery strap

1x Battery Ext Leads set (Green-40 cm, Red- 20cm)

6x Cable Ties (black) CT-200

BPLT-0009 uses:

1x LED tail light, suzuki connector 2x bush

2x M6 Nut flange 2x rubber bush

2x M6x 20 dome head screws

BPCX-9007 uses:

1x Registration/License plate holder (BPCX-9007)

2x M5x10 domehead bolts and M5 washer 2x M3 washers

2x M3x25 bolts 1x Number plate light

2x M3 nuts

BPAC-0003 uses:

1x oil Tank

1x BPSY-0022 oil tank stay

1x M6 Clip fit to BPSY-00022

2xM6x15 Screw fit to M6 clip on BPSY-00022

BPFS-0037 Kit, VJ22 RGV250 Seat Set Race)

1x BPFT-9026 VJ22 RGV250 Seat cowling GP Style (Glass Fiber)

1x TYLY-0029 VJ22 RGV250 Style Exhaust Stay

1x TYLY-0028 VJ22 RGV250 Subframe

1x BPAC-0001 HRC rear brake reservoir kit

1x BPAC-0002 HRC radiator overflow bottle Kit

1x BPSP-0001 GP Race tail Seat pad

1x BPAC-0003 oil tank

1x BPSP-0002 bum stop

BPFT-9026 uses:

1x Seat cowling (fiber) 1x Undertray (Glass Fiber)

7x M4x 10 (undertray) 2x M4x 10 front section

TYLY-0029 uses:

1x VJ22 RGV250 exhaust stay

2x 95701-06012-00 , M6 bolt

TYLY-0028 uses:

1x Subframe

2x M6x25 Screw, tank mount

2x M8 Washers, tank mount

2x M10x20 bolt (black with M4 Hole) Top frame mount

2x M10x30 Cap head (black) and nut Lower frame mount

2x M6x10 Screw seat unit fitting

2x M6x15 Screw, CDI fitting

2x M6 washer, CDI fitting

2x M6x15 Screw, Valve control

2x M6 Nut, Valve control

1x foam battery holder

1x Battery strap

1x Battery ext leads set, (green-40 cm, red- 20cm)

6x Cable Ties (Black) CT-200

BPAC-0003 uses:

1x oil Tank

1x BPSY-0022 oil Tank Stay

1x M6 Clip Fit to BPSY-00022

2xM6x15 Screw Fit to M6 clip on BPSY-00022

BPFS-0038 Kit, VJ22 RGV250 Seat Set (Street)

1x BPFT-9026 VJ22 RGV250 Seat cowling GP Style (glass fiber)

1x TYLY-0029 VJ22 RGV250 Style exhaust Stay

1x TYLY-0028 VJ22 RGV250 Subframe

1x BPLT-0009 LED Taillight assembly

1x BPCX-9007 Registration/License plate holder

1x BPAC-0001 HRC rear brake reservoir kit

1x BPAC-0002 HRC radiator overflow bottle Kit

1x BPSP-0001 GP Race tail Seat pad

1x BPAC-0003 oil tank

1x BPSP-0002 bum stop

BPCT-9026 uses:

1x Seat cowling (glasss fiber) 1x Undertray (glass fiber)

7x M4x 10 undertray 2x M4x 10 front section

TYLY-0029 uses:

1x VJ22 RGV250 exhaust stay

2x 95701-06012-00 , M6 bolt

TYLY-0028 uses:

1x Subframe

2x M6x25 screw, tank mount

2x M8 washers, tank mount

2x M10x20 bolt (black with M4 hole) Top frame Mount
2x M10x30 cap Head (black) and nut Lower frame mount
2x M6x10 screw seat unit fitting
2x M6x15 screw, CDI fitting
2x M6 washer, CDI fitting
2x M6x15 screw, Valve control
2x M6 Nut, Valve control
1x foam, battery holder
1x Battery strap
1x Battery Ext Leads set (Green-40 cm, Red- 20cm)
6x Cable Ties (black) CT-200

BPLT-0009 uses:

1x LED tail light, suzuki connector 2x bush
2x M6 Nut flange 2x rubber bush
2x M6x 20 dome head screws

BPCX-9007 uses:

1x Registration/License plate holder (BPCX-9007)
2x M5x10 domehead bolts and M5 washer 2x M3 washers
2x M3x25 bolts 1x Number plate light
2x M3 nuts

BPAC-0003 uses:

1x oil Tank
1x BPSY-0022 oil tank stay
1x M6 Clip fit to BPSY-00022
2xM6x15 Screw fit to M6 clip on BPSY-00022

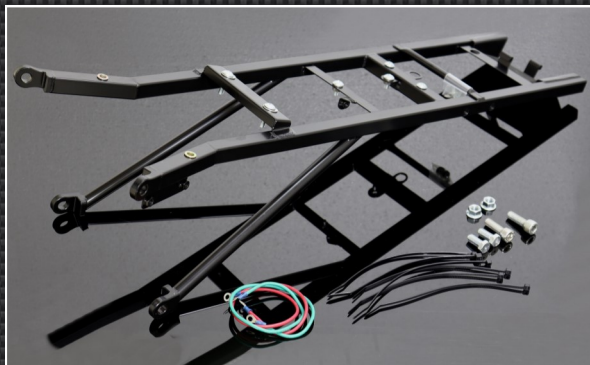
2. Once you have familiarized yourself with the components, the next step is the removal of the stock seat cowl, subframe and undertray. This is fairly easily accomplished. First, remove the seat cowl. Remember to disconnect the taillight. Remove the tank next. This is held by two 10 mm. bolts at the rear. Remember to disconnect the fuel before trying to lift it off. You will need the rear tank rubbers, bolts and bushes. Next remove the water and autolube containers making sure not to spill the contents. After that, unplug and remove the electrical components including battery, the regulator, the valve controller and the CDI. You now need to remove the passenger pegs, the exhaust mount, disconnect the brake reservoir from the subframe. (it will be replaced later). Next, remove the undertray (rear fender) battery box and wiring loom. The subframe comes off pretty easily. You will need good sockets and a long bar because the bolts are done up very tight. Lift the subframe out of the way, and you are now ready to fit the Tyga replacement parts. Retain the bolts that secure the subframe to the airbox and the CDI rubbers. You will also need the oil tank filler cap and low level sensor.

3. The first component to fit to the bike is the oil tank stay. Remove the top shock mount nut on the right side of the mount. if your bolt is put in from right to left, remove and reverse so the stay is secured on the right side of the mount. Leave the nut loose enough so the stay can be adjusted when fitting oil tank. It will be tightened later.

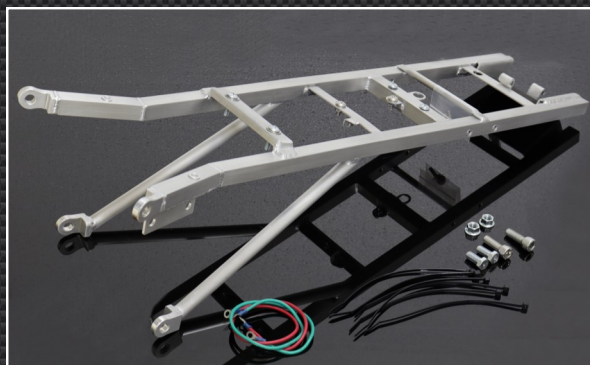


4. After this attach the TYGA subframe. This is secured at the original fixings but differently to the stock subframe. The upper bolts are replaced by special ones with an M4 threaded hole for attaching the seat cowl later. The two lower mount bolts are long enough so the that the subframe mounts on the inside of the threaded frame lug instead of the outside as stock with a nut locking the subframe in position. Fit all bolts loosely before tightening. There is a great deal of tolerance in the mounting positions to compensate for slightly different hole positions in the frame from bike to bike. It is therefore important to get the subframe straight before securing. Before going any further view the bike from the rear to check the subframe is straight. loosen off an adjust as necessary.

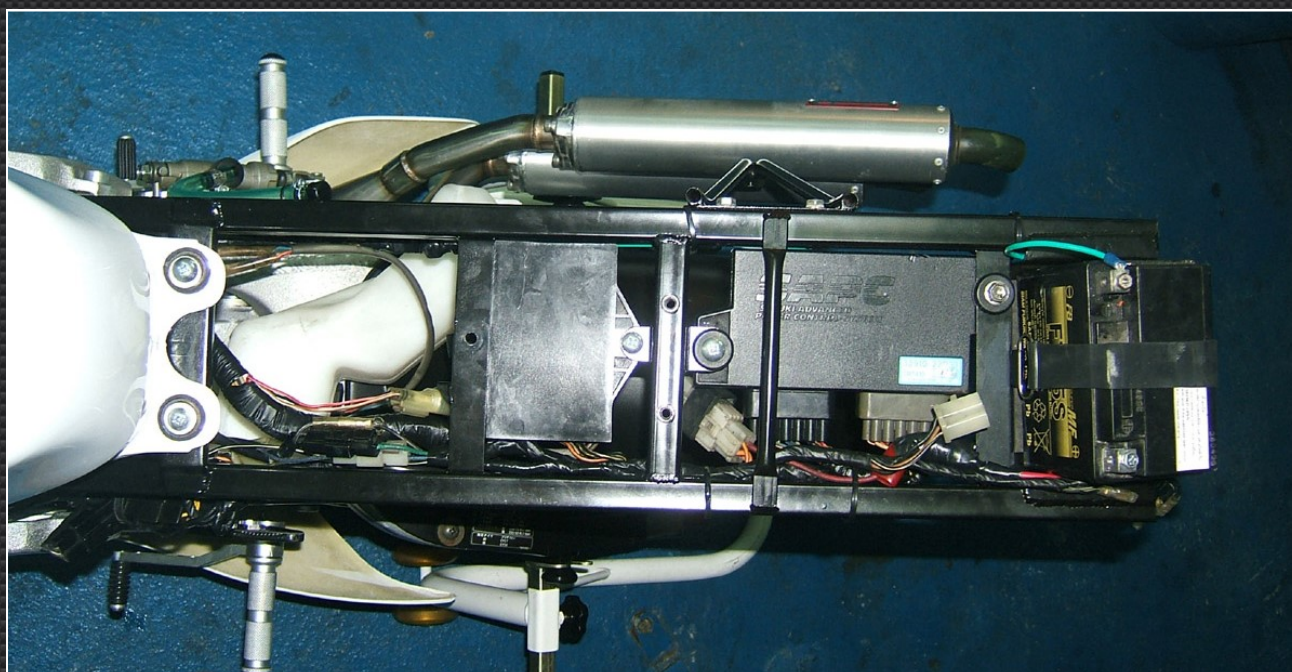
TYLY-0028



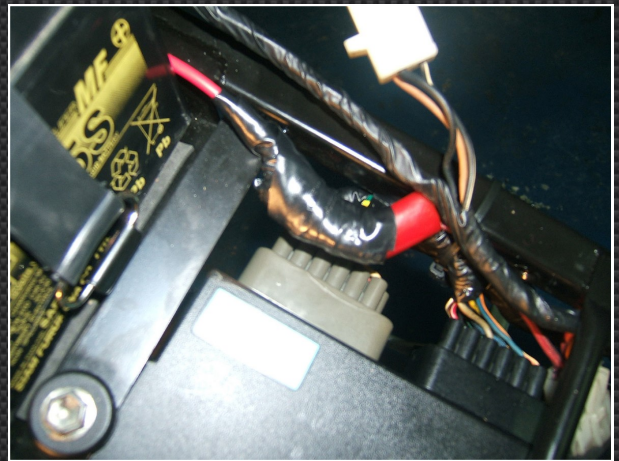
TYLY-1028



5. Next fit the electrical components to their positions as shown in the photographs using the TYGA supplied fasteners except for the original CDI rubber mounts. Thread the wiring harness from the right side to the left and run up the left top frame spar on the inside. Route most of the connectors here too, though it is a tight squeeze. Be sure not to have any wiring above the top spar or they will get pinched by the seat cowling. At this stage, just have the wiring in the approx. position and don't fit cable ties yet.



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6. The battery should be fitted to the battery tray provided at the rear of the subframe. Remember to secure with strap and use the battery extension leads provided to link up with the stock harness. Either securely insulate the original positive battery connector if you don't want to modify the harness, or better, remove it and solder the positive extension lead to it and then insulate. Note the green wire (negative) runs on the right side of the subframe. Don't attempt to earth the battery to the subframe instead of connecting it to the harness.

7. For bikes fitted with side by side exhausts, it is necessary to make an exhaust stay cut out in the seat cowling opposite the existing hole on the right. Match the seat cowling and undertray cut outs using saw and files or dremmel if available. Always wear a mask and eye protection)). At this stage, be careful not to cut too much out and you can always trim more after trial fitment.



8. Next fit the oil tank and the undertray. First, attach the low level sensor and the oil pump tube to the oil tank provided and put the oil tank between the subframe spars. Do not attach yet. The undertray can now be offered up and squeezed into position so that it sits on top of the lower subframe spars. Now secure the oil tank to the mounting positions on the subframe and the shock mount. Now tighten the top shock mount. Plug in the low oil level sensor.

9. If your bike is fitted with a remote gas shock, this mounts on the round bar in front of the battery. Secure with the original Suzuki clamp. The hose routes from the shock out between the subframe spars on the right side and then up on top of the subframe .

10. Now finalise the wiring positions. This can be a fiddly job and requires patience to find homes for all the connectors, relays and wiring. Make sure all components and wiring are not unduly stressed. When satisfied, secure into position using cable ties provided. Avoid fitting cable ties to top spar at the front area where the seat cowling support mounts to the subframe and also where the exhaust brackets fit to the subframe.

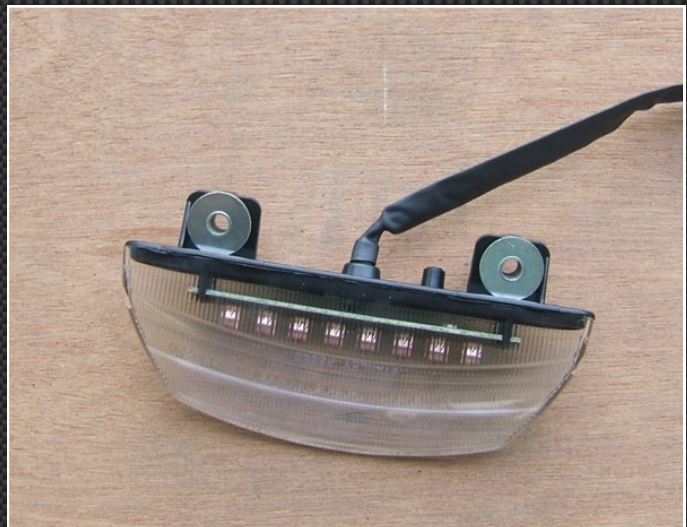
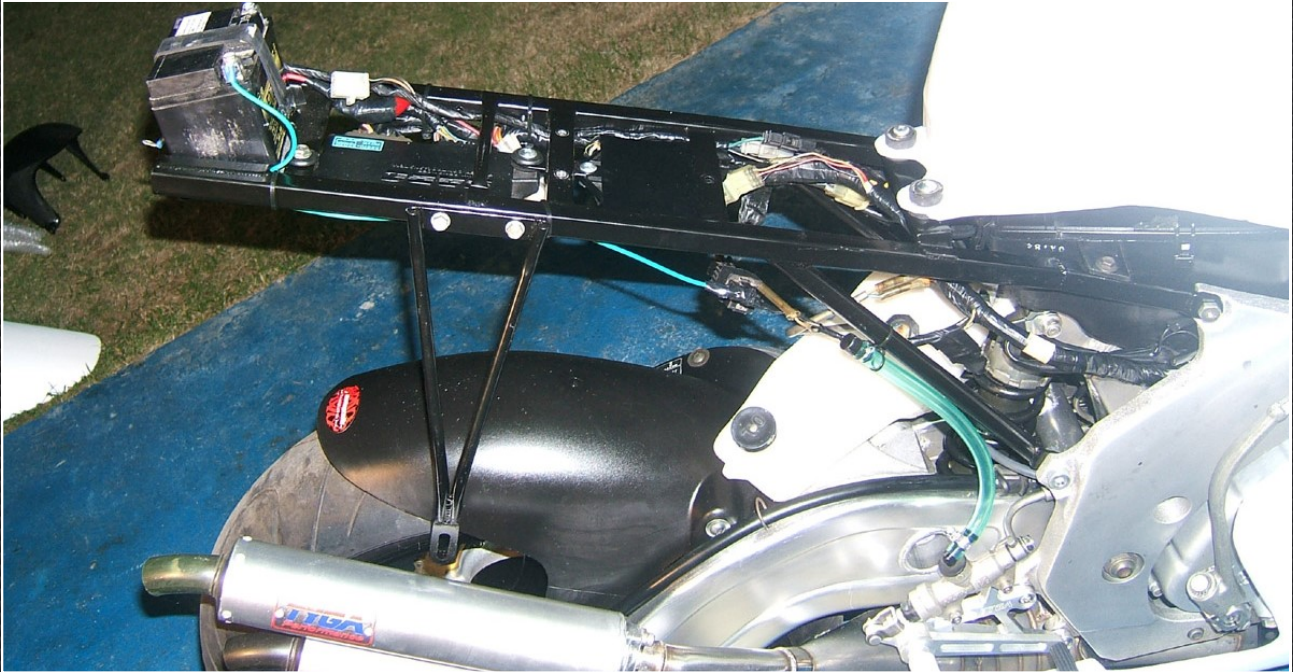
11. The exhaust stay(s) is/are next. If the bike is fitted with 'GP' twin right exiting silencers, one stay on the right is enough. this is provided in the kit. If your bike has left and right exiting silencers (side by side) you will need an extra stay which can be ordered from the website or your distributor. Use the bolts provided. The mounting holes are slotted for adjustment.

12. Secure the airbox with the original Suzuki shouldered bolts.

13. Fit the fuel tank. Fit the tank into the front rubber and connect the fuel. Next slot the two male rubber mounts into the holes at the rear of the tank and lower onto the subframe. Put the other two female type rubber mounts on top and secure with the washer and bolt provided. Note, the washers replace the original bracket which will not fit the TYGA seat cowling kit. The bolt hole position is designed to push the tank forward for secure positioning. Be careful not to cross thread the bolts and use a good fitting screwdriver.

14. Now test the electrical system by starting the engine.

15. Secure the taillight and the registration/licence plate holder if you are fitting the street kit. You will need to drill a hole through the seat cowling between the two registration/license plate holder mount holes to connect the registration/licence plate illumination light to the taillight harness. Connect the taillight harness to the main harness and check that the taillight, registration/license plate and brake lights work.



16. Next fit the seat cowling into position. To do this slide the seat cowling from the rear with the front angled up at approx. 45 degrees so that it clears the battery and the remote gas shock. Once forward of these components, the seat cowling can be rotated downwards. Be careful not to scratch the fuel tank as it is moved into position. Also, make sure the undertray is in the correct position and not catching on the seat cowling. This manoeuvre is quite fiddly with side by side exhaust stays fitted due to minimal side to side movement. Be sure to check that there is no interference between seat cowling, wiring and rear shock reservoir hose. Adjust as necessary. Check for clearance with exhaust stays and if necessary adjust cut outs.

17. Secure the two top seat cowling to subframe bolts behind the rider position. Bolt the undertray to the seat cowling starting from the rear and working forward. Just turn the bolts a few threads until all bolts are in their respective holes. Be careful not to cross thread them. You can pull the lower edge of the seat cowling out to line the holes up. You will need a 'stubby' screw driver to reach some bolts. When this is done, fit the two M4 bolts through the sides of the seat cowling to the subframe top mount bolts to secure the seat cowling at the front. Tighten all the bolts up. Make a note of any adjustments needed before painting, adjust and repeat until you are satisfied with the fitment. This will make for less stress once the panel is painted and going for final fitment

18. Fit the oil filler and for final fitment after painting, secure the Velcro to the seat cowling. Fit the seat pad to the Velcro. Access to the oil tank is via removal of the seat pad. The bum stop can be glued into position once the seat cowling is painted.

19. Fit the radiator overflow bottle. This is attached to the front left side of the top radiator by means of the white cable ties. Secure at two points top and bottom. The tube is secured to the radiator overflow outlet by means of the clip on the perpendicular end of the tube and the angled end is inserted in the bottle. Be sure to push the hose to the bottom of the bottle.

20. Fit the rear brake reservoir kit. Remove the stock brake reservoir by doing the following: Clamp the hose flat to prevent flow at as low a position as possible. Remove the hose being careful to minimize spillage. Replace the stock tube with the one provided and fit the hose clamp. Top up with brake fluid, fit the stopper and clip and cable tie to the lower right subframe spar. Spray with water any spillage and mop with tissue.



As with all our bodywork kits, bringing an early 1990s model up to date is a challenging task. This is reflected to a certain degree in the fitment of the kit. We have tried our utmost to provide the components and guidance to accomplish this task, however, please allow plenty of time and patience in fitting this kit.

We are happy to offer further advice so please contact us if you have any questions.



Check out our other products for the SUZUKI VJ22 RGV250



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