



**MAKING YOUR DREAMS A REALITY**

# **FITTING INSTRUCTIONS**

**TYGA NSR 250 & NC30 / NC35 Fairings**

**BPFU-0004 / BPFU-0005 / BPFU-0010**

**BPFU-0014 / BPFU-0015 / BPFU-0016**

**Bike Model: Honda NSR 250 / NC 30 / NC 35**



***Always practice fit of body panels prior to getting them painted. It will save you a lot of trouble later when you need to be careful not to damage paint. You should make sure that everything is ready so that once the painted panels are ready to go on the bike, they easily slide into position with minimum fuss.***

We suggest that most upper cowlings be placed on the lowers with the mirror stay and the meter stay disconnected. It is important that the cowling sits at the right angle and height.

**The fairing is provided with a fairing stay, for the following models:**

**BPFU-0004**



**BPFU-0005**



**BPFU-0014**



**BPFU-0015**



**BPFU-0015**



This small stay fits on the front position of the meter stay and moves the angle of the hole to be in line with the fairing. It should be fitted, so the threaded insert is upwards and angled backwards

**The fairing is also provided with a cowling adapter for the following models:**

**BPFU-0010**



**BPFU-0014**



This small component is used to bring the front position forward to reach the more forward fairing position of the TYGA fairing. It is used with the fairing stay on BPFU-0014 by fitting the cowling adapter first and the fairing stay second to move the front position forwards, upwards and at a different angle

Before drilling for the front position, it is important to be sure that the hole is in exactly the correct place and not relying on the existing position of the meter stay as it may not be optimum.

Firstly, the exact position in the up and down direction is determined by the gap between fender and upper and also by headlight beam projection. A suitable position should be found (depending on set up) so that there is a gap of 11-12cm of total fork travel parallel to the forks between fender and upper. This includes sag which can be measured by lifting the front wheel off the ground while balanced on the side stand and the rear wheel. This measurement is then added to the remaining gap between fender and upper.

At the same time, care should be taken to ensure that the headlight beam is at the right angle for dip and main beam when a rider is sitting on the bike.

Assuming both these criteria are met, you need to check the left/ right position before drilling. Often the front stays of bikes become bent through accidents. They may be unnoticeable at the time, however often complaints of misfitting fairings come down to the front position being 1cm off the centre line resulting in 2cm misalignment of fairing. This can be checked by a line of string over the bike from the rear center to the headstock and forward to the front stay. By standing in front, you can see if it is all in line.

To get the stay in the correct position a bit of brute force may be required and they are easily bent back into the center line. Similarly, the up down can be adjusted a cm or two by loosening off the meter stay position at the headstock. This can be useful in aligning the stay with the optimum position. When you are confident that you have the correct position for the hole, shine a torch/flashlight from the inside to the outside of the fairing, with the bike in a dark place. The light can easily be seen on the outside and will show the exact position of the stay and help you to mark it off.

The upper/mirror position is fitted last and should be done so that the fairing sits square and level with the rest of the bike. Measure out the fairing holes before drilling so that they are the same both sides. The stays can be tweaked into position as a last resort! Make sure that all positions are well tightened up. There is a temptation to leave fasteners loose to protect paint. However, there is a real risk that the bolt will come undone. It will chaff on the paintwork and fiber and before you know it, the hole will have grown. Better to use some nylon washers and firmly tighten all positions, especially the front.





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