



MAKING YOUR DREAMS A REALITY

## FITTING INSTRUCTIONS

**MiniRacerXtreme MRX Bodywork kits**

**BPFS-0155 and BPFS-0156 for 2nd gen Honda MSX125SF, Grom**



TRANSFORM the  
MSX125SF GROM  
to the: MRX  
MiniRacerXtreme





## **Fitment of Bodywork Set, (GRP), MiniRacerXtreme, MSX125SF Grom (BPFS-0155 and BPFS-0156)**

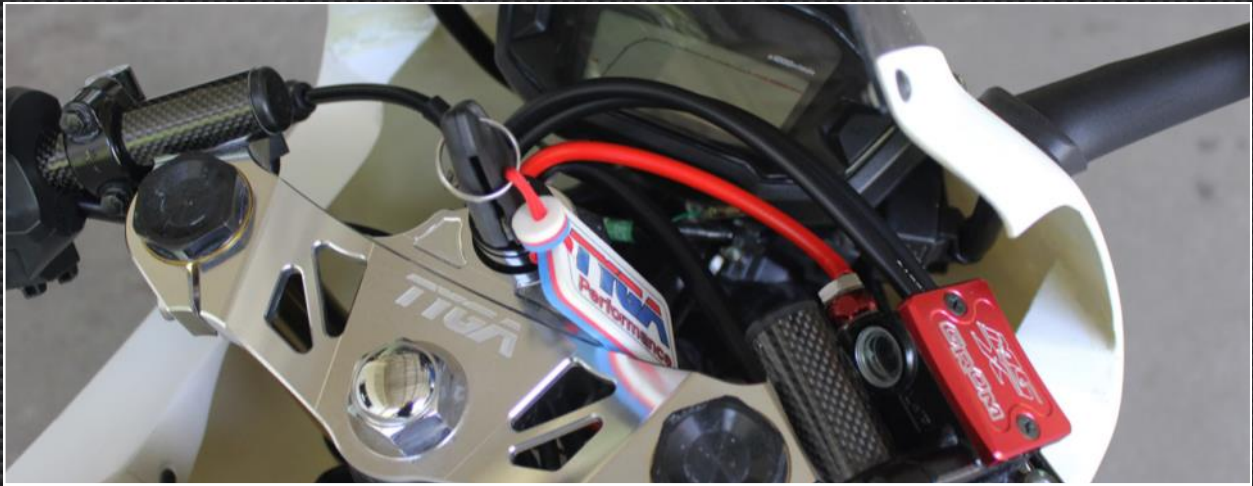
Thank you for purchasing the TYGA MRX bodywork Kit. Please take a few minutes to read these instructions in order to make the fitment of this kit on your motorcycle a straight forward and easy task. It requires no special skills or tools, but reasonable mechanical competence and a decent tool kit.

**Always trial fit the fairing before painting to save a lot of trouble later on.**

This fitting instruction guide is an update of the one used for the TYGA MRX kit for the first generation MSX125 Grom. For that reason, some photos are taken from the first generation MRX kit and we have only changed photos where there are significant changes in the design of the bike which will affect the fitment of this kit. We ask you to disregard any detail differences of the bike shown in some of the photos as this does not affect the installation of the MRX kit for the second generation SF model.







**BPFS-0155**

## Product Name:

Bodywork Set, (GRP),  
MiniRacerXtreme, MSX125SF

## Motorcycle Model:

2016– onwards MSX125SF Grom

Part Number: **BPFS-0155**



**BPFU-9032**



**BPFL-9032**

BPFU-9032(p)	Upper Cowling (GRP),	1
BPSY-0123	Headlight Fixing Shelf	1
CLIP-0400	Clip, Spring M4	6
JTST-0412	Bolt, Dome Head M4 X 12	6
WPPC-0400	Washer Plastic M4	6
JTST-0615	Bolt , Dome Head M6 x 15	2
WPPC-0600	Washer Plastic M6	2
JTST-0420	Bolt , Dome Head M4 x 12	2
BPFL-9032(p)	Lower Cowling (GRP)	1
BPSY-0120	Stay, Side Left	1
BPSY-0121	Stay, Side Right	1
BPSY-0118	Lower, Left, Rear	1
BPSY-0119	Lower, Left, Rear,	1
WPPC-0600	Washer Plastic M6	6
CLIP-0600	Clip, Spring M6	8
JTST-0612	Bolt , Dome Head M6 x 12	8
90004-GHB-620	Bolt, M6 Honda	1



BPFT-9132



BPFC-9132L



BPFC-9132R



BPFX-9432



BPFX-9532



BPFT-9132(p)	Seat/Tank Cowling (GRP),	1
BPFT-9032A	Inspection Cover (GRP),	1
CLIP-0400	Clip, Spring M4	6
WPPC-0400	Washer Plastic M4	6
JTST-0412	Bolt, Dome Head M4 X 12	6
CLIP-0601	Clip, Spring M6, Special	2
JTST-0615	Bolt, Domehead, M6 x 15	2
JTST-0610	Bolt, Domehead, M6 x 10	2
WPCC-0600	Bolt, Domehead, M6 x 10	2
None	Washer Plastic M6	1
BPFC-9132L(p)	Side Cover, Left, (GRP),	1
JTST-0612	Bolt, Domehead, M6 x 12	1
BPSY-0205L	Stay, Side Cover, Rear	1
WPCC-0600	Washer Plastic M6	1
SCPH-0002	Bolt. Machine Screw M6 x 12	1
BPFC-9132R(p)	Side Cover, Right, (GRP),	1
JTST-0612	Bolt, Domehead, M6 x 12	1
BPSY-0205R	Stay, Side Cover, Rear	1
SCPH-0002	Bolt. Machine Screw M6 x 12	1
WPCC-0600	Washer Plastic M6	1
BPFX-9432	Dash (GRP)	1
BFFX-9532	Undertray	1
BPSP-0005	Seat Pad	1
None	Velcro Strip	1
BPFX-9232	Seat Support	1

BPSP-0005



BPFX-9232







TYMR-0002



SCRE-0159



TYLY-0107



BPLT-0025



TYLY-0105



TYLY-1105HB



BPSY-0122



BPSY-0175



AK26H80110ZA



TYWH-0004



BPFx-9632

TYMR-0002	Mirrors, Pair, MiniRacerXtreme	1
SCRE-0159	Screen, Tint,	1
SCPC-0410	Bolt, Dome head, M4 X 12 Black	8
WPCC-0400	Washer, Plastic M4	8
NTPC-0400	Nut, Plastic, M4	8
TYLY-0107(p)s	Meter Stay	1
CHST-0690	Cap Head Bolt, M6x90	2
BPSY-0067	Bush Meter Stay MRX	2
NTNY-0600	Nylok Nut, M6	2
WPSS-0600	Washer, M6	2
CTBL-0200	Cable ties CT-200 (Black)	4
BPLT-0025	Headlight	1
33120-KW6-961	Socket, Complete, Headlight	1
JTST-0412	Bolt, Dome head, M4 X 12	1
WPCC-0400	Washer, Plastic M4	1
62337SVS/RV	Headlight bulb, Halogen	2
TYLY-0105(p)	Upper Triple Clamp	1
CHSS-0825	Bolt, Caphead M8 X 25	2
BHST-0830	Bolt, Buttonhead M8 X 30	4
TYLY-1105HB	Handlebar, MiniRacerXtreme	2
BPCC-9032	Cover, Carbon), Handlebar (Set)	2
BPSY-0122	Steering Stopper	1
BPSY-0175	Stay, Silencer High Level Exhaust	1
AK26H80110ZA	Tail Tidy, MSX125SF	1
TYWH-0004	Headlight auxiliary harness	1
BPFx-9632	Tank Cover	1







**BPFS-0156**

## Product Name:

Bodywork Set, (Carbon),  
MiniRacerXtreme, MSX125SF

## Motorcycle Model:

2016– onwards MSX125SF Grom

Part Number: **BPFS-0156**



**BPCU-9032**



**BPCL-9032**

BPCU-9032(p)	Upper Cowling (Carbon),	1
BPSY-0123	Headlight Fixing Shelf	1
CLIP-0400	Clip, Spring M4	6
JTST-0412	Bolt, Dome Head M4 X 12	6
WPPC-0400	Washer Plastic M4	6
JTST-0615	Bolt , Dome Head M6 x 15	2
WPPC-0600	Washer Plastic M6	2
JTST-0420	Bolt , Dome Head M4 x 12	2
BPFL-9032(p)	Lower Cowling (Carbon)	1
BPSY-0120	Stay, Side Left	1
BPSY-0121	Stay, Side Right	1
BPSY-0118	Lower, Left, Rear	1
BPSY-0119	Lower, Left, Rear,	1
WPPC-0600	Washer Plastic M6	6
CLIP-0600	Clip, Spring M6	8
JTST-0612	Bolt , Dome Head M6 x 12	8
90004-GHB-620	Bolt, M6 Honda	1



BPCT-9132



BPCC-9132L



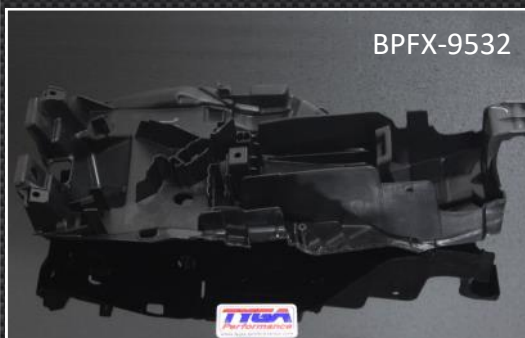
BPCC-9132R



BPCX-9432



BPFX-9532



BPCT-9132(p)	Seat/Tank Cowling (Carbon),	1
BPFT-9032A	Inspection Cover (Carbon),	1
CLIP-0400	Clip, Spring M4	6
WPPC-0400	Washer Plastic M4	6
JTST-0412	Bolt, Dome Head M4 X 12	6
CLIP-0601	Clip, Spring M6, Special	2
JTST-0615	Bolt, Domehead, M6 x 15	2
JTST-0610	Bolt, Domehead, M6 x 10	2
WPCC-0600	Bolt, Domehead, M6 x 10	2
None	Washer Plastic M6	1
BPCC-9132L(p)	Side Cover, Left, (Carbon),	1
JTST-0612	Bolt, Domehead, M6 x 12	1
BPSY-0205L	Stay, Side Cover, Rear	1
WPCC-0600	Washer Plastic M6	1
SCPH-0002	Bolt. Machine Screw M6 x 12	1
BPCC-9132R(p)	Side Cover, Right, (Carbon),	1
JTST-0612	Bolt, Domehead, M6 x 12	1
BPSY-0205R	Stay, Side Cover, Rear	1
SCPH-0002	Bolt. Machine Screw M6 x 12	1
WPCC-0600	Washer Plastic M6	1
BPFX-9432	Dash (GRP)	1
BFFX-9532	Undertray	1
BPSP-0005	Seat Pad	1
None	Velcro Strip	1
BPFX-9232	Seat Support	1

BPSP-0005



BPFX-9232







TYMR-0002



SCRE-0159



TYLY-0107



BPLT-0025



TYLY-0105



TYLY-1105HB



BPSY-0122



BPSY-0175



AK26H80110ZA



TYWH-0004



BPFx-9632

TYMR-0002	Mirrors, Pair, MiniRacerXtreme	1
SCRE-0159	Screen, Tint,	1
SCPC-0410	Bolt, Dome head, M4 X 12 Black	8
WPCC-0400	Washer, Plastic M4	8
NTPC-0400	Nut, Plastic, M4	8
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BPSY-0175	Stay, Silencer High Level Exhaust	1
AK26H80110ZA	Tail Tidy, MSX125SF	1
TYWH-0004	Headlight auxiliary harness	1
BPFx-9632	Tank Cover	1





**2)** Remove seat, exhaust muffler, seat cowling, seat opening latch and rear fender. Remove, tank shrouds, tank cover. 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 (2a and 2b)



2a



2b



- 3)** Install the ignition lock and cable stay to the triple clamp.(3a) Note the handlebars are supplied already fitted to the triple clamp.



**3a**

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

Install the top triple nut and torque up to 65 Nm (3b)



**3b**

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 a 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 (3c and 2d)





3c



3d

**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.

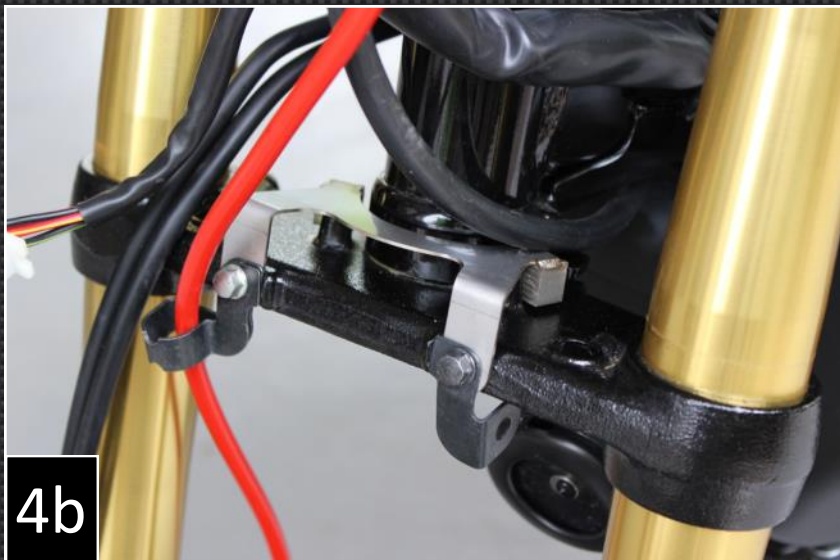
Install the throttle, routing the cables through the cable stay. and tuck any slack into the frame. Check to see the throttle operates freely. (4a)



4a

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 (4b and 4c) 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. (5a) This will not be used.

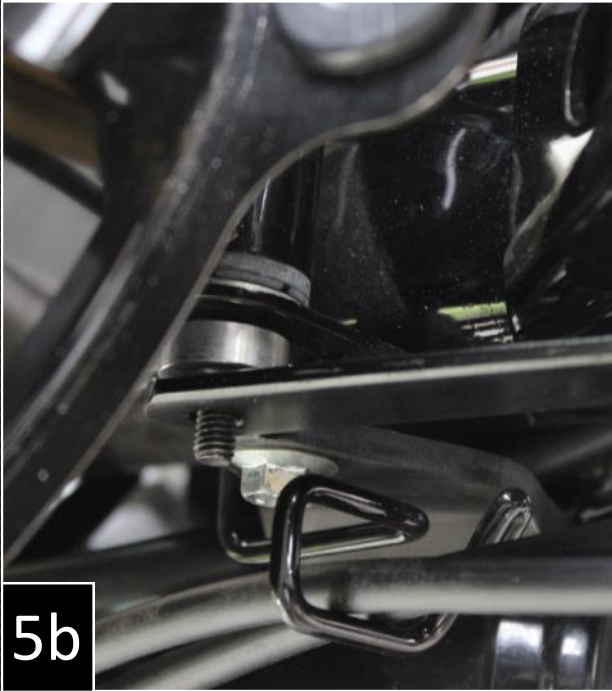


Install the TYGA meter stay using the hardware provided, It is adjustable to a certain degree and the default position is central and down at the front. Secure with the bolts provided.

Replace the meter using the stock mounting hardware (5b and 5c) (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.





5b



5c



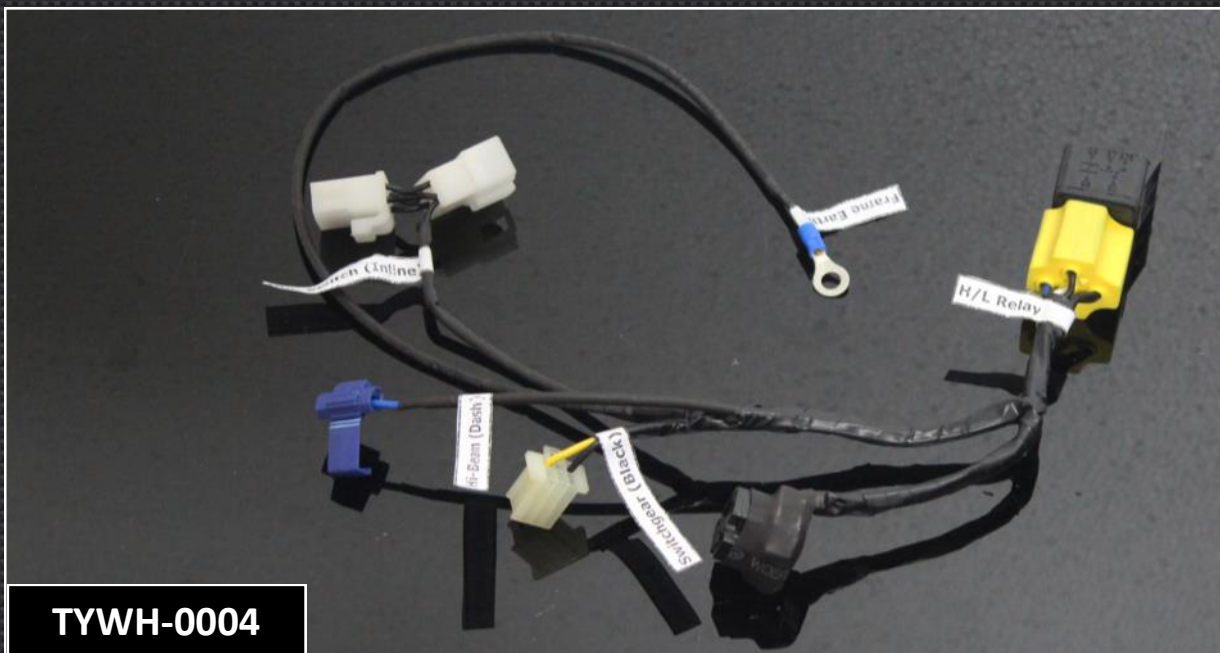
5d







## 6) Headlight auxiliary harness TYWH-0004



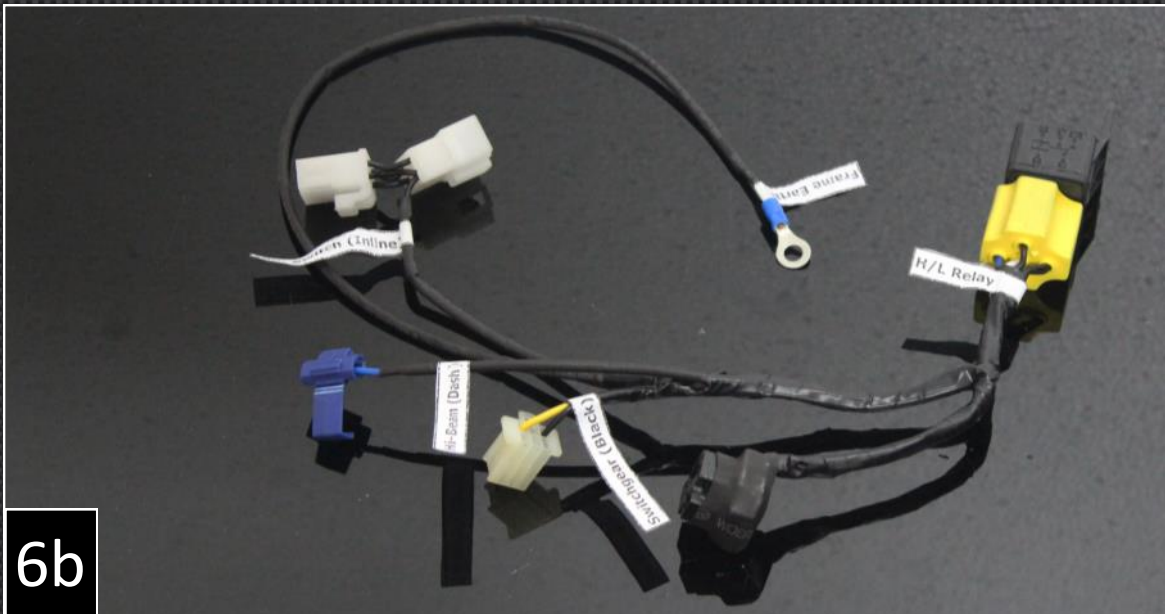
**TYWH-0004**

- 6a) Before undertaking any electrical work, disconnect the battery, and observe all other safety precautions, as documented in the owner's manual.
- 6b) When the original headlight is removed from the bike, remove the indicator flasher relay and associated harness. This will need to be reconnected to the main harness for correct indicator operation. The flasher unit can be connected to the upper/ meter stay with a cable tie as shown (6a)





6b) Now, familiarize yourself with the harness (6b) The labels are to assist in simple



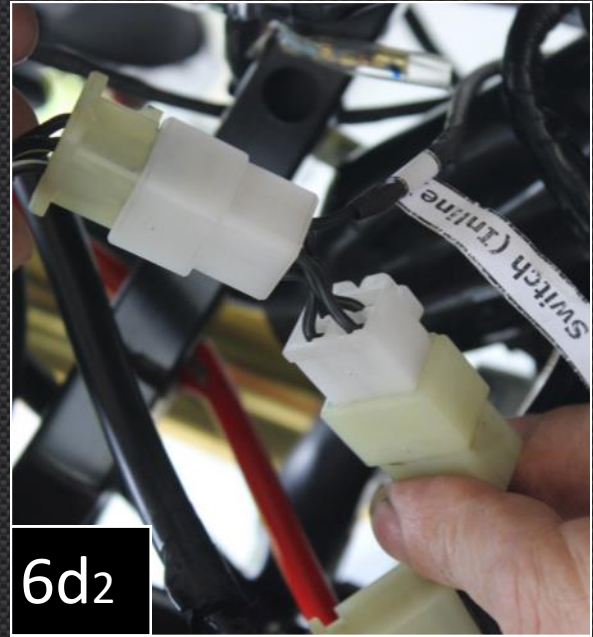
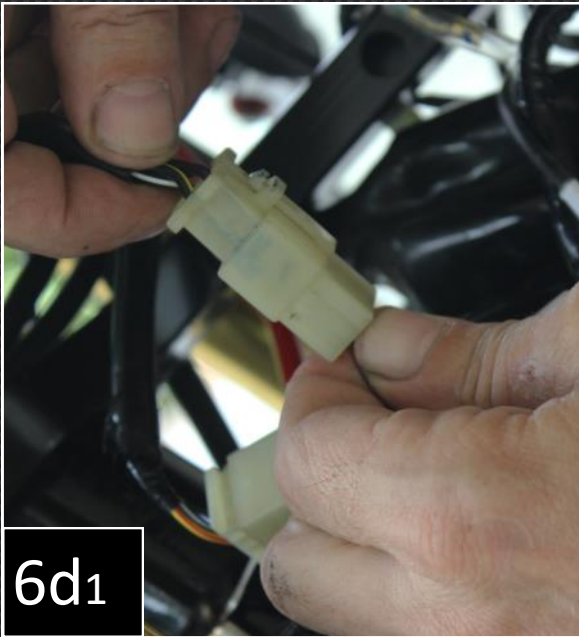
connection and can be easily removed after fitting.

6c) Locate the headlight relay to the central mounting screw of the meter, facing to the left of the bike.

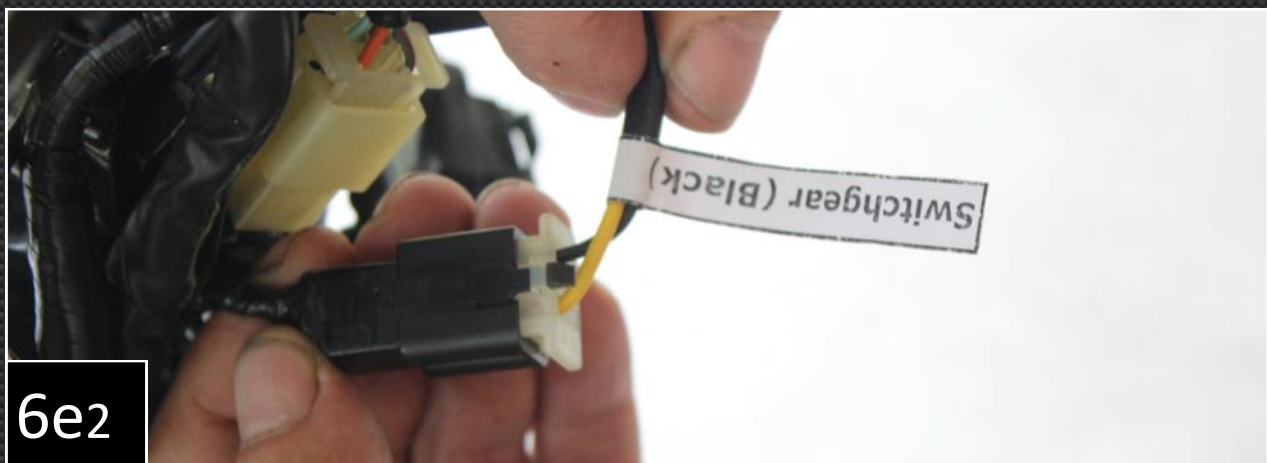




6d) Power is sourced from the ignition switch connector. Locate the 4P connector, (6d1) pull apart and connect the auxiliary harness inline. (6d2) This has a flyout wire to power the headlight, and is fuse protected from the OEM fuse box.



6e) The Hi-Lo switching of the headlight is controlled in the normal fashion, but you need to pull out the main harness 6P black connector (6e1) and plug in the 6P white connector from the auxiliary harness. Please note that our plug is not colour coded, as can be seen in the picture.(6e2)



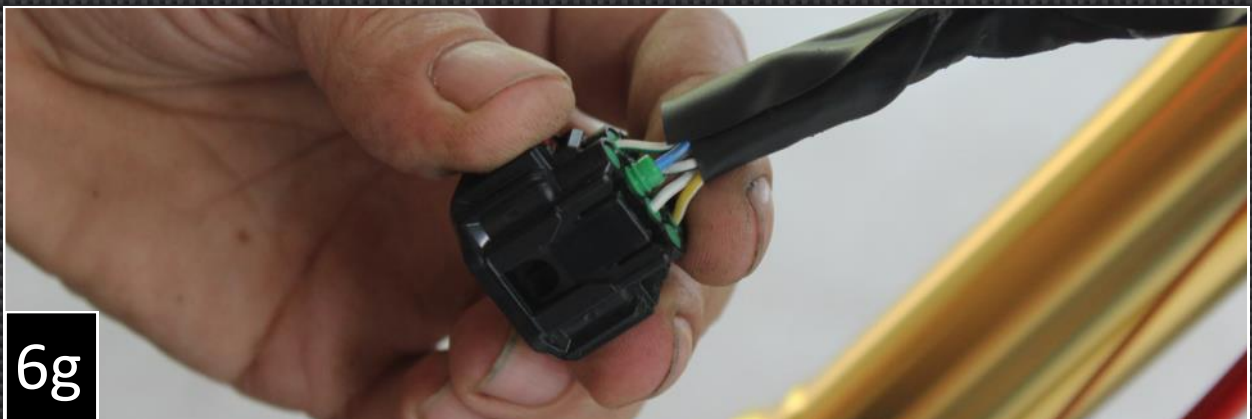


6f) Our system requires an extra earth. The wire can be run down the meter stay and earthed to the frame using the bolt that mounts the airbox. Remove any paint from the surface prior to fitting the ring connector to ensure a good earth. Do not use the fuel tank bolts as these are rubber mounted.



6f

6g) The final connection is to illuminate the Hi beam indicator on the dash. Locate the 8P connector (6g) that formerly powered the OEM headlight.

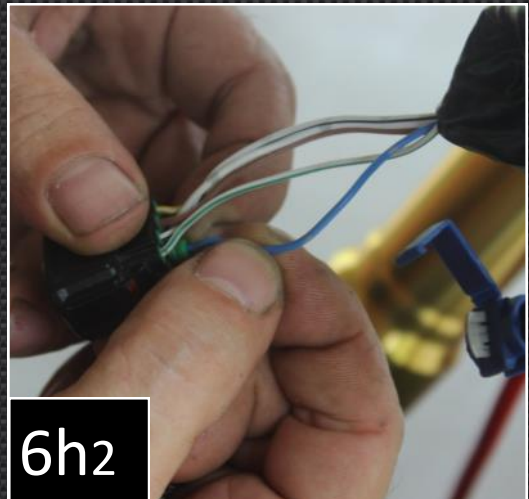


6g

6h) Remove the tape from the wires (6h1) and separate the blue wire (6h2)



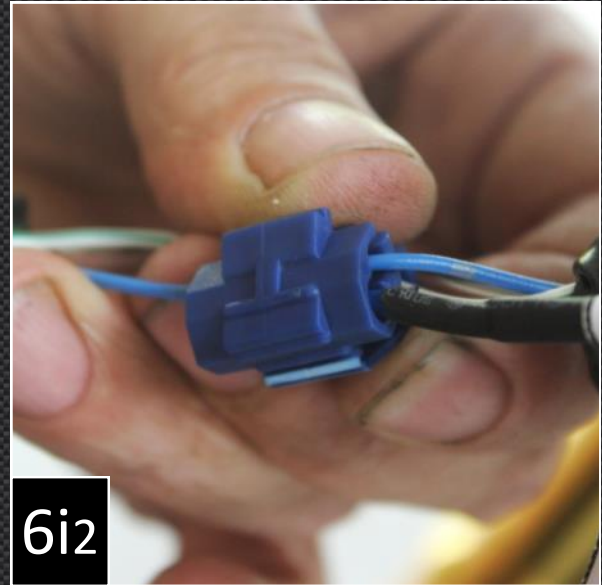
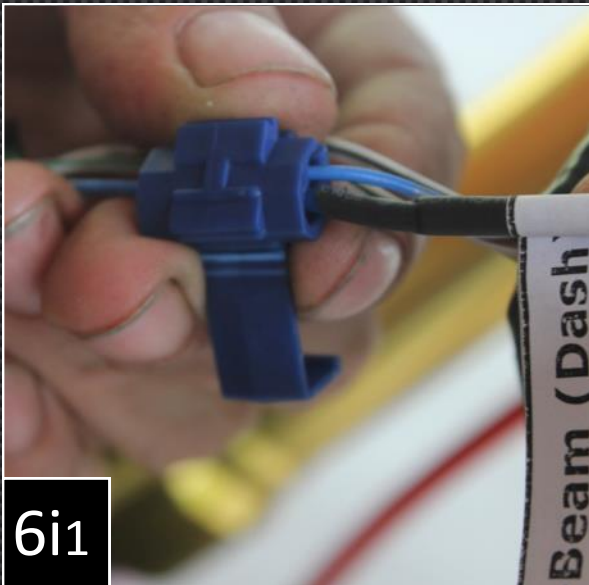
6h1



6h2



6i) Using the quick lock connector provided (6i1) splice the auxiliary harness blue wire into the blue wire at the 8P connector (6i2)



6j) Re-wrap the tap, and clean up the installation with a little extra electrical tape if necessary.



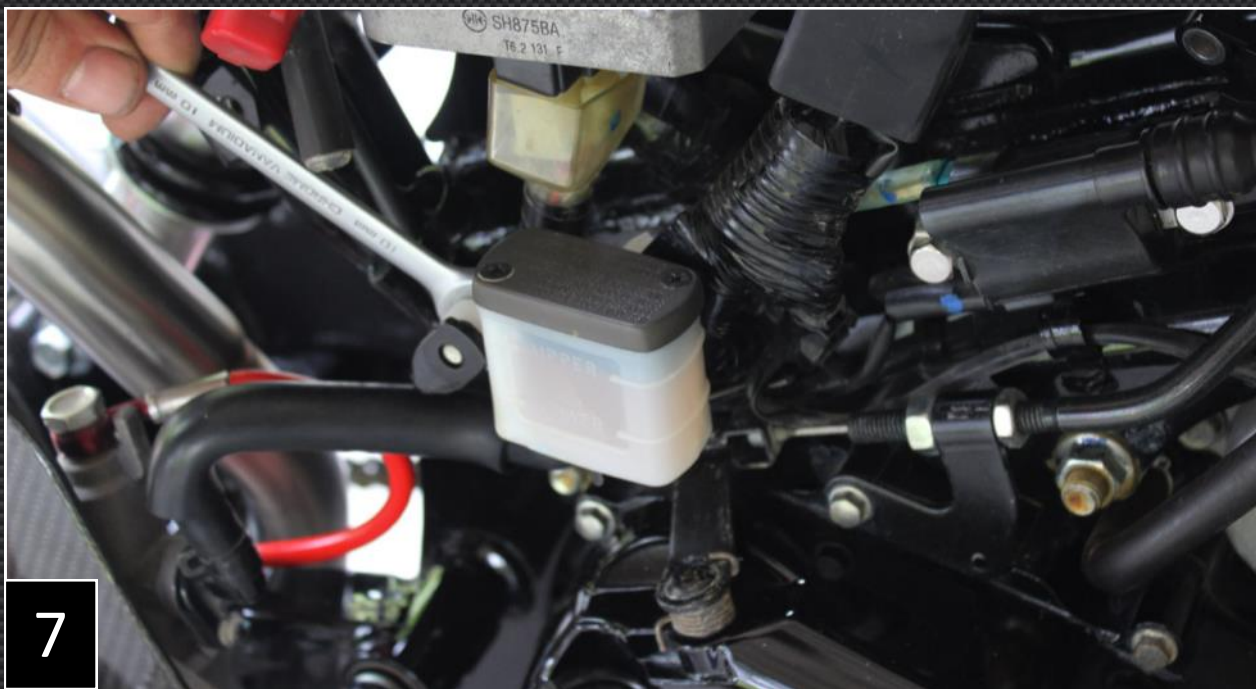
6k) Wrap any open connectors with electrical tape to isolate from the environment

6l) Now is the time to check the full operation of the headlight. The 3P headlight connector on the auxiliary harness plugs directly into the 3P connector from the BPLT-0025 harness.

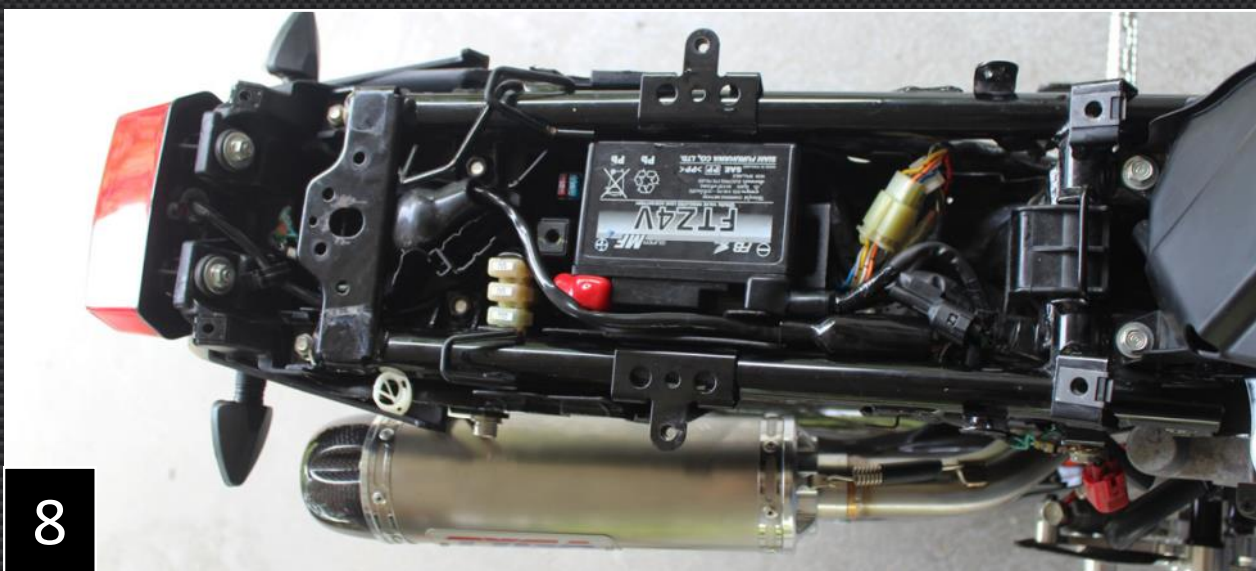
6m) The final attack is to bundle up the wires, which can then be secured out of the way, by the provided cable ties, to the upper/meter stay.



**7)** 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 reservoir rotating on the mounting stay

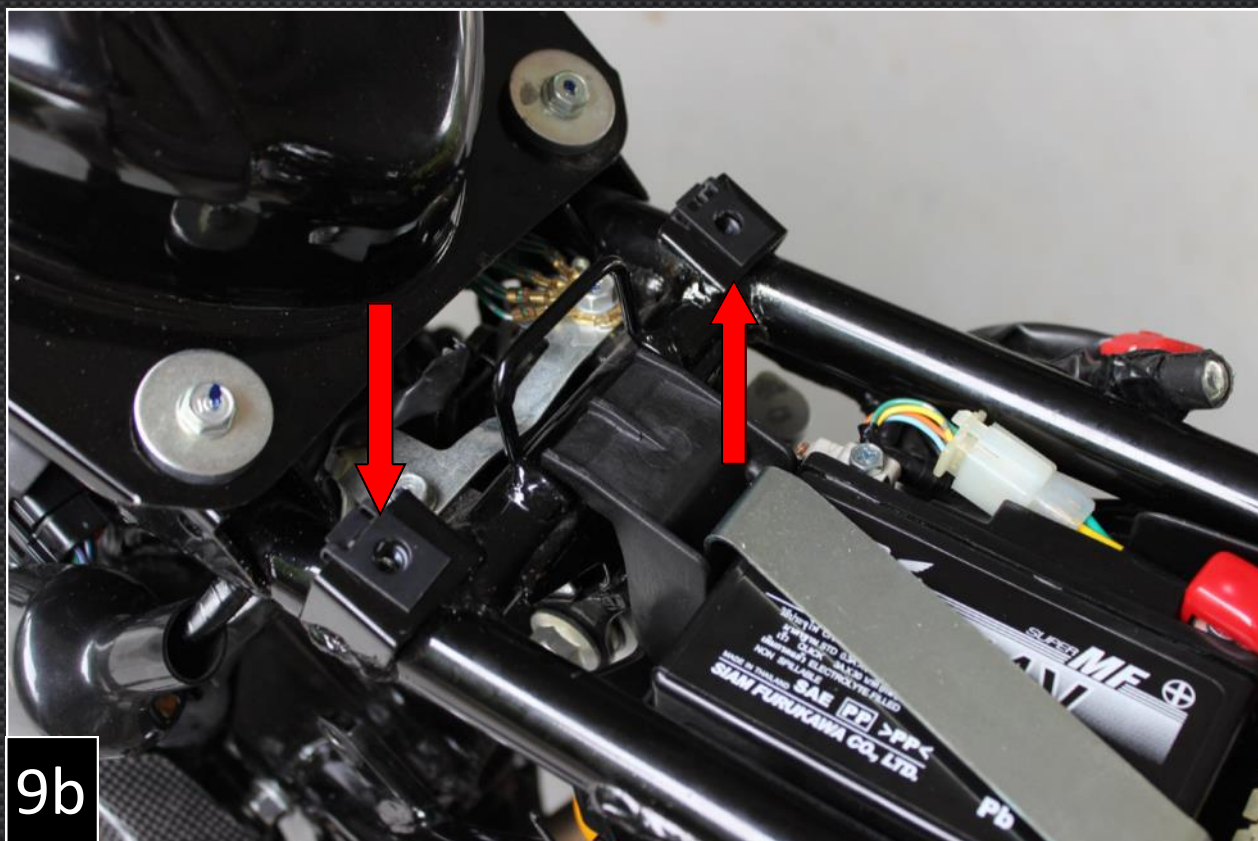


**8)** Next is the undertray, this mounts the same way as the original one. Note it is narrower and all wiring needs to be routed inboard of the frame because the TYGA seat cowl is narrower than the Honda one. Make sure the undertray is fully forward on position. Once the undertray is on place, install 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.



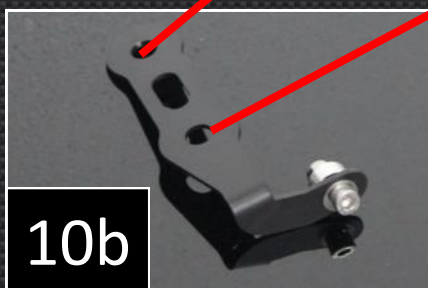


**9)** Now, install the seat support. (9a) This has four mounting positions, but only two are used at this stage. First put the two clips on the frame as shown on the photo. Then bolt the seat support to the frame making sure the rear two holes line up. Do not put the rear bolts (the longer 15 mm ones) in at this stage because they are fitted through the seat cowling too.





**10)** The next thing to do is to install the H2C tail tidy (10a) and high level exhaust stay (10b) provided with this kit. These are installed using the four nuts and bolts provided with the tail tidy kit. The exhaust stay is **sandwiched between** the rear undertray and the tailtidy by the front two mounting bolts. (10c) Refer to photos for correct installation.



Tip; close the open end of the frame rails with masking tape or similar to prevent nuts from rolling into them, as they are very difficult to extricate!



Note, the MRX body kit is provided with an exhaust stay which puts the mounting hole in the stock position for a high mount exhaust so it should be possible to mount high mount exhausts from other manufacturers. However, if you are installing a TYGA exhaust system, we have two different types of exhaust stays which are supplied with the TYGA exhaust, one type for the Maggot BPSY-0175 and one type for the oval silencer. BPSY-0177



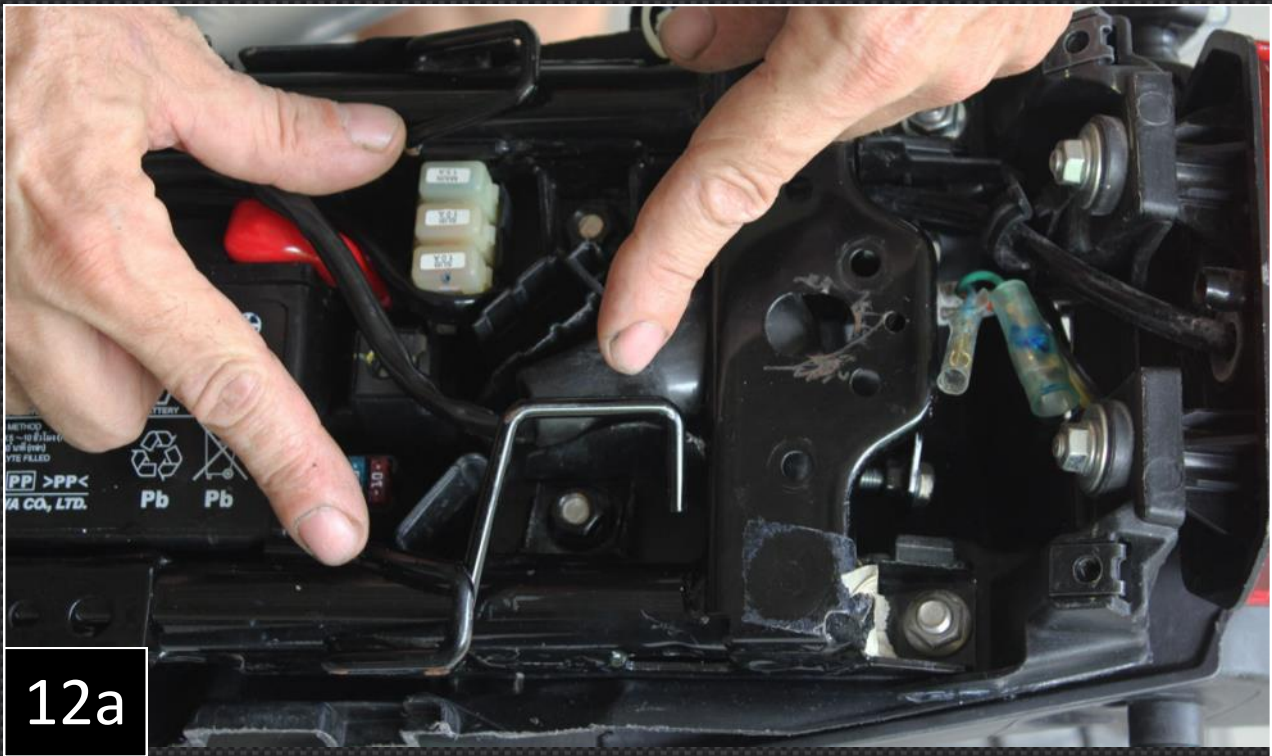
You should use the exhaust stay provided with the TYGA exhaust kit but for reference, the Maggot version is the exact same one that is provided with the MRX kit and the stay provided with the TYGA oval silencer has the mounting hole further back on the bike for better clearance with the bodywork.

**11)** Replace the plastic tank cover on top of the steel fuel tank with the TYGA one provided.(11a) To do this, you will need to remove the fuel tank filler cap mount. Not the TYGA part is almost identical but it has the raised tabs around the ring on the top ground off for better fitment with the MRX seat/ tank panel (11b)





**12)** The MSX125SF has two seat hooks and a helmet holder which prevent fitment of the MRX kit. To enable installation, and allow for reversing the installation at a later date, we recommend that these are just bent out the way as shown in the photo. The modification can be done with a plastic or even a rubber hammer or if not available, a block of wood and a steel hammer, using the block of wood to dampen the blows and prevent too much paint damage on the hooks



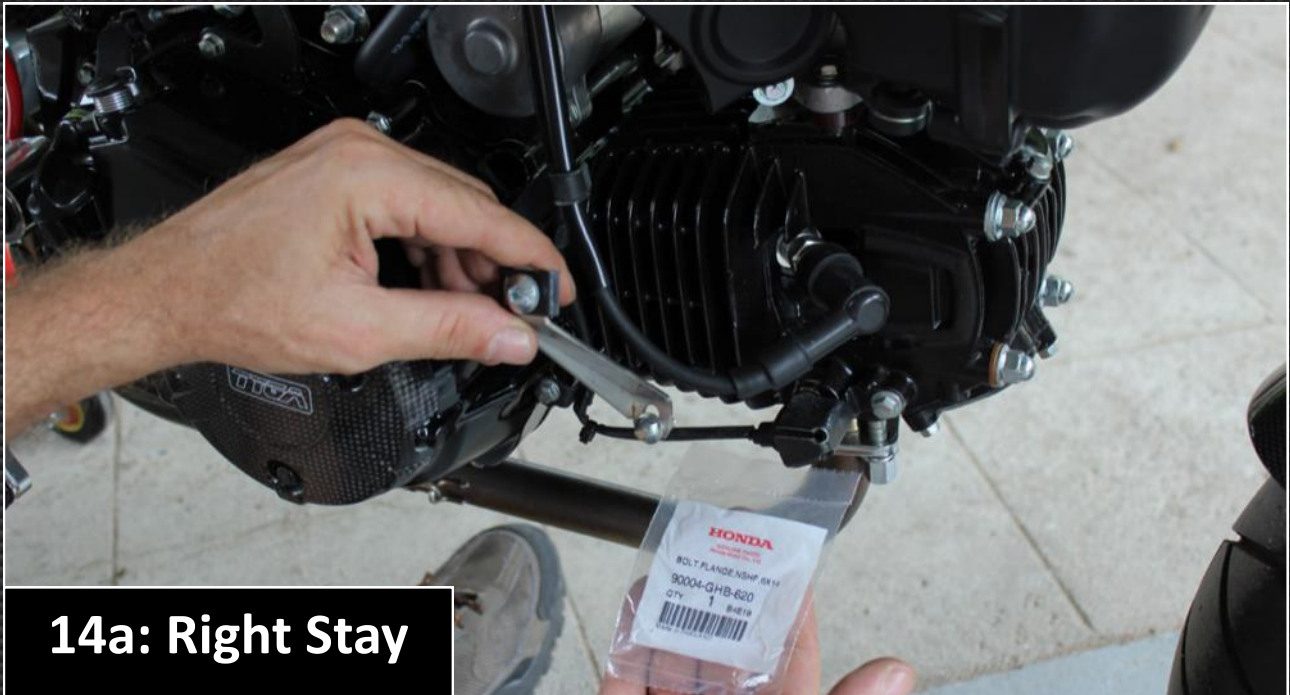


- 13) Now it is time to install the tank/ seat unit. Note there is a locating lug on the front inside which fits on the fuel tank.(13b) There is a strip of rubber for running along the rear edge near the tail light (13c) The panel needs to be moved into position from above and from the rear (13a) making 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.





**14)** 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 (14a,b,c and d) 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.



**14a: Right Stay**



**14b: Left Stay**





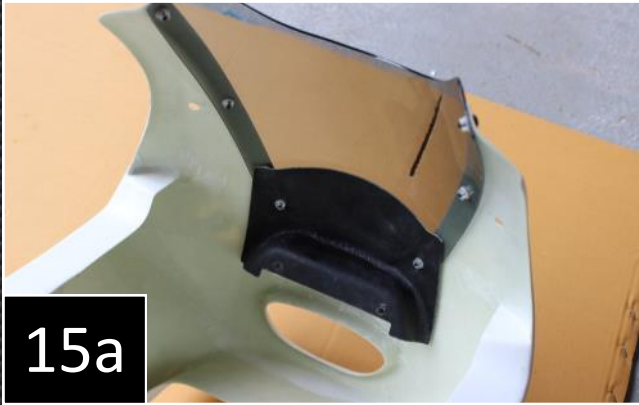
**14c: Lower Left Stay**



**14d: Lower Right Stay**

**15)** 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 (15a) Next install the headlight fixing shelf sandwiching the dash between the shelf and the mounts to hold it in place (15b). 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 (15c) installed on the underneath making sure not to lose the nut in the headlight slot!





15a



15b



15c

**16)** 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. (16a) 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 ( 16c) Install the mirrors making sure they are properly tightened (16c)



16a





16b



16c

**17)** 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. Before installing the side covers themselves, on the left side only is a stay, BPSY-\*\*\*\* that needs to be installed as shown in the photo (17a) At this stage, install it in the approx. position and be prepared to adjust later to make for a perfect location for the left side cover.

The side covers themselves 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 for wards 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.





**18)** 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 (18a) the seat pad can then be lowered into position (18b) Your MRX 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 bikes build with the first generation MRX kits by our customers around the world.

Please share your pictures with us of your MRX project.



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