



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

TYBP-0006

Hardware, Cowling, GRP, RC36, RC30 Style.



Fitting the hardware to mount the cowling on the RC36-2 looks a little daunting at first due to the number of parts involved, so we'll try to break it down into bite sized chunks and do everything one step at a time.

One of the first things to note is that the bike needs to be stripped bare of all the original bodywork stays. This also includes to mounting hardware for the top of the radiator.

Another thing that we mentioned in the introduction was that there are a couple of parts from the original RC36-2 meter stay that should be salvaged to then be used together with our mounting stays.

Here's what we will need to take off from the OEM meter stay. We will need the plastic fuse box holder and the connector holder.



When fitting the stays for the first time, we advise to fit them loosely, as many of the stays have adjustability and will need some fine adjustments when also fitting the bodywork for the first time.

For the sake of convenience, we'll start from the front left side of the bike and work our way backwards.



1) BPSY-0335 Stay, Left, Rad Console RC36-2, RC30 Style

Mount to the frame as shown with the OEM M8 bolt. The wire loop holds the throttle cables, ignition switch wires and left hand switch gear wires.

The clutch hose and meter extension wires are routed between the rubber grommet on the radiator and the frame. The radiator blow off hose is also routed together with the clutch hose and meter extension wires

2) BPSY-0334 Stay, Left, Cowling, Mid, R36-2, RC30



The left mid stay should be fitted as an assembly of four of the TYGA stays and two of the OEM parts previously salvaged.

The first thing to do is to thoroughly clean the salvaged OEM connector holder and glue the 3D printed adaptor into the connector holder as show. This holder will house the 2P connector from the radiator fan.



Pre-assemble the BPSY-0355 Stay, Fuse Box together with the OEM connector Holder and plastic fuse box stay as show. Then fit this assembly to the main stay. It doesn't need to be tight at this stage.



Next, fit BPSY-0353 Stay, Infill/Choke as shown. Fit loosely.



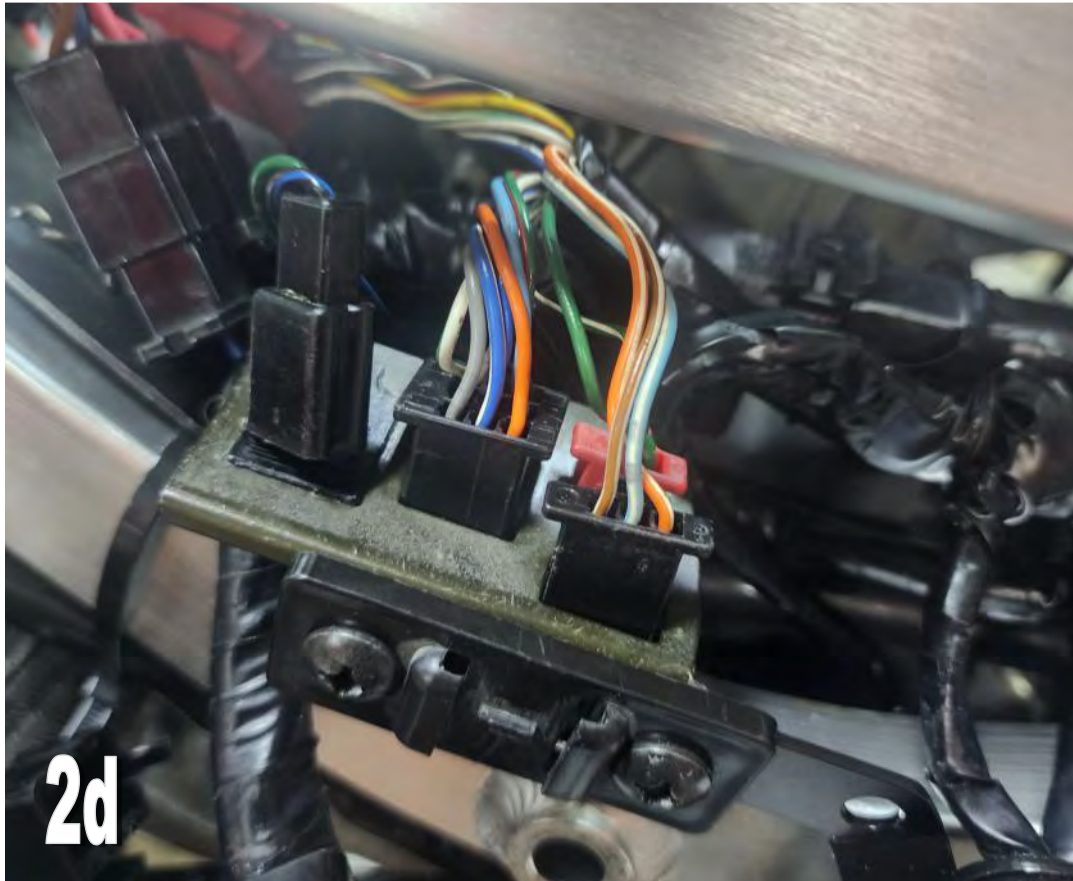
Finally, fit BPSY-0364 Stay, Relays, and secure loosely.



Now you will need to remove the two side engine mounting bolts, as these are used to secure the side mid stay. Don't worry, the engine will not fall out or move as it is retained in several locations.

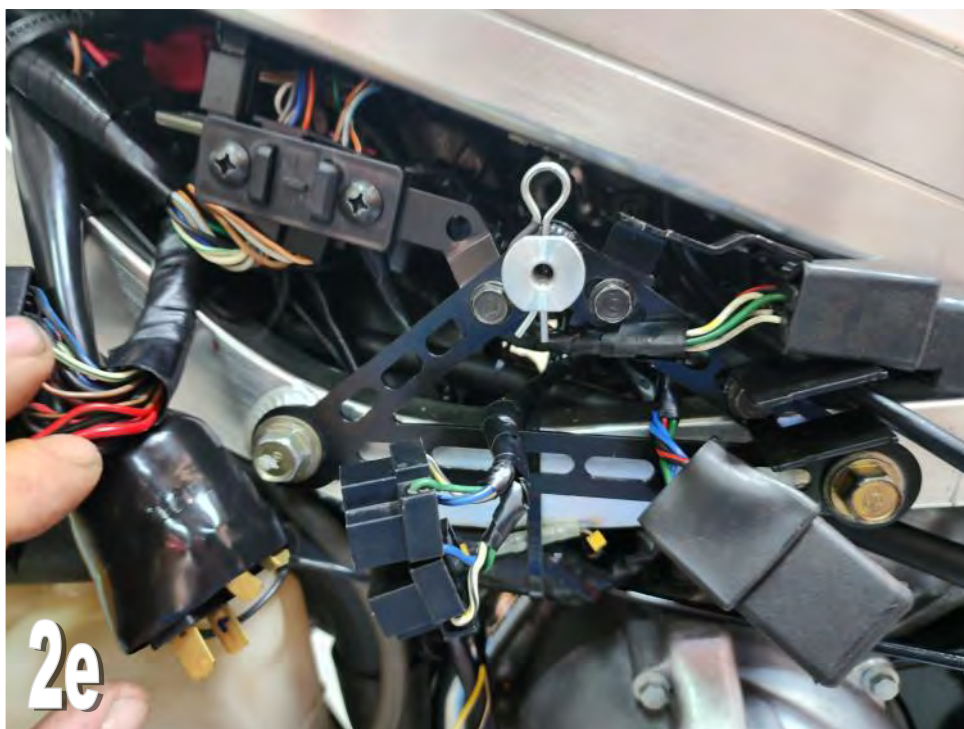
Note that the rear of the two bolts also has a 10mm thick spacer bush between the frame and the engine. We will not be reusing this bush as there is another stay provided that replaces it, so it can be removed and put aside.

Offer up the side mid stay and probably the first thing to do is to plug in the connectors to the connector holder.

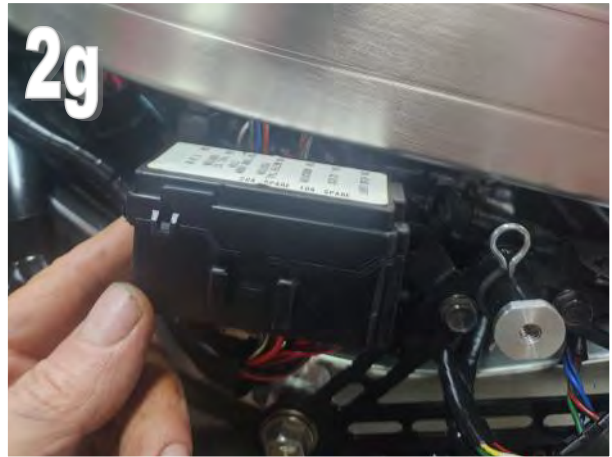
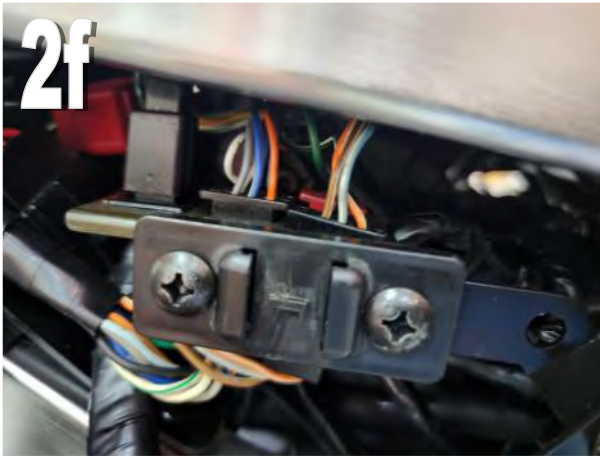


Now offer up the stay assembly and fit the front engine mounting bolt just finger tight. The rear bolt can also be fitted, but just winding in a couple of threads to hold it in position is OK for now as we will need to remove it again in the next step.

Note the routing of the headlight connectors and relays.

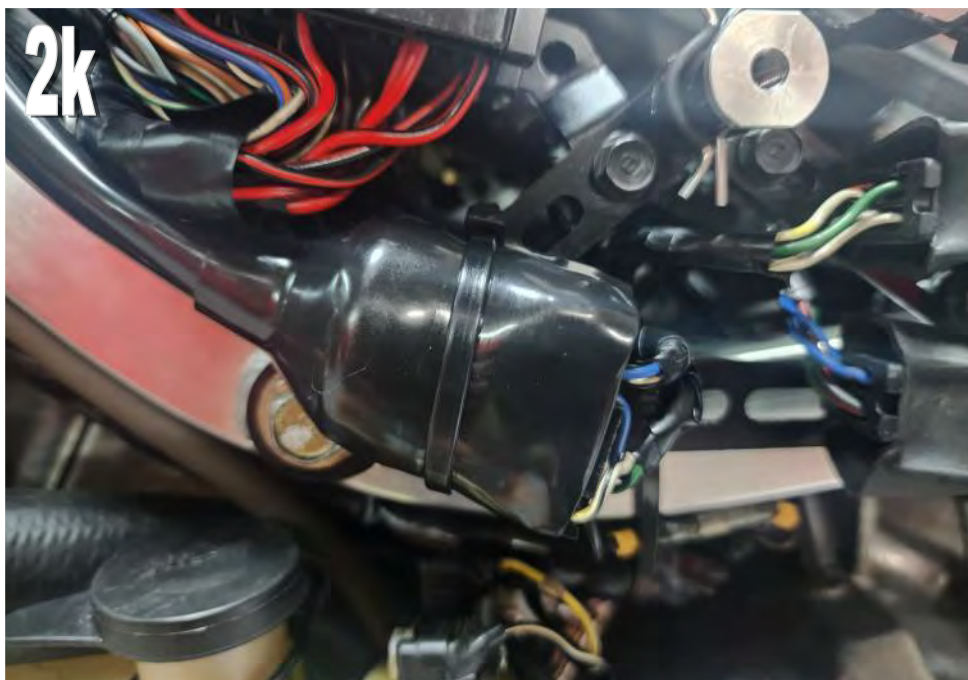
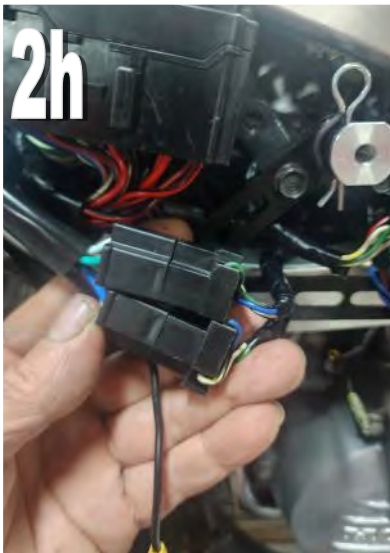


Now fit the fuse box and relays onto their stays.



And then we can connect the headlight connectors, pull over the rubber boot and cable tie it to the stay. Check the connection of the running light wire, and tie it all up neatly.

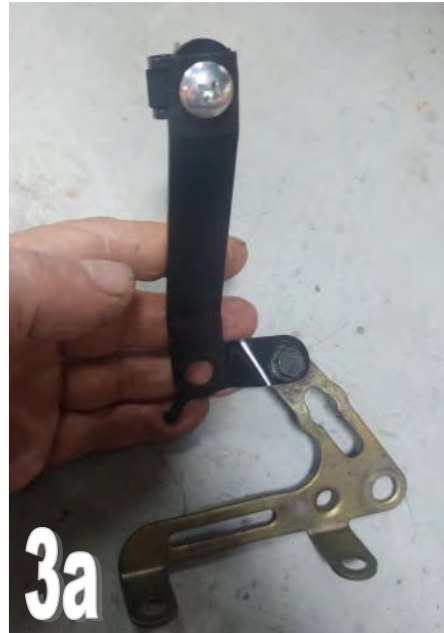
The stay can still be adjusted with all the components fitted.



3) BPSY-0341 Stay, Coolant Res Tank, RC36-2, RC30 Style

The coolant tank has been moved over to the left side of the bike. The stay should be pre-assembled together with the original coolant tank stay as shown

You can pre-fit the coolant tank off the bike just to check that the stays line up and then tighten the M6 bolt and remove the tank.

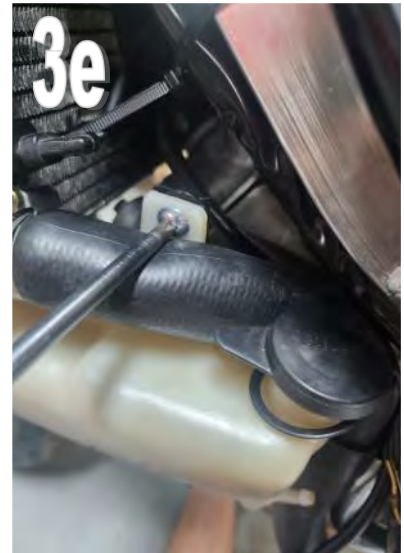


It is easiest to fit the stay to the bike without the coolant tank fitted. The stay fits to the engine mount by way of an M10 bolt.

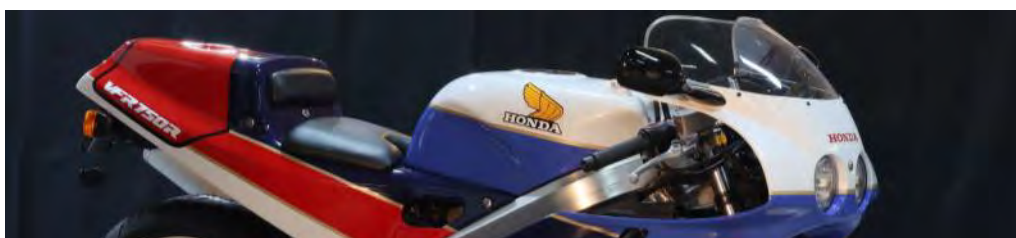


Now you can fit the coolant tank. Make sure to locate the pegs on the bottom of the tank in the holes on the stay, The top mounting tab of the tank should line up with the M6 clip on the top of the stay.

You will need to move the hose a little out of the way to tighten the pan head screw. And then you can go in behind the tank and tighten the M10 bolt.



The coolant blow off hose from the radiator passes along the front top edge of the radiator and then through the radiator stay, down the frame rail and plugs onto the bottom spigot of the tank, and the breather hose plugs onto the top spigot and then runs down behind the tank and along the underside of the engine.





4) BPSY-0339 Stay, Coil Left, RC36-2, RC30 Style.



The first thing to note is that the original coil stay has been removed, and then flipped around to the other side of the coil.



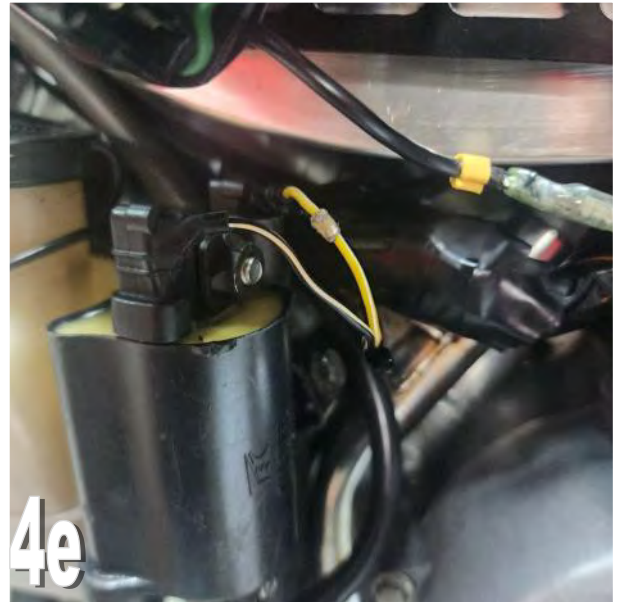
First fit the coil stay to the bike as shown using the bolt that holds the coolant pipe. Just nip this up as we'll need to wriggle the coil around a little to get clearance from the cowling as a final attack. Refit the ground terminal.



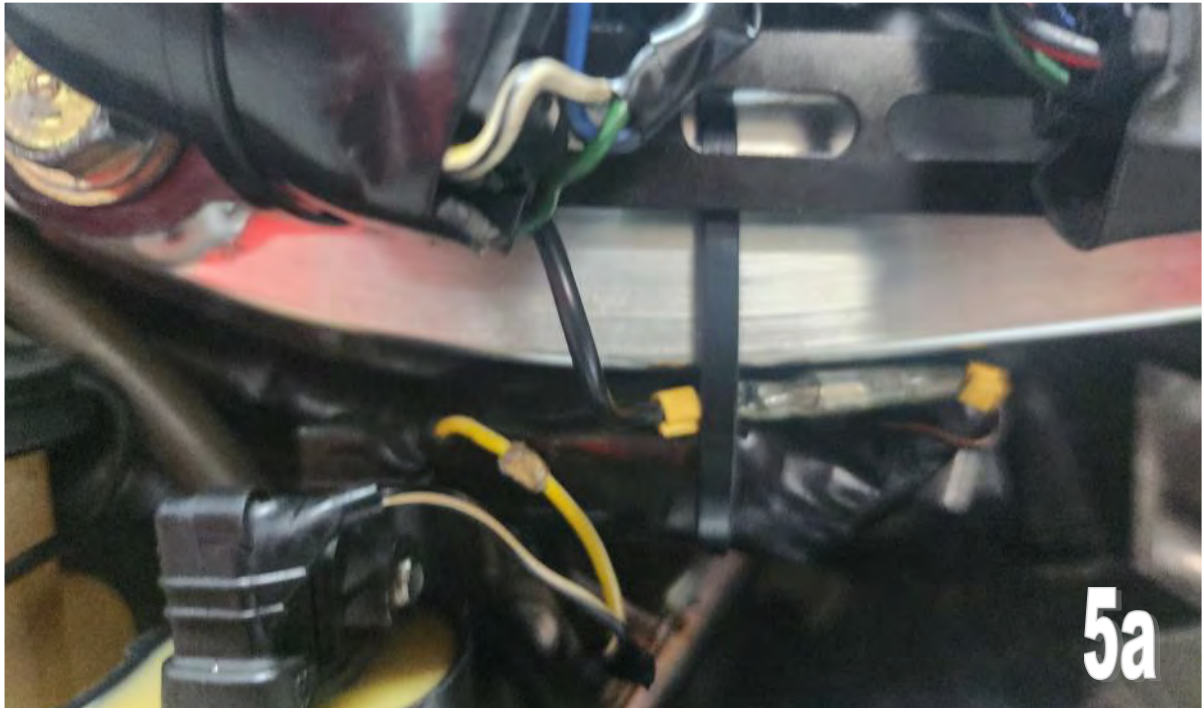
Now fit the coil to the stay as shown using the original bolt. Again, just nip it up in a position similar to shown.

Note the routing of the HT wire.

You can also fit the coil connections.



5) Now we should do a little wire management to tidy things up. Note the reusable cable tie in use from the salvaged parts. This plugs into a hole on the underside of the frame and keeps things nicely located.



6) BPSY-0370 Stay, Universal, RC36-2, RC30 Style.
This stay serves two purposes. It replaces the 10mm engine mounting bush that was removed in the previous step, and also is used as a mount for the stay that holds the rear of the left hand infill.



Remove the engine hanger bolt that also retains the rear side of the mid stay and offer up the BPSY-0370 stay between the inside of the lower frame spar and the engine block. The engine hanger bolt then goes through the mid stay, the frame, the bush welded to the BPSY-0370 stay and finally into the engine block.



Set the bottom edge of the stay roughly parallel with the frame rail and nip up the engine bolt finger tight.



7) BPSY-0354 Stay, In-fill, Left, Rear, RC36-2, RC30 Style.

This infill stay is simply fitted onto the studs of BPSY-0370 and then held in place with the Nuts. Just finger tight at this stage. We will adjust and tighten when fitting the infills.

Note the loop for holding the idle screw from the carbs



8) BPSY-0337 Stay, Cowling, Lower, Left, R36-2, RC30CStyle.

The final stay to fit on the left side is the lower left cowl stay. This is simply fitted to one of the bolts through the water pump housing.



I suggest fitting closely to the position shown and tightening the bolt.

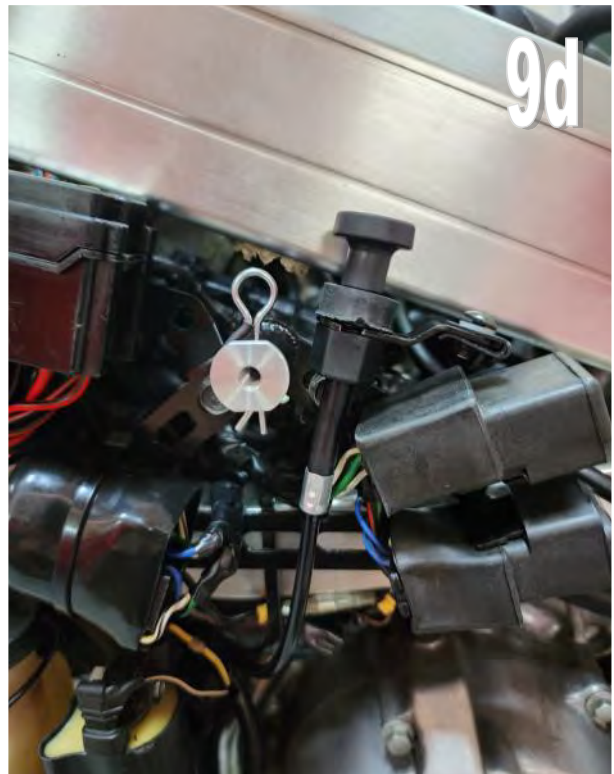
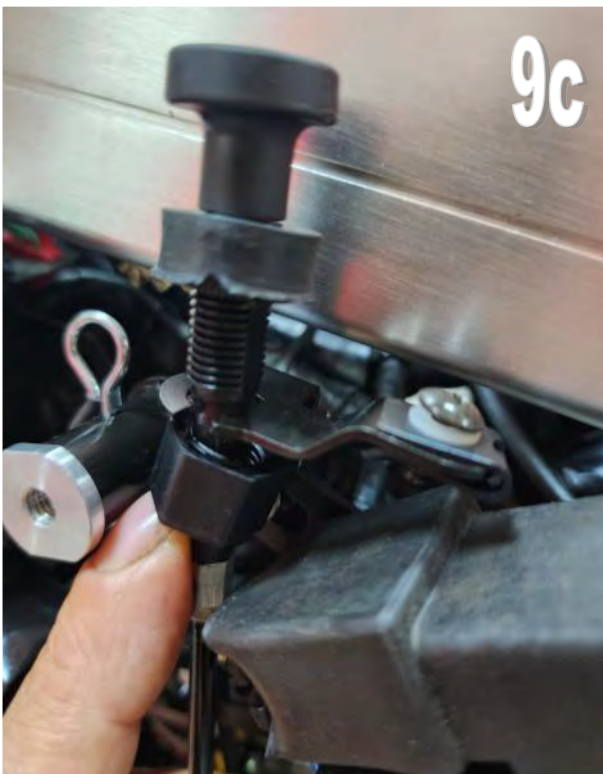


All the left side stays are now fitted. At this stage it is a good idea to fit the choke cable.

- 9)** The nipple end of the choke cable should be routed on the underside of the lower frame spar, past the wiring harness, around the front of the carbs and connect to the choke actuator on the carbs. Use the cable tie to keep the cable secure.



Now fit the choke knob into the stay and screw up the nut. Just finger tight as we may need to modify the position later.



That's it for the left side. Now move to the right side, and again we'll start from the front of the bike and work backwards. The right side is a little less involved.

10) BPSY-0336 Stay, Rad, Right, RC36-2, RC30 Style

Mount to the frame as shown with the OEM M8 bolt. The wire loop holds the headlight wiring extension harness and right hand switch gear wires.



At this point, it is a good idea just to check the movement of the front end to make sure that all the wires run freely and nothing is interfering

11) BPSY-0366 Stay, Right, Cowling, Mid, R36-2, RC30

In a similar way to the left side mid stay, it is more convenient to pre-fit the BPSY-0367 right infill stay prior to fitting to the frame.

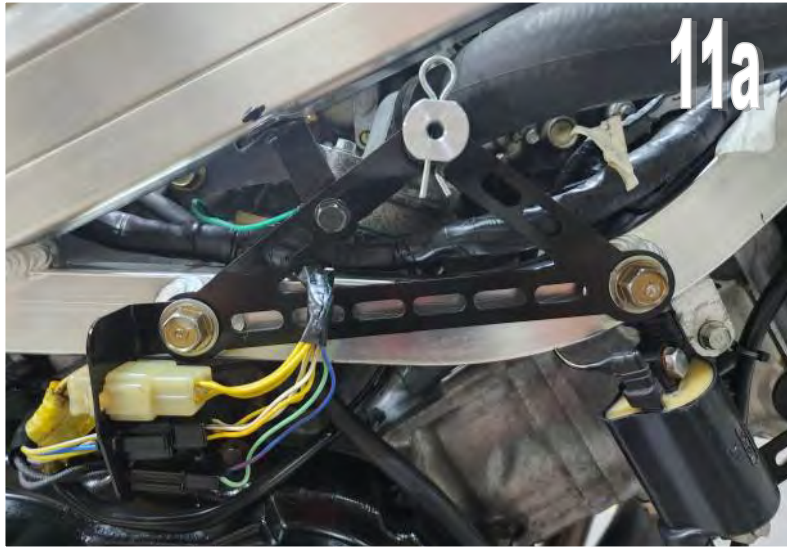
Also, fitting of the stay to the frame is similar to the left side. Just remove the two engine mounting bolts.

The front bolt is refitted through the stay, the frame and into the engine.

The rear bolt should have the BPSY-0358 connector holder stay fitted first, then through the main stay, the frame and into the engine. Secure the engine mount bolts finger tight.

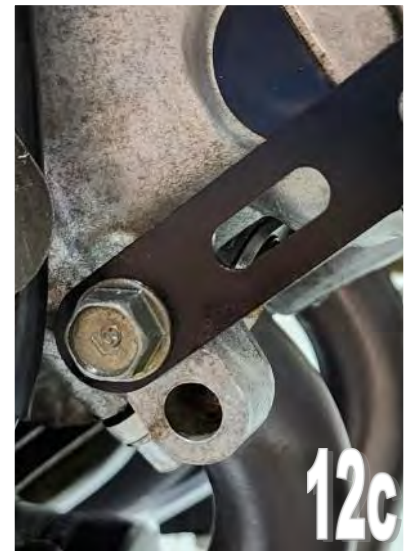
Also fit the plugs into the connector holder.





12) BPSY-0365 Stay, Rad, Right, Lower, RC36-2, RC30

For extra radiator support, we should fit this stay. It bolts to the engine, reusing an M10 bolt. The top cup supports the radiator and holds it in position.



13) BPSY-0340 Stay, Coil, Right, RC36-2, RC30 Style

Fit to the frame stay as shown and secure in position. The coil HT wire is cable tied to the stay to keep it tidy. Note that the final position of the coil should be adjusted when the bodywork is fitted.



14) BPSY-0369 Plate, Infill, Right, R36-2, RC30 Style and BPSY-0368 Stay, In-fill, Right, Rear, RC36-2, Rc30 Style

These two stays should put together as an assembly before fitting to make fitting a little easier. The stays hold the rear end of the right hand infill.

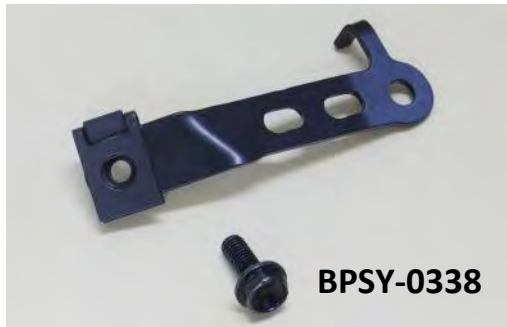
To fit, simply remove two of the side cover bolts and fit the plate as show. Tighten the bolts.



15) BPSY-0338 Stay, Lower, Right, RC36-2, RC30 Style

This is the final piece of the right hand side puzzle.

Fit to the frame as shown. Due to the required angle of the stay, there is a leg that should be popped into the existing cast hole in the frame for support. Nip up loosely.



16) Finally, we should just take a quick look at how the radiator blow off hose is fitted. Note how it loops around and then threads through the rad stay and along the front top edge of the radiator (as shown in [step 3](#)).



That's all for this step.

Now that all the stays are in their locations, final tightening of the stays should be done when fitting the bodywork. Note that this may take a couple of attempts to get perfect, but this is possible thanks to all the adjustability provided.

Particular attention should be paid to critical areas such as near the exhaust pipes. Don't be afraid to adjust the stays in any/all directions to ensure a minimum of 7mm clearance. All of these parts are hand made so there may be some tolerance. You may have to push and pull a stay to get the perfect fit. Not perfect but the end result will be worth it!

The lower cowling on the left side also comes within about 3mm of the side stand mount, but it does have clearance, so please check here too.

Other areas worth mentioning are to make sure that the coils are not touching the cowl. They both can be orientated into positions that are out of sight and free of interference.

Patience is the key to a good result. It will be worth putting in the extra time!



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