

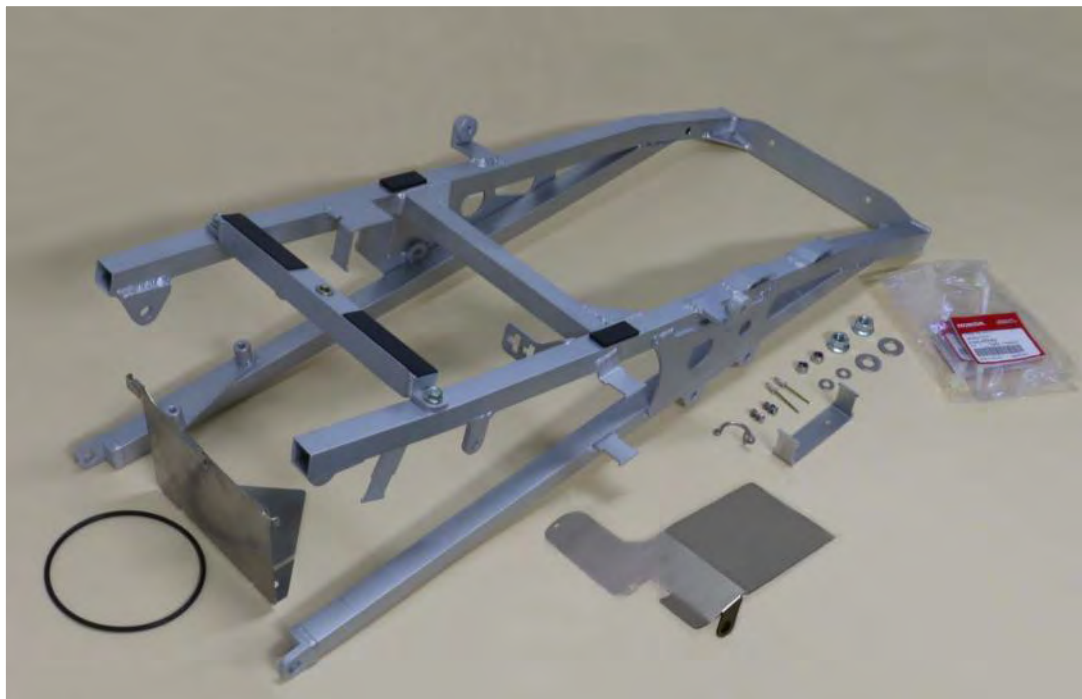


MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

TYLY-0314

Subframe Set, RC36-2, RC30 Style, Street.



Fitting the TYGA TYLY-0314 subframe is not too difficult. If you managed to remove the standard subframe with ease then the fitting of the TYGA subframe is almost a reversal of that procedure, as we have tried to keep all the components in close to their original position.



If you also ordered the BPFX-7249 Luggage Box then you will find instructions for modifying the undertray to allow fitment of the luggage box. If you do not intend to fit the luggage box then you can skip step 6. However, it may be a good idea to do these modifications in case you want to purchase and fit the luggage box in the future.

Note that the luggage box is not included with the subframe set or the bodywork set and must be purchased separately.



So, let's get started.

1) The first thing to do is to get to work on the undertray.

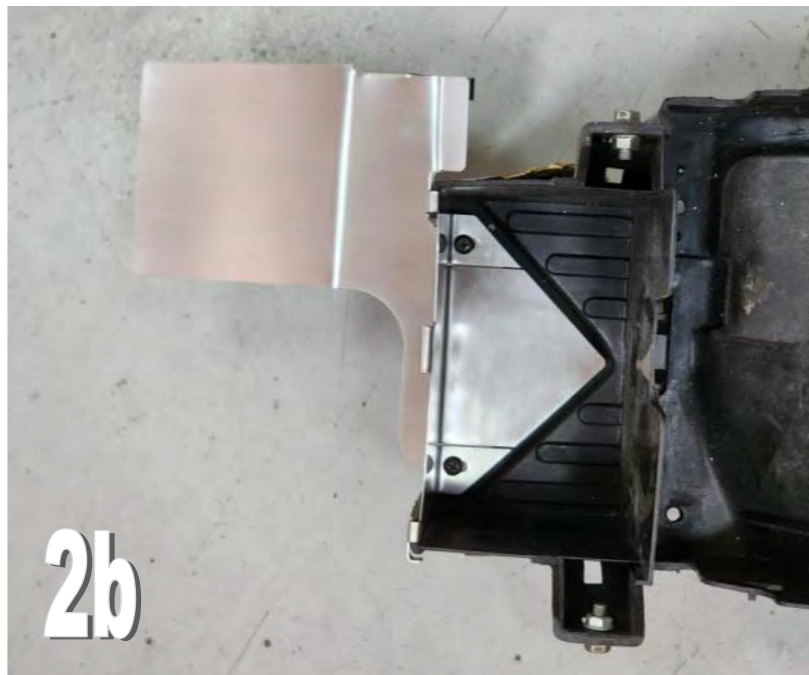
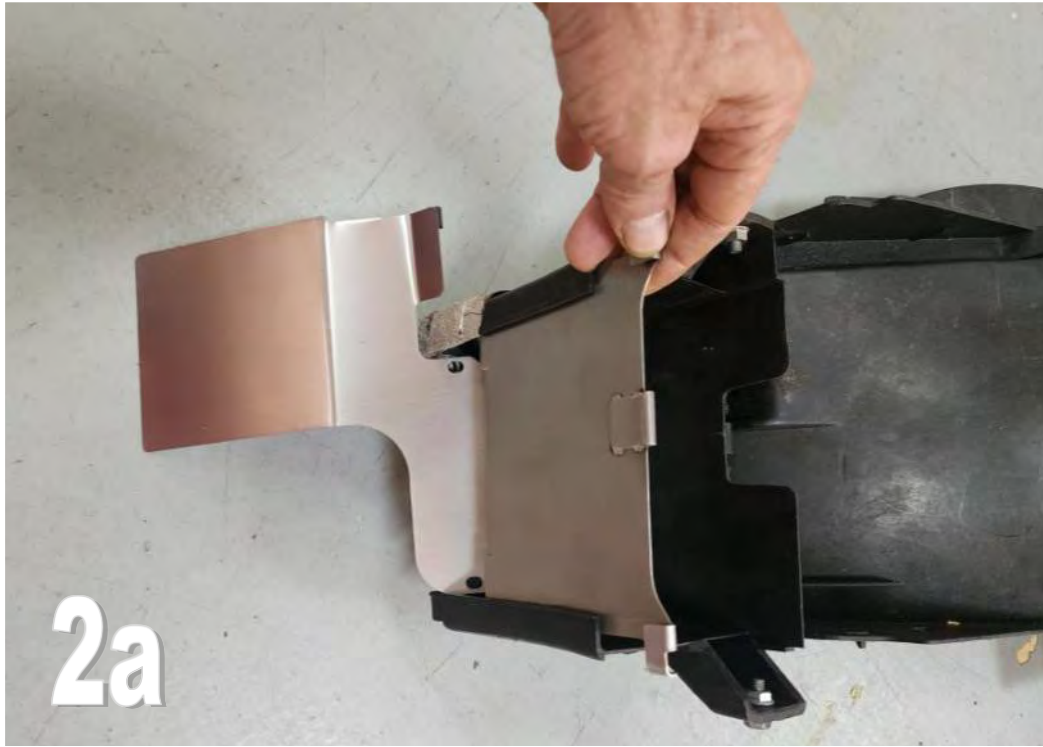
Remove the original plate at the front of the battery box. This is held in with a couple of machine screws. Remove those screws and the plate will lift out



2) Fit the TYLY-0328 Heat shield together with TYLY-0314W battery Plate onto the battery box on the undertray.

Note that the battery Plate should be on top of the heat shield. Re fit the 2x machine screws and tighten in position. This may need some small adjustment later.





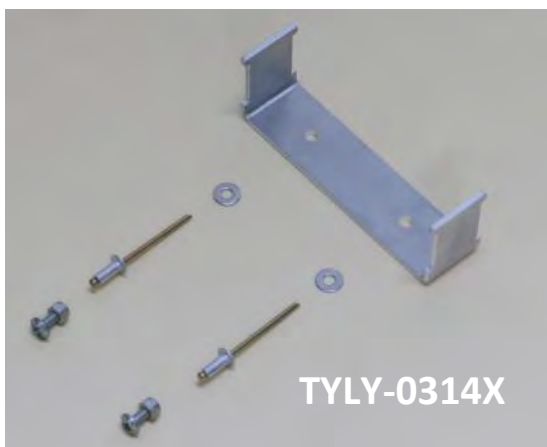
3) Now fit the foam sheets.



- 4) Also, now is a good time to mount the TYLY-0314X ECU stay. A template for drilling and the necessary mounting hardware is provided with the subframe.

Just use the template as shown, mark the hole positions with a sharp object and drill through with a 3.3mm drill. Mount the stay with the rivets and washers for a permanent solution, or the M3 nuts if you need it removable.

[Fitting Manual ECU Stay](#)



- 5) If you are using the TYGA TYLY-0313 Silencer Stay, then you'll need to modify the undertray.

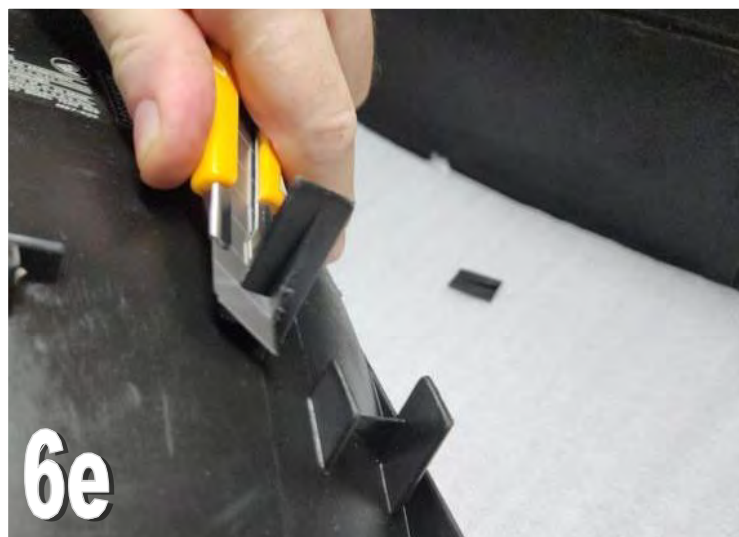
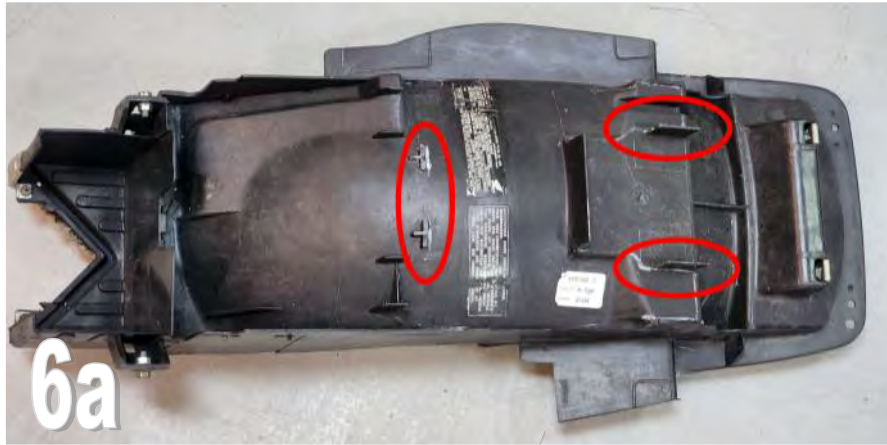


[Fitting Manual Silencer Stay](#)



6) If you purchased the BPFX-7249 Luggage Box, then you need to perform the following modifications to the undertray for clearance.

You need to cut off four of the plastic tabs on the undertray as shown. We used a sharp knife to cut the tabs off.



7) Next, we need to make a small change to how the rear coils are put together.

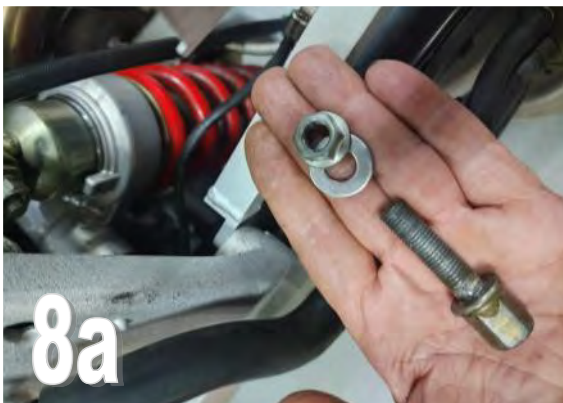
As standard, they are held together with a plate between the two coils.

We need to discard that plate but keep the long bolts and the bushes. It also worth just making a quick note on which coil is connected to which colour wire. Don't want to get that wrong. Another thing I did was to just fit two M6 nuts onto the long bolts that hold the coils together, just for convenience.



That's all we need to do for now, so let's start fitting components to the bike.

8) Offer up the bare subframe to the bike and fit the lower mounts (original bolts), and then spin the lock nuts on from the inside. Just finger tight at this stage.



9) At this point, fit the rear brake reservoir pot onto it's stay. Just finger tight and really only to keep it up and out of the way.



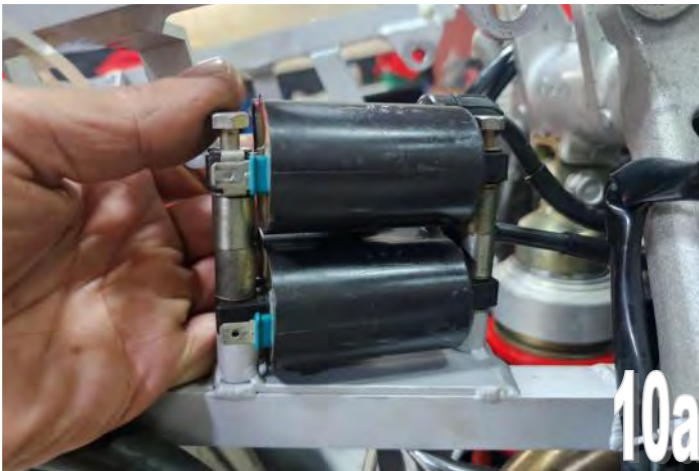
10) The rear cylinder coils should now be fitted, as it's a little easier to fit now than later in the build.

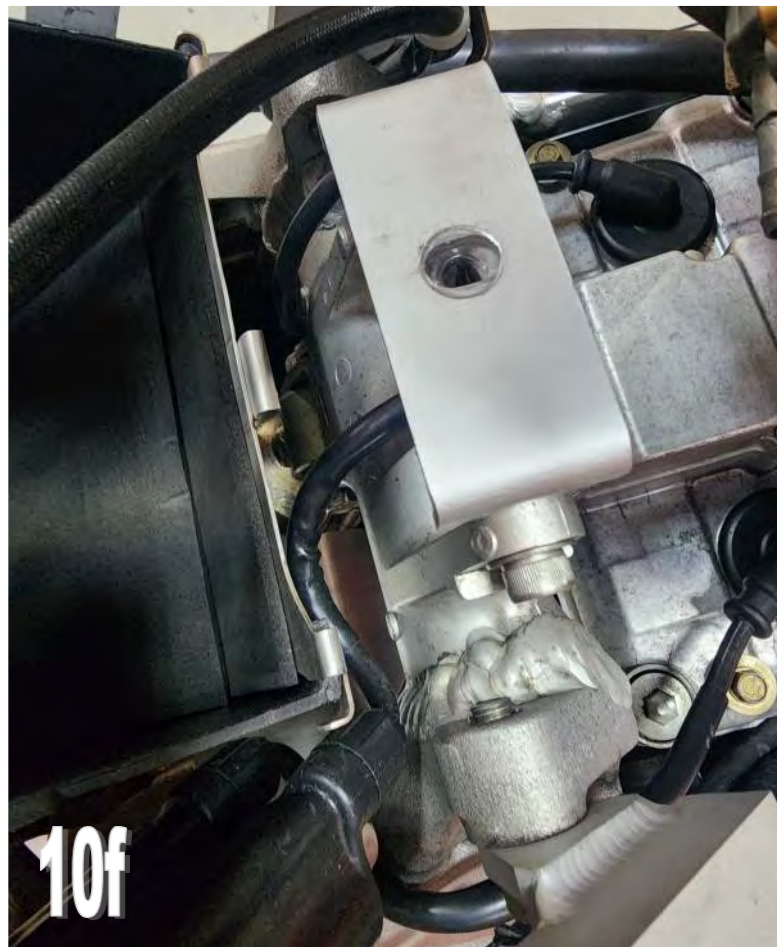
Offer the coils up into position as shown, and wind the long bolts into the bushes on the stay. As you'll see, there's not a whole lot of room to work and I found that using a short 3/8" drive, 10mm socket on the bolts was perfect to help me screw them down.

Note the routing of the cables away from the hottest parts of the engine.

The #3 right hand coil wire (bottom coil in the pictures) is routed on the outside of the frame and can be secured in position later with the original cable management stay.

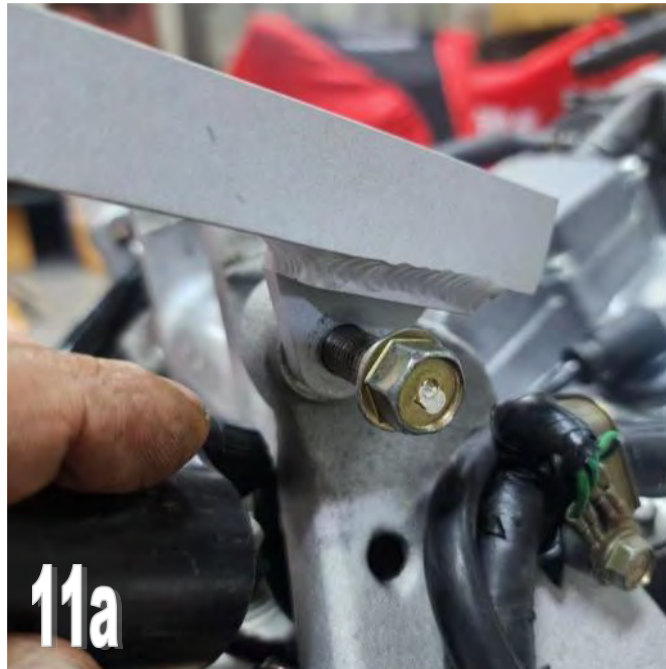
The #1 left hand coil wire (top coil in the pictures) is routed over the top of the frame cross bar.





Do not fully tighten the coils up at this stage in case they need a bit of a moving around later.

11) Now we can lift the subframe up into its proper position and fit the original M10 bolts through the subframe mounts and into the frame.



Now is a good time to tighten up a few things. Tighten the two upper mounts and the lower left mount. Loosely tighten the lower right mount as we will later be attaching the heat shield to this point.

Check the clearances on the coils and HT wires and tighten down the coils.

Now revisit the brake reservoir pot. You will see that it is positioned closely to the subframe and the cap of the pot is slightly inside a cutout on the subframe. This is for clearance. Square the pot up in this cutout and tighten the M6 bolt.



12) Time to start threading some of the wiring.

It's easier to route the harness if you remove the components from the harness such as the ECU, fuel pump and turn signal relays and so on.

Feed the harness through the subframe right behind the coils and connect the coil wires.

Or just follow the picture below.



13) Now Bolt on the Regulator/Rectifier tightly and plug in the 5P connector.



14) Plug the starter relay onto the tabs. Note that all the the wires are running on the outside of the undertray mounting stay at this point.

From here, the wire harness crosses over to the left-hand side of the subframe.



15) The harness is routed on the inside of the subframe here and passes under the cross bar. There are three connectors that will be retained in the connector holder at this point.

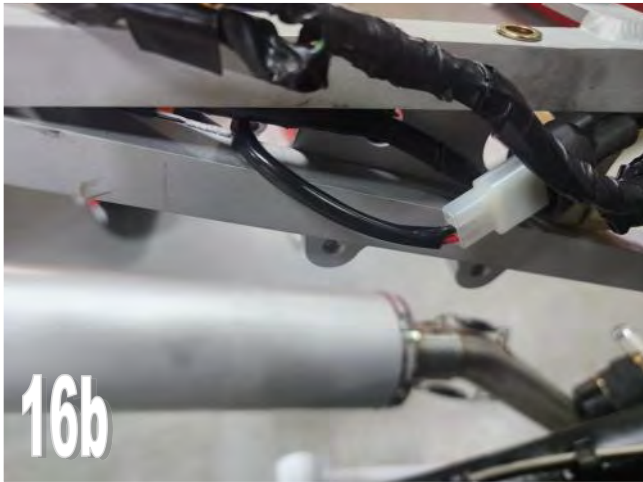


16) From here, we will use the small gap between the upper and lower spars on the left side of the subframe, just inboard of the strengthening plate welded to the outside of the subframe.

Fit the fuel pump and turn signal relays as shown. In this build we decided to install one of our TELC-0002 turn signal relays. Because the TELC-0002 relay is solid state, you don't need to worry about it flashing too fast or not at all and is not affected by the indicator type that you choose to use on your build. For example, we installed JDM RC30 indicators with 15W bulbs at all four corners on our bike and it flashes at the correct speed. On the other hand the stock RC36-2 relay is old tech bi-metallic type and is designed to work with the 'running light' type three wire front turn signals with 23/8W bulbs, and 23W rear bulbs. With the 15W bulbs replacing the original more powerful ones, the stock relay did not flash at all and the TELC-0002 solved this flashing issue. TELC-0002 would also work with lower power LED (or lower wattage) turn signals and with higher power types too such as the original ones installed on the RC36-2 so we recommend fitting it because it will work for all builds.



Feed the relay wires through the gaps in the subframe as shown and connect to the main harness. Then they can be tucked out of the way in between the spars. Once the undertray is fitted this will look nice and tidy but can still be accessed if necessary.



17) Now we can fit the undertray, which is a simple procedure.

First, place the bare undertray over the backwheel.



Then you need to lift the front of the undertray up and hook it between the subframe lower left and right spars. The plastic mounts on the undertray are wider than the spars so it takes a bit of a force, pay attention to the heat shield moving into position as it is a tight fit, but it will go through. It is a good idea to protect sharp edges with some painter's tape to avoid scratches.



Once in, lift the front into position on the tabs and fit in the original shouldered bolts to retain the undertray in position.



Fit the M6 washers and nuts, but do not tighten yet.



18) Now lift the rear end of the undertray up and into position, making sure that all the wiring is routed as intended, and secure to the back plate of the subframe using the original M6 hardware.





Fully tighten the rear and front undertray hardware to lock it in position.



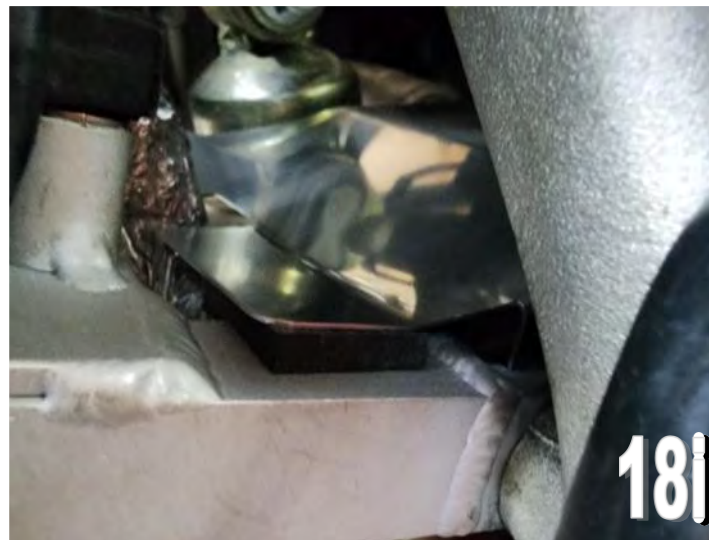
Check that the heat shield mounting tab lines up with the lower right subframe mounting bolt.

Fit the washer and M10 bolt and tighten.





The rubber block on the heat shield should rest on the lower spar of the subframe to assist in damping vibrations. Check that there is no interference of the heat shield with the cylinder head or exhaust headers



Go through the wiring one more time just to check that nothing is hooked up or getting squashed.

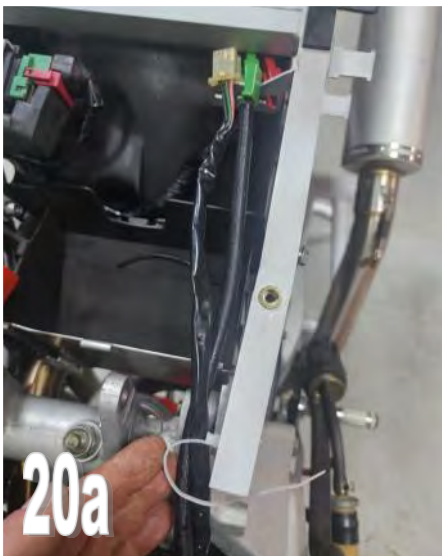
19) Time to plug on the fuel pump and fuel filter. You will also need to remove the original fuel hose stay and replace it with our BPSY-0347 Fuel Hose Clip, which retains the main fuel hose and give the necessary clearances with the seat unit (when fitted).





20) Now you can bring the side stand switch and speedo drive module (electronic type) connector up into position. And also the fuel pump connector.

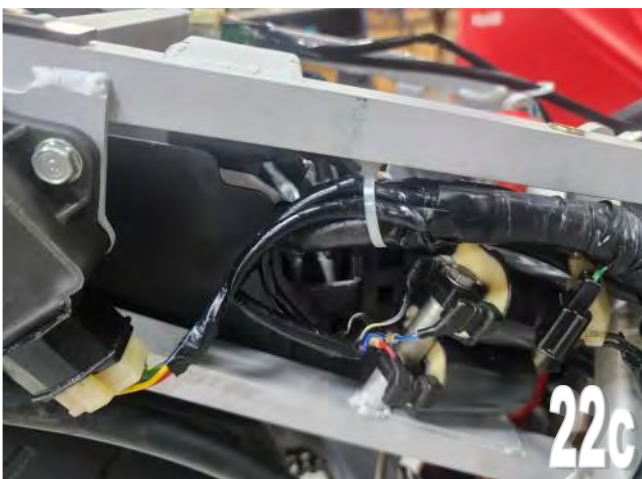
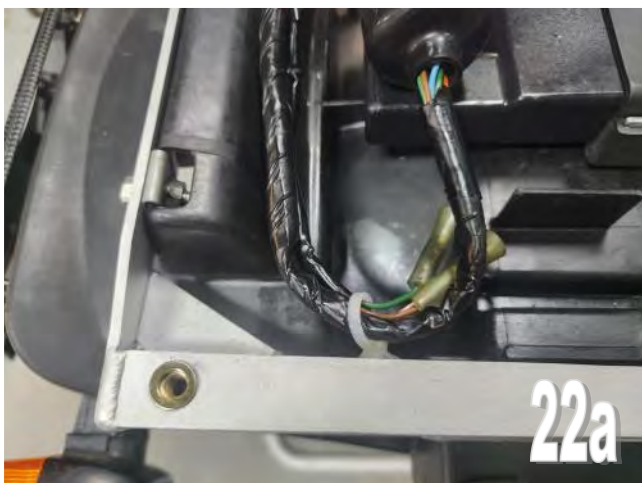
Plug them all in neatly to the connector holder.



21) Plug in the ECU and fit onto the holder.



22) Now some wire harness management is required. We have provided retained cable ties at four points around the subframe. Use these to tidy up and secure the wires.



23) Time to fit the battery. Note that there are three foam sheets. There should be one sheet under the battery, one at the rear and one at the front. The battery is then secured using the O-ring.



24) Due to the compact design, the positive terminal in the wire harness no longer reaches around to the front of the battery positive terminal, so we have made BPSY-0359A Battery Terminal Clip that clips onto the top of the positive terminal of the battery and allows for fitment of the terminal from the side.

The extra height added due to the clip means that battery bolt won't quite reach down to grab on the battery nut, so we also have BPSY-0359B Battery Terminal Clip Foam, that can be slipped under the nut to hold it up. This allows for easy fitment of the battery terminal bolt.



Before connecting the battery terminals, please run through and check the other connectors in the complete harness to be double sure that nothing is going to short circuit. If all the original plugs/connectors are still in place then there shouldn't be any issues, but it's well worth a check.

Connect the terminals to the battery then check that everything fits and is stress free.



Note that the battery terminal should be connected positive first, then negative. And when disconnecting, remove the negative terminal first.

This practice reduces the risks of short circuiting the electrical system and eliminate dangerous sparks.

*****Important note*****

I advise at this point to disconnect the battery terminals, so that the harness is completely isolated.

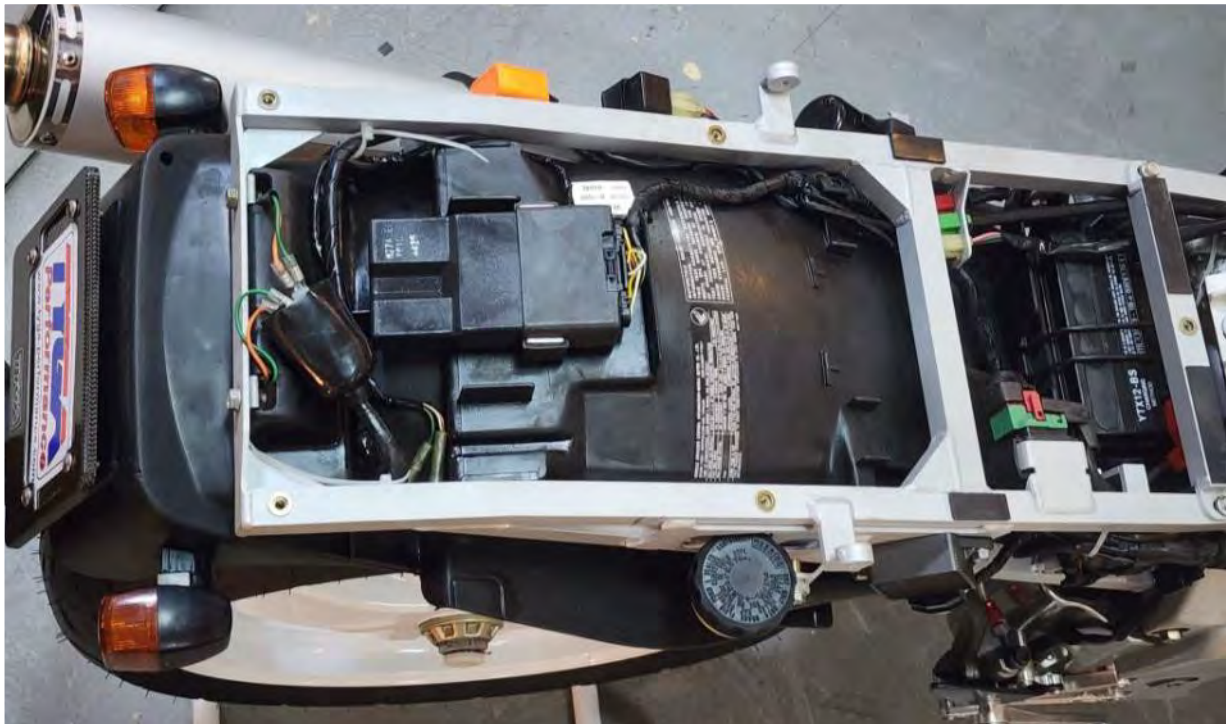


Actually, there is one more step, but that of course depends on your exhaust/silencer choice. If using the TYGA pipe, then you'll also be fitting the TYLY-0313 silencer stay.

[Fitting Instructions Silencer Stay](#)



Now you can step back, grab a cappuccino and admire your handiwork. Step one of turning your RC36-2 into a tribute to the mighty RC30 is complete.



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