MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

TYWH-0013

Set, Switch Gear, Assy. RC36-2, RC30 Style

One of the easily spotted differences between an RC30 and an RC36-2, even when the RC36-2 is fully dressed in our RC30 Tribute bodywork are the winker and starter switch gear. So, with this TYWH-0013 set we will bring the RC36-2 one step closer to its race bred colleague.

The set consists of the following parts:

TYWH-0009	Switch Assembly, Winker, NC30
TYWH-0010	Switch Assembly, Starter, NC30
TYWH-0011	Harness Extension, Switch Assembly, Winker, RC36-2, RC30 Style
TYWH-0012	Harness Extension, Switch Assembly, Starter, RC36-2, RC30 Style
TYPP-0040	Throttle Housing Assembly

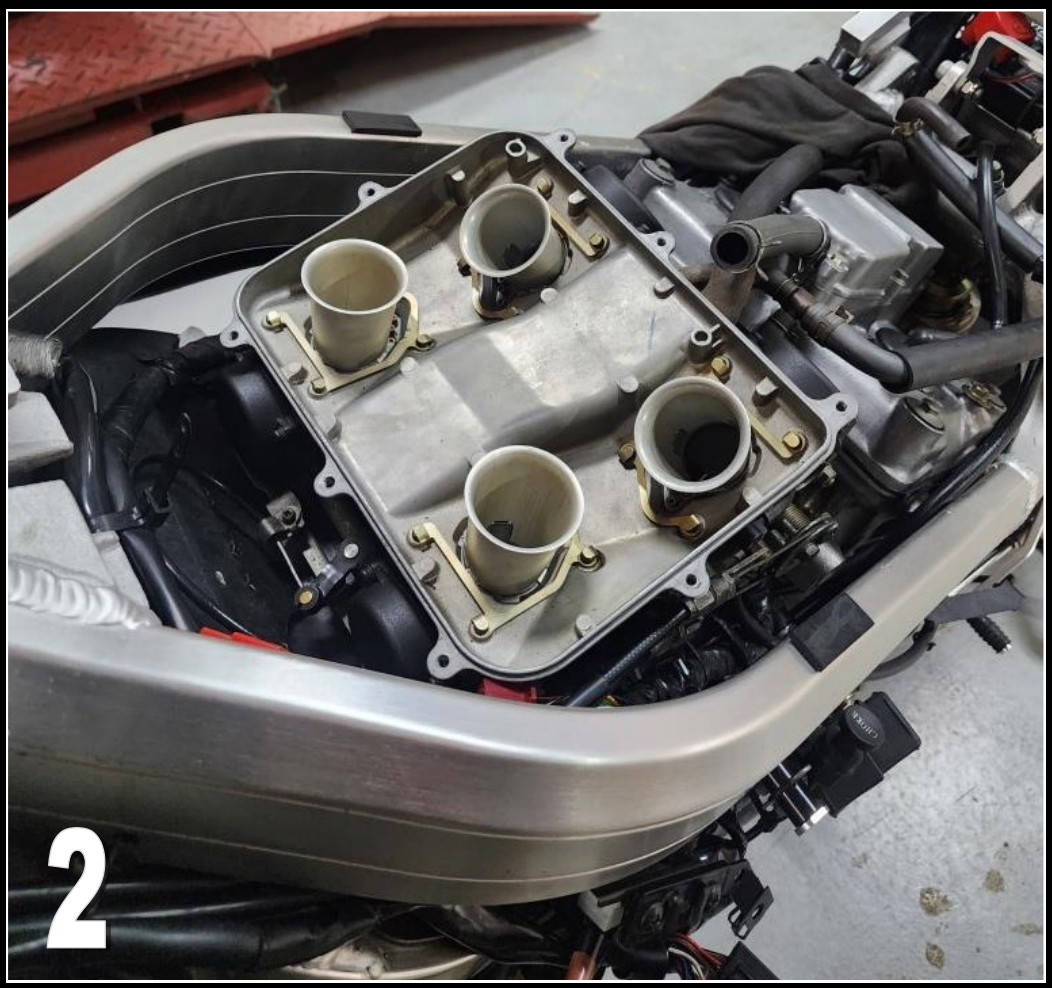
Please note that these instructions presume that you are fitting these parts on an RC30 Tribute using our TYGA bodywork and parts etc. None of this has been tested on the fully standard RC36-2 so we have to say that it is incompatible with either the standard RC36-2 or any other manufacturer RC30 Tribute kit without additional modifications to the parts supplied in this kit and/or the standard RC36-2 wiring harness.

This is one of the simplest upgrades to make to your RC36-2, RC30 Tribute. No special tools are required, but you will need an electric drill (including a 5mm drill bit) to drill the switch gear location holes.

With that out of the way, let's move swiftly on

1) The first thing to do is to remove the bodywork to allow access. Remove the upper and lower cowling, the left frame in-fill and the fuel tank. I also advise to remove the seat and disconnect the battery.

2) Remove the air box. We need access to the wiring that routes around the inside of the headstock.



3) Remove the throttle cables from the carbs. This is so that we have slack in the cables and can remove the throttle housing in a next step.

4) Now we need to remove a few parts from the handlebars. On the left side remove the bar end weight, grip and OEM switchgear. Disconnect the clutch switch. You'll also need to follow the wires down to the horn and disconnect the two connectors, and then down to the fuse box area. Remove the fuse box and then remove the fuse box holder from its mount and disconnect the three connectors from the switch. On the right side remove the bar end weight and switch gear. The throttle housing and switches are all in one.

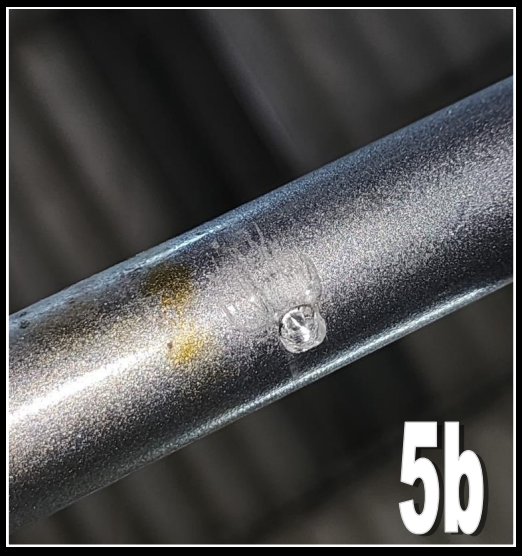
Do not remove the throttle tube as we will reuse this with the new throttle housing. Follow the wires down to the inside of the frame to the front left of the carbs and disconnect the red 9P connector.

You are now left with just the bare bars.

5) On the left bar, it may be required to change the position of the locating hole.

For my setup with the clutch master cylinder position, I needed to rotate the switchgear slightly to avoid interference which meant that the standard location hole needed moving around the bar very slightly. Looking from the left side of the bike I needed to rotate the switch gear in a clockwise direction a couple of degrees.

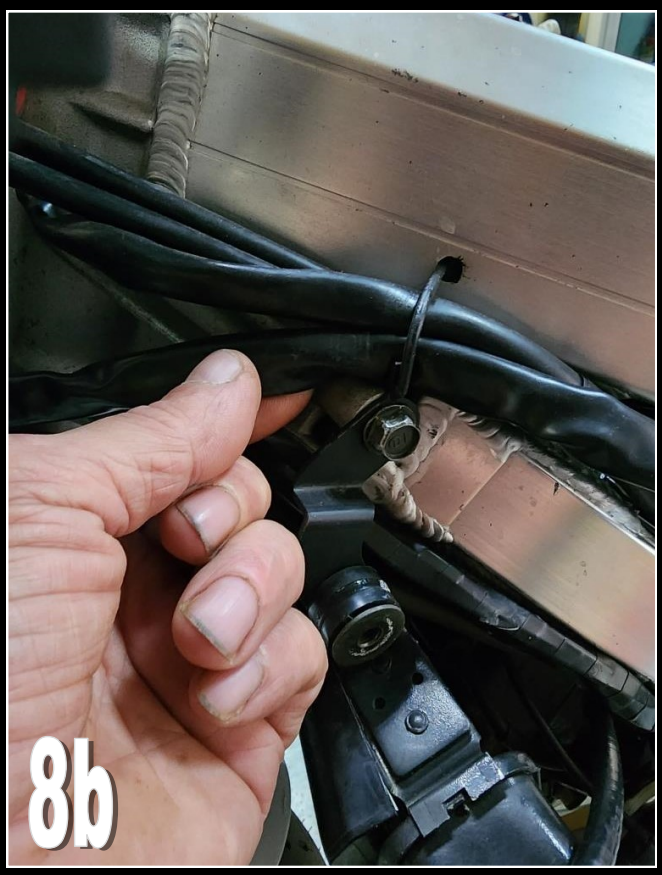
I filled the original hole with epoxy, and once cured I then re-drilled the hole in the new position. The distance from the end of the bar to the hole remains the same as standard, just rotated to the new position



6) Fit the winker switch onto the bar and tighten in position.

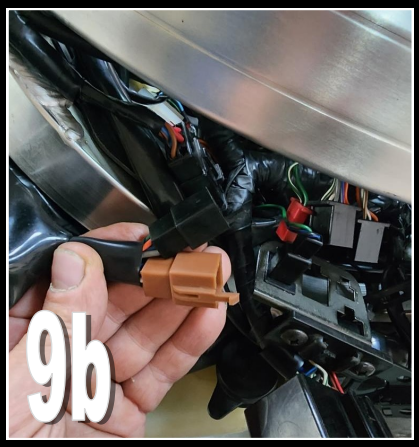
7) Fit the clutch switch connectors. Note that these are not the perfect size for the job, but they work fine and do not come loose.

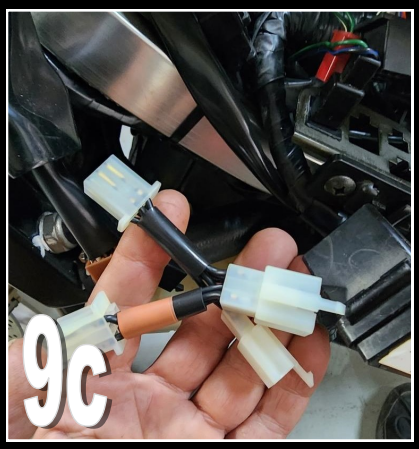
8) Check the routing of the wires. The main bundle runs around the front of the fork leg and then through the hook on the radiator stay. The horn switch runs behind the fork leg and down to the horn, which is in the original position. Secure the wires to the fork with the cable tie.

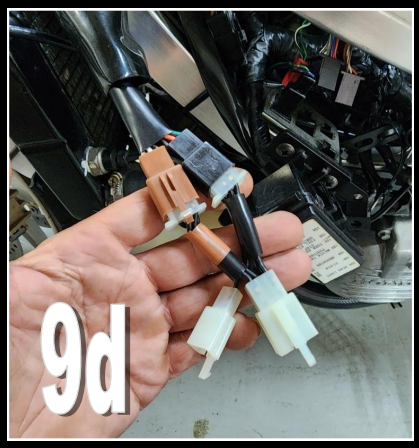


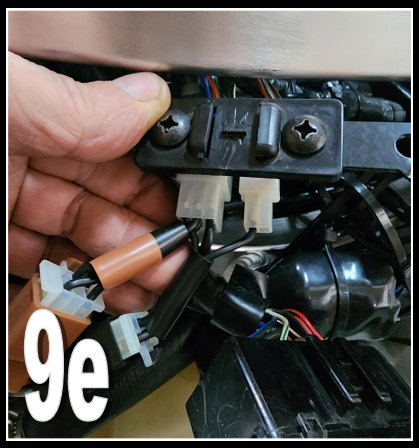
9) Now turn your attention to the fuse box area. The fuse box and stay were removed earlier, so now we just have to connect up the TYWH-0011 Harness Extension and then connect that up to the main harness. Be sure to plug the extension in correctly to the switch gear harness. The two connectors on the switch gear side are both 6P and can be fitted either way. Note the connector marked with the brown tape.

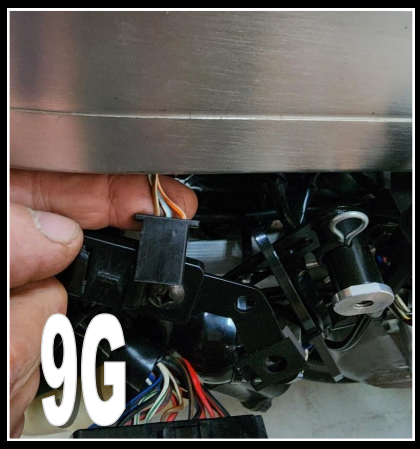
This connector matches to the brown connector from the switch. The other connections are more obvious. Also note that the black 3P connector on the main harness side has no function, so can be left not connected, but tuck it back into the holder just to keep things tidy. Finally pull the rubber boot over the connectors.











10) Moving back to the horn. Due to the circuitry, we can only use one of the horn wires from the switch gear. We have isolated the connector that is not used for your convenience. Fit this connector to one of the horn terminals, and then fit the supplied ground wire to the other terminal and connect to the bolt that holds the horn bracket to ground the connection.

11) Refit the grip and bar end weight. We are done on the left side for the moment.

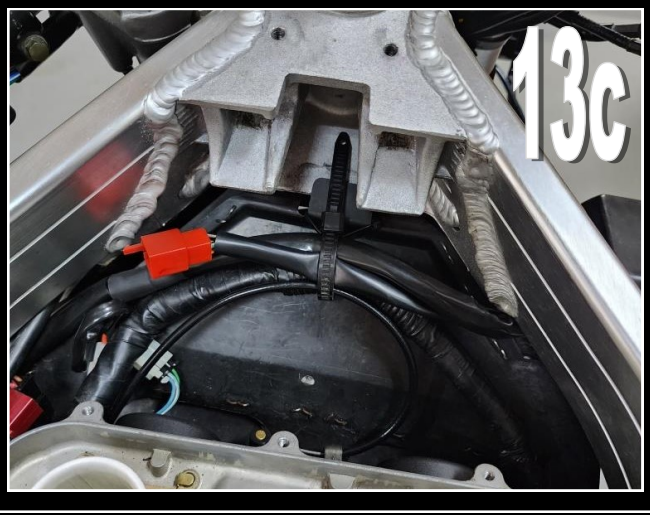
12) Onto the right side. You need to drill two new location holes for the RUN/OFF switch and the throttle housing. I advise just offering the switch and throttle housing up to the bars and getting them in a comfortable position. Make double sure that the throttle housing is in a position so that when secured the end of the grip has 1~2mm of clearance from the bar end weight so that it does not interfere and cause the throttle to stick.

Take a few simple measurements, mark and then drill the location holes.

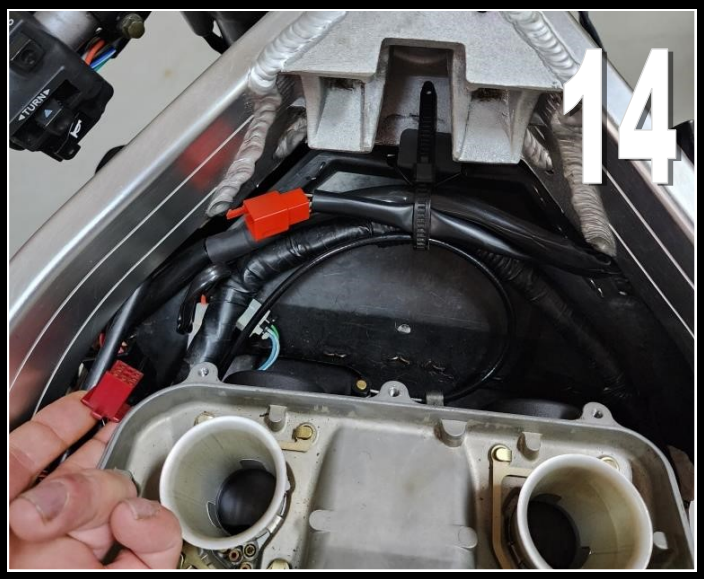
Fit the throttle cables to the housing and onto the throttle tube and then secure the switch and housing into position. Refit the throttle cables onto the carbs and check that the throttle has the correct free play and has smooth operation with no interference. Check the throttle cable routing in front of the fork and tighten up the 14mm nuts on the throttle housing to secure the cables in position.

12) Fit the brake light switch connectors.

13) The wires from the switch gear should be routed behind the fork and held with a cable tie. Then run through the hook on the radiator stay and then to the inside of the frame. Run the wires around the inside of the headstock, secure with the cable tie, and then to the front left side of the carbs.

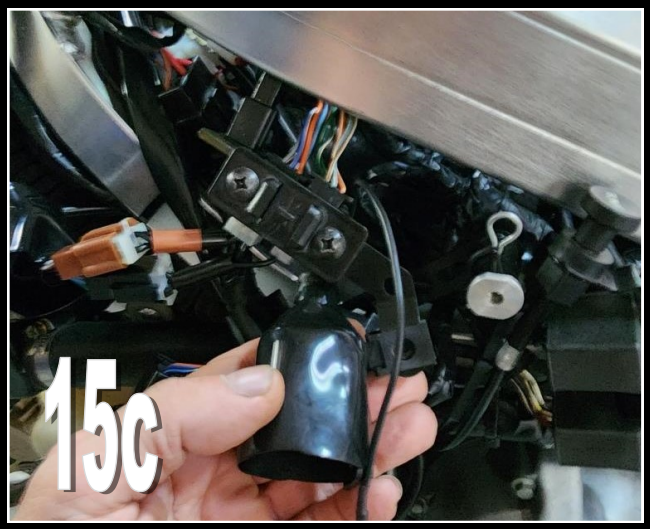


14) Now we need to use the TYWH-0012 Harness Extension to join up the two 9P red connectors.

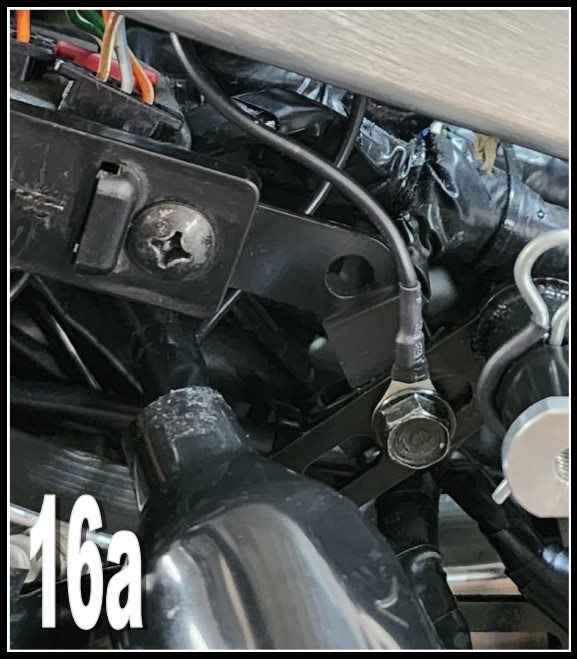


15) Offer up the harness extension and connect the switch to the harness.

Route the relay and the ground connection under the throttle cables and out under the fuse box holder.



16) Hook up the ground terminal to the bolt that secures the fuse box holder and tighten, then fit the fuse box and finally cable tie the relay into position.



17) Final attack is to reconnect the battery and check that everything works correctly.

Run through these tests below.

TYWH-0011 Switch Assy, Winker Functions:

The main headlights can now be switched off, unlike the standard RC36-2. However, the small running lights in the NC30 headlights used in the RC30 Tribute kit remain illuminated permanently due to being on a different circuit.

Note that due to the standard RC36-2 wiring, the tail light will stay on permanently when the ignition switch is ON. Only the headlights are turned on and off with the switch gear. The tail light is unaffected by the switch position and will be always on.

The ‘OFF’ and ‘P’ positions of the headlight switch have the same function.

The headlight is off.

With the headlight in the ‘H’ position, the headlight is on.

Turn signal switch works as normal.

Hi-Lo switch works as normal.

The clutch switch works as normal.

Horn switch works as normal.

Passing light switch is an additional function that is not available on the RC36-2 standard switch gear. Flick the switch for momentary high beam.

TYWH-0012 Switch Assy, Starter Functions:

RUN/OFF switch works as normal.

While the RUN/OFF switch is in the OFF position, pressing the start button has no effect. The engine will not turn over and the headlights (if switch on) will stay illuminated.

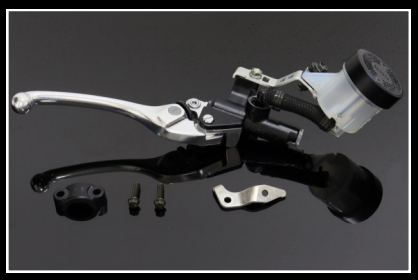
While the RUN/OFF switch is in the RUN position, pressing the start button has two functions. The engine will turn over and start, and the headlights (if switched on) will be switched off via a relay to allow full battery power to be sent to the starter motor. This is the same function as the standard RC36-2.

The brake light switch works as normal.

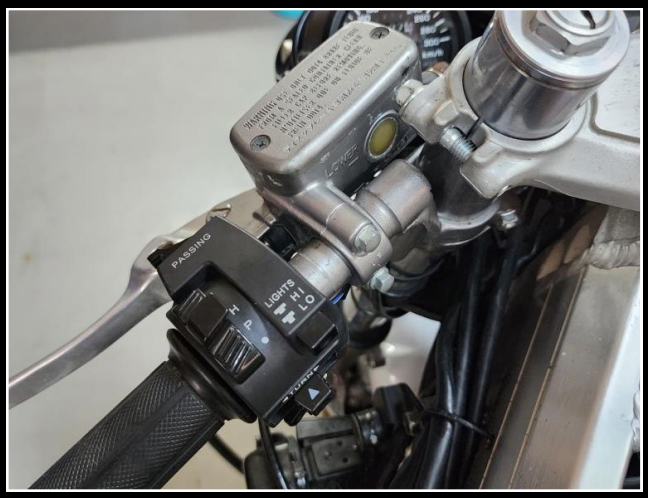
In case you were wondering if the switch gear can only be fitted with the

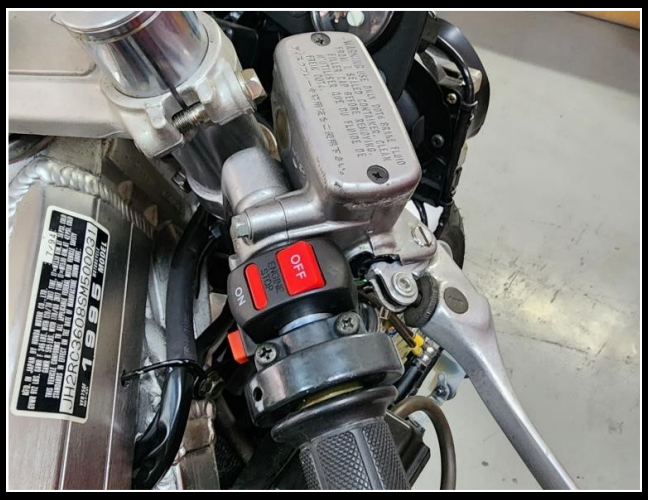
TPER-0114 Master Cylinder (Assy) Brake, 1/2 inch, Nissin, RC30 Style and

TPER-0115 Master Cylinder (Assy) Clutch, Nissin, RC30 Style,



the standard RC36-2 brake and clutch master cylinders were also offered up to check fitment, and all is OK.





Refit all the bodywork and I think that you'll be quite amazed at the transformation just by changing the switch gear. In our opinion it is a massive cosmetic improvement over the standard RC36-2 parts.

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