



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

- TPER-0124** CBR1000RR 2008 -13 Forks, Wheel, Caliper, Disc Conversion Kit
- TPER-0121** CBR1000RR 2008 -13 Forks, NSR/NC Wheel, Conversion Kit
- TPER-0122** CBR1000RR 2008-13 Forks, Caliper Re-location for 310mm Discs
- TPER-0123** CBR1000RR 2008-13 Forks, Disc Spacer



This CBR1000RR 2008-13* fork conversion kit is designed to allow the CBR1000RR front forks to be used on your NC30/35, MC21/28, MC22 etc. and used the OEM front wheel from your original bike, or a number of Honda front wheels from the late 80's early 90's.

Most people have their own ideas on how they want their front end conversion, so we have broken this down into a number of steps so that you can decide what you want to do.

Note that the CBR1000RR 2008 front end uses triple clamps with a pitch of 204mm. The parts in these sets have been designed to fit with the CBR1000RR 2008 standard offset of 204mm. These parts will not work with a different pitch. Please be aware!

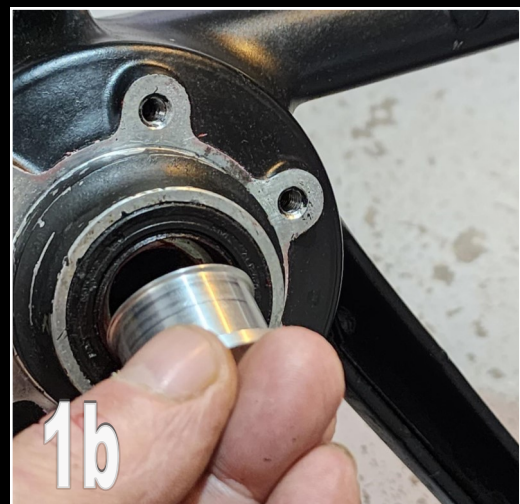
Please follow the simple guides below for fitting the components.

TPER-0121 CBR1000RR 2008-13 Forks, NSR/NC Wheel, Conversion Kit

This set contains the necessary wheel spacers, axle and fork bushing to allow the NC30/35, MC21/28 etc. front wheels to be used with the CBR1000RR 2008-13 forks/front end.

1) Let's fit the wheel spacers first. Clean the seals (or replace with new), and then smear a little grease on the lips of the seal to allow the retaining lip of the wheel spacer to slide in. Once the spacer is pushed in, the spacer will then be retained in the seal and you don't have to worry about the spacer dropping out while trying to fit the wheel to the forks.

The left side spacer is shown. Repeat this procedure for the right side.



2) Next, we'll fit the fork bush (TYLY-0121B) which is used to reduce the diameter of the bore to match up with the new axle shaft.

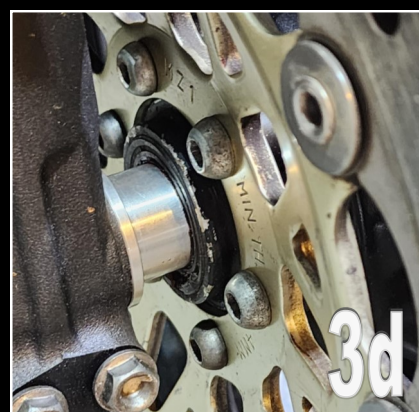
This bush fits into the bore on the left hand fork and slides in from the outside of the fork. The slit on the bush should match up with the slit on the fork leg as shown.



3) When the time comes to fit the wheel to the fork, note that the axle shaft is inserted from the right side and should be pushed all the way in until the right hand end of the shaft is flush with the outer face of the right hand fork leg. Use the axle bolt from your original bike to secure. In our case the bolt is MC21/28.

Torque specs:

Axle Bolt	60N.m
Fork Pinch bolts	22N.m

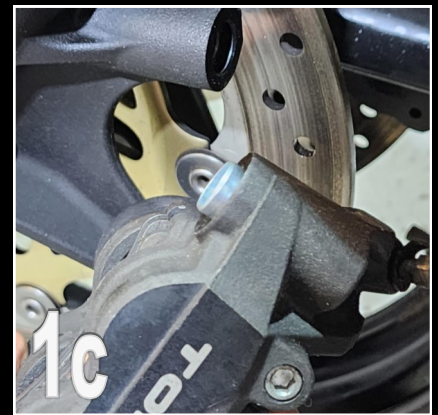
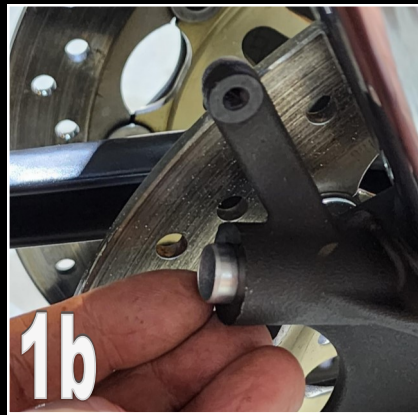


TPER-0122 CBR1000RR 2008-13 Forks, Caliper Re-location for 310mm Discs

For this CBR1000RR 2008-13* Fork conversion, we used 310mm discs. The original CBR1000RR 2008* setup uses 320mm discs, and small aluminium spacers between the caliper mounts on the forks and the calipers. There are no commercially available 320mm discs which have the correct fitment for the 1990s Honda 6 spoke wheel but 310 mm. RC30 fitment have the correct wheel fitment. However, they do mean there are two other modifications necessary to install them. Firstly, the caliper spacers on the fork legs must be removed and replaced with shorter ones and secondly, disc spacers need installing (see TPER-0123). For caliper relocation, replace the caliper spacers on the forks with TYGA dowels which locate the calipers onto the mounts. This relocation unfortunately means that the original 10x62mm caliper bolts are too long and so these too need to be replaced with the 57mm long bolts supplied in the TPER-0122 kit.

The dowels are a clearance fit in the caliper and an interference fit on the caliper mounts so that they stay located in the caliper mounts when the calipers are removed for maintenance.

- 1)** The easiest plan is to first locate the dowels into position and then actually use the caliper bolts to help press the dowels into the caliper mount bores.



- 2)** Use the bolts provided to secure the calipers to the mounts

Torque specs:

Caliper Bolts	45N.m
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TPER-0123 CBR1000RR 2008-13 Forks, Disc Spacer

The typical fitted pitch between the discs on models such as NSR250, NC30/35 and many other Hondas is 130mm. This is also the case with 310mm RC30 discs that we used. However, this conversion requires a pitch between the discs of 133mm to line up correctly with the radial calipers, so we provide TYLY-0121C 1.5mm shims to offset the discs on each side by the correct amount to centre the disc rotors in the CBR1000RR calipers.

The RC30 discs are a nice choice and have a 15mm offset measured from the clamping face to the centre line of the rotor, and require these spacers for correct alignment with the calipers.

The disc spacer is simply located between the disc mounting face and the disc, and then the M6 bolts fitted to retain the disc.

Torque specs:

Disc Bolts	20N.m
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*** Disclaimer: We are not exactly sure of all the years that this conversion works but it should be ok for the model years 2008-2013.**

Other Issues/Considerations

For a final attack, you can use the standard CBR1000RR 2008 front fender, or either the TYGA BPCF-7101 or BPF-7101 carbon or GRP fenders.



Typically, the CBR1000RR would use a 3.5" front wheel with a 120/70-17 tyre, so the preferred wheel for this conversion would be from a NC30/35 as they are also 3.5", and then you can retain the 120/70 tyre. This would then replicate the CBR1000RR and the fender sits in the correct position in relation to distance off the tyre. If a 3" wheel with a 110/70 tyre is used (MC21/28 for example) or a 60 section tyre is used to keep the specification as stock on NC30s and NC35s, then while the fender can still be used but will sit high off the tyre.

It might be advisable to modify the fender mounts in this case to make it more aesthetically pleasing and provide more clearance with bodywork but we will leave that to you!



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