



MAKING YOUR DREAMS A REALITY

## FITTING INSTRUCTIONS

**TYLY-0356 Set, PAIR/AIS Blanking Cover,  
Ninja ZX-4R(R)**



**Also includes instructions for  
TELC-0013 PAIR/AIS Eliminator plug.**

Many thanks for purchasing the TYLY-0356 Set, PAIR/AIS Blanking Cover for your Ninja ZX-4R(R).

Fitting these covers requires a basic level of skill. No special tools are required.

It's important to mention here that we will be removing the fuel tank, and there is usually some small spillage of fuel in the fuel line, so be prepared with a cloth and make sure you are away from any naked flames or potential sparks before you start.

It's also worth saying that the fuel tank can be quite heavy if filled with fuel, so it's actually not a bad idea to siphon out the fuel into a suitable fuel container if you can. It just makes the tank removal a little easier.

While it is not necessary, I used a paddock stand to prop the bike upright as I find that it's always easiest to work on the bike when it's in this position.

First plan is to just check that you have all the right parts for the job. Check the picture



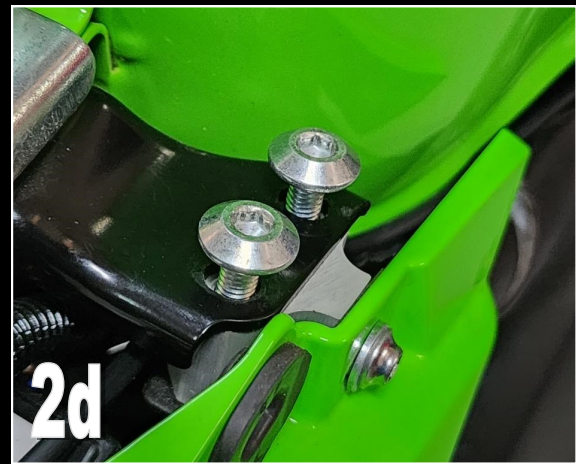
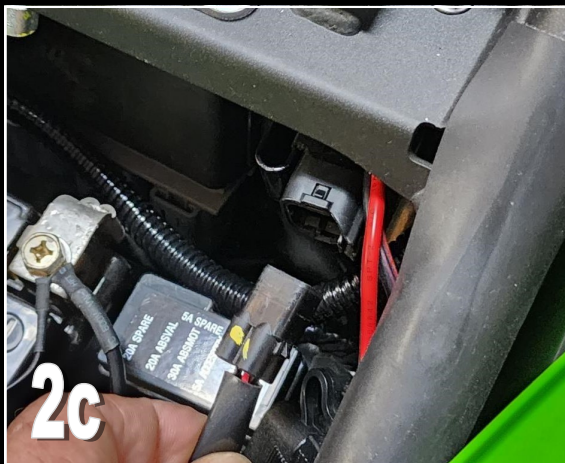
If you also purchased the TELC-0013 PAIR/AIS Eliminator plug, then make sure that's handy too. I'll show you where it goes later.

Let's get on with it.

**1)** First you need to remove the standard bodywork and seat pads. It may not actually be necessary to remove all the bodywork (no need to remove the upper cowl) but I find it much quicker to take off all the cowling pieces rather than having to fight with tools because something is in the way. I won't go into detail on how to remove the bodywork as it's very straightforward on the ZX-4R(R) and well within the capability any bike owner to remove it without drama.



**2)** Now we need to remove the fuel tank. Again, this is relatively easy. First pull off the two breather hoses on the left side of the tank. Then disconnect the fuel level plug, which is located behind the fuel tank. Then take out the four M6 bolts that secure the fuel tank.



**3)** Removing the fuel line from the fuel tank can be a little tricky if it's not been off before, or if you've never done it. It can be done on your own but requires a little dexterity. The best plan at this point is to lift the tank and shine a torch under so that you can see what's going on and what has to be removed. You need to lift the tank with one hand and then reach under the tank, locate the connector and pop the little locking clip into the "unlocked" position.

The picture shows the connector in this unlocked state. This can be done one handed, but as I say, it needs a little patience if you haven't done it before.

Once the connector is in the unlocked position you need to wriggle and tug on it until it pops off the tube that runs into the fuel pump. And unless you previously ran out of fuel completely, there will be some fuel dribbling out, so it is not a bad idea to stuff a shop rag under this part before attempting to pull off the connector.

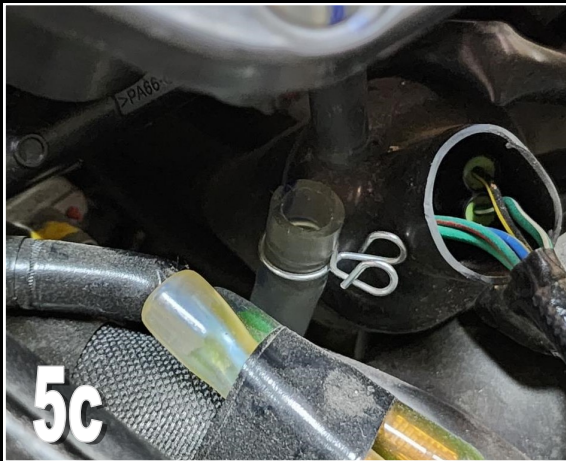
There's now nothing else holding on the tank and it can be removed by sliding it back and upward, as it locates on the frame by way of a couple of spigots and rubber grommets at the front of the frame near the headstock.



4) Next, pull the ECU out of its location and dangle it to one side. No need to disconnect it from the wire harness.



**5)** Now you need to undo a few things from the airbox before you can remove it. Start with the connector on the lower left corner. Then the two hoses at the rear left and right on the underside of the airbox. You also need to remove the PAIR hose from the left side of the airbox.



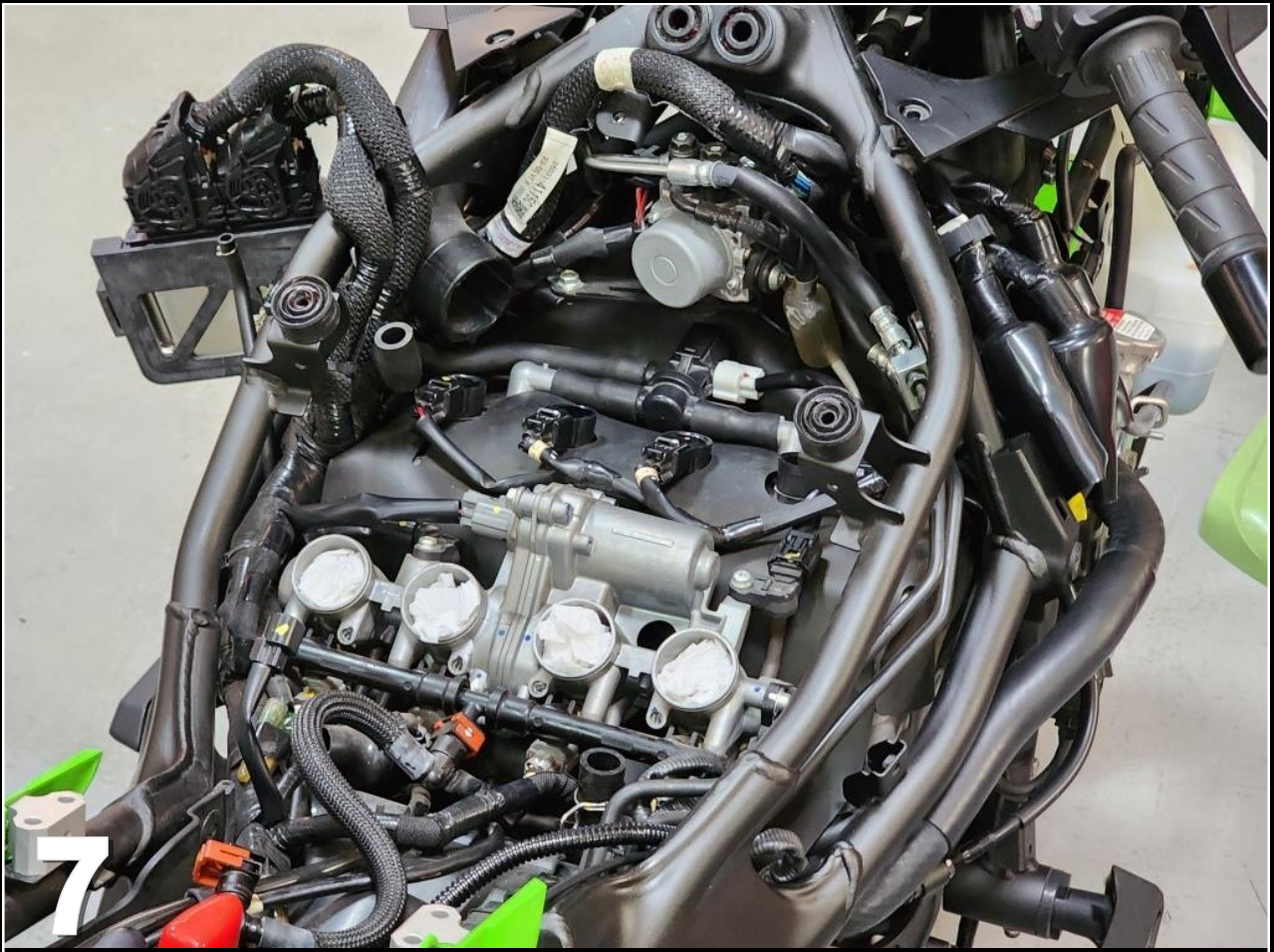
**6)** The airbox is secured to the frame by one M6 bolt at the front left. Remove this bolt and the wire harness clamp. Next you need to loosen the ram air tube clamp, and then loosen the airbox intake manifold clamps. The picture shows just the left clamp (CYL #1 & #2). There's another clamp on the right-hand side which also needs loosening.





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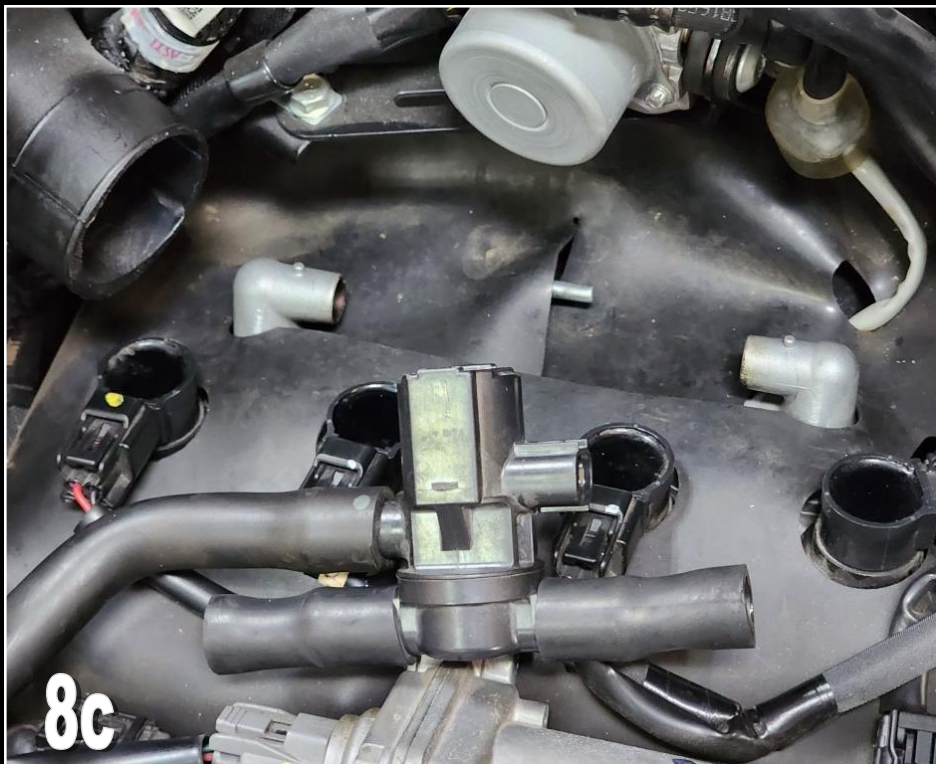
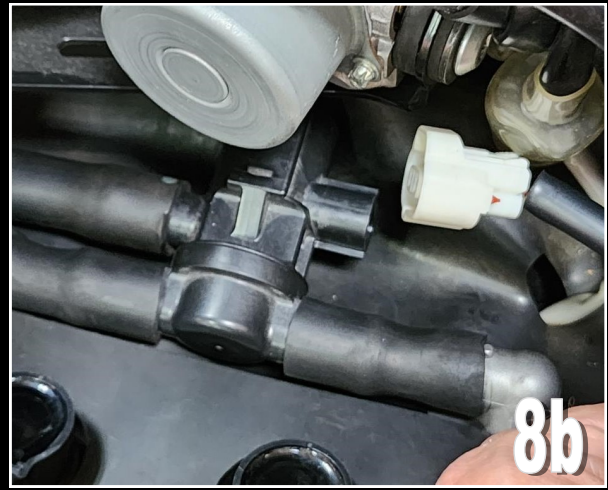
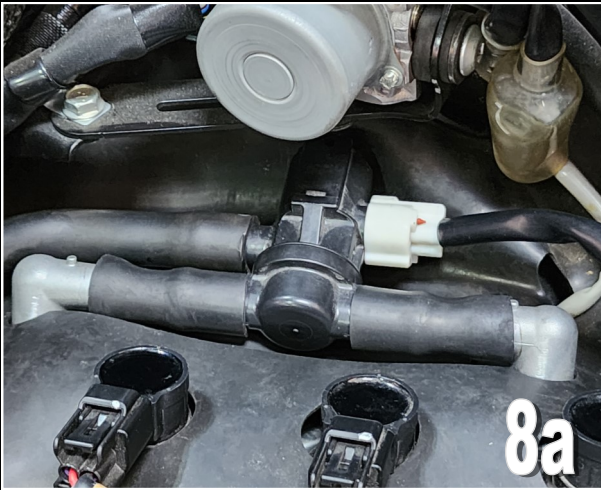
7) The airbox should pop off quite easily at this point.



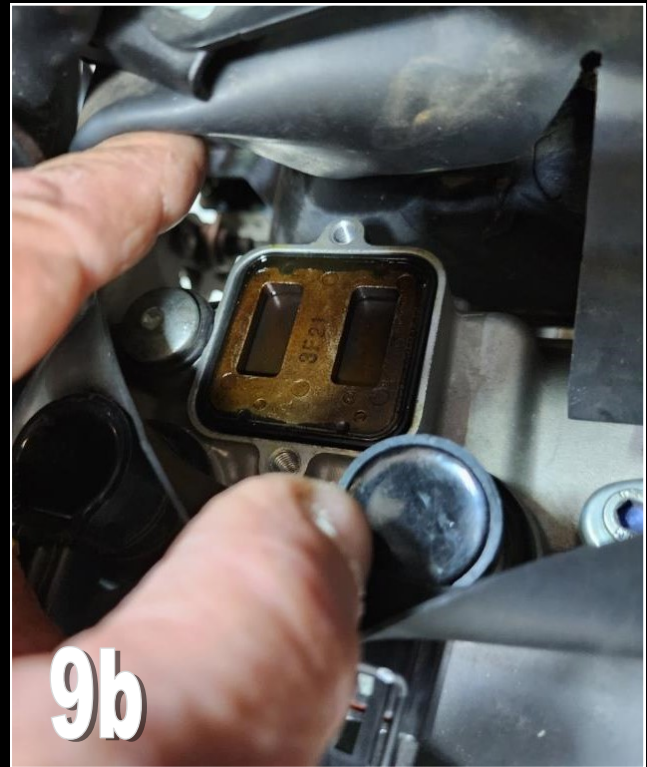
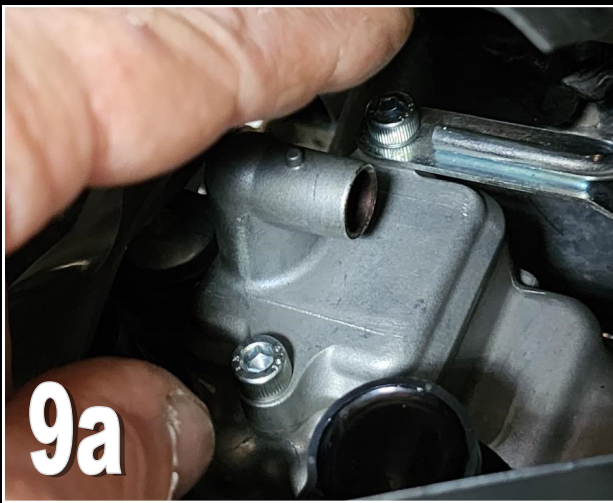
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**8)** Now we get to the fun part. Access to the PAIR/AIS solenoid is very good, but it doesn't come off without a bit of a fight.

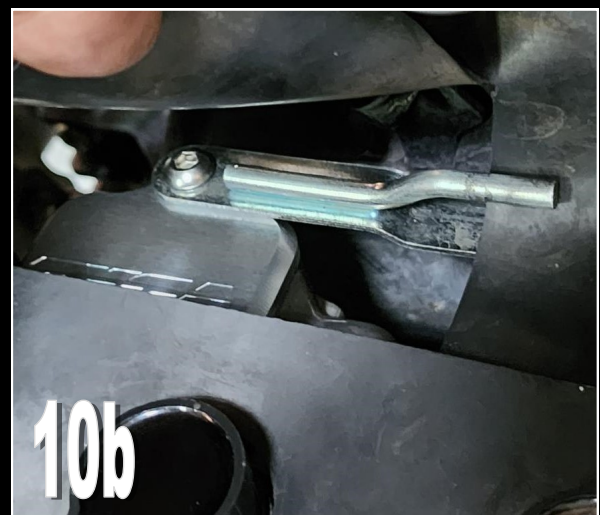
First unplug the white connector. Then if you push the valve all the way to the right with a bit of force it will pop off its retaining pin and then you should be able to easily remove the hoses from the spigots on the OEM PAIR/AIS covers.



**9)** Now to remove the OEM covers. Each cover is retained by a pair of M6 cap head bolts. The front bolt on both the left and right cover also secures the stay that holds the PAIR/AIS solenoid valve stay. If you are not planning to fit the TELC-0013 Eliminator plug then we need to keep this stay handy and will refit it on top of the TYGA covers, which is a real shame as it looks a bit ugly, so I recommend the eliminator plug to keep things clean and tidy. But anyway, undo the M6 bolts and remove the OEM covers. You'll see that under the cover is a reed valve. Do not remove this reed valve as we'll need that in there to properly seal the TYGA covers.



**10)** Now fit the TYGA covers with the M6 button heads. Torque to 12Nm with thread lock compound. As mentioned, if you are totally eliminating the PAIR/AIS system then you can also throw away the solenoid valve stay at this point. Or fit the stay as shown if keeping the solenoid valve.



**11)** If fitting the solenoid valve back to avoid any error codes, then you can just remove all the hoses and pop it onto the stay as shown, and plug the connector back in.

If you have the TELC-0013 PAIR/AIS Eliminator plug then throw away the solenoid valve and just plug in the eliminator.



**12)** The final thing to do is to fit the BPSY-0413 plug onto the airbox outlet for the PAIR/AIS system.



**13)** Job done!

Now you just have to put it all back together in the reverse of how it came apart.

For ease of fitting the airbox I advise the use of rubber grease on the intake rubbers and the ram air rubber. Aids fitting and keeps the rubber supple.

Rubber grease on the grommets at the front of the frame that locates the fuel tank is also advised for easy tank fitting.

Don't forget to reconnect the fuel line connector and pop the locking clip back into place. You don't want fuel spraying everywhere!

One final word of advice. Before refitting the cowling, check through your work again and make sure that all hoses and electrical connectors are back where they should be. Then start up the bike and make sure it works as expected and that no error codes are displayed.

Once you're happy with that, fit the bodywork and take the bike for a ride.

Enjoy.

Check out our website for more Kawasaki ZX-4R(R) Products.



# Kawasaki

# ZX-4RR

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