



Fitting Instructions

Talaria TL45 fitting guide for the
Lextek Tail Tidy

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Suitable Models

This product is suitable for the following models

- Talaria Sting R Road Legal [TL50]
- Talaria Sting R [TL60]
- Talaria Sting Road Legal [TL45]

Lextek Tail Tidy Fitting Guide

This guide is designed for fitting the Lextek Tail Tidy to the Talaria TL45 Sting

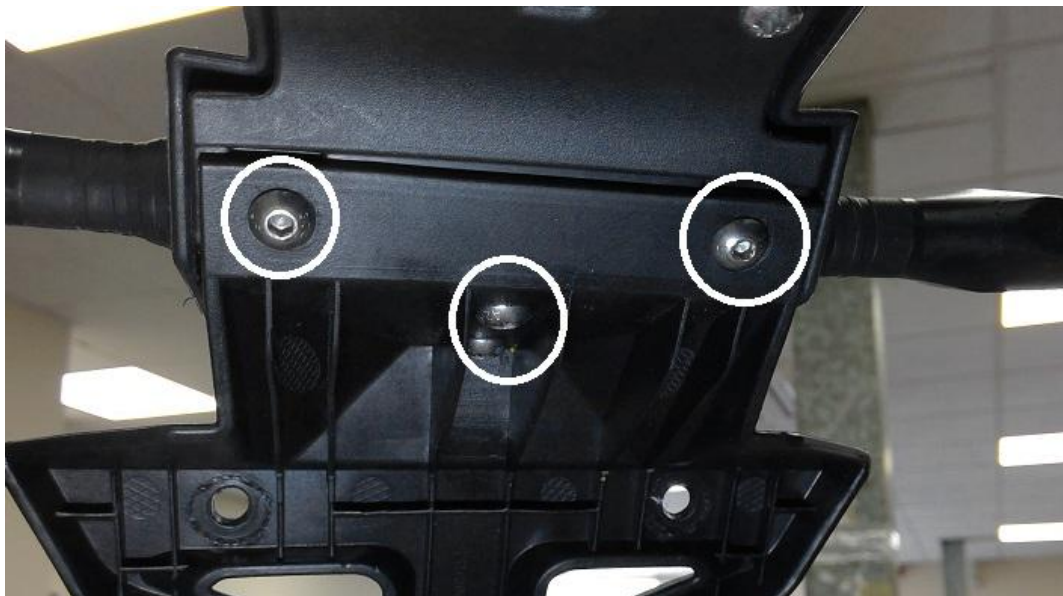
NOTE; Fitting will require modification (cutting) to the rear lighting subframe

Removing Original Tail Unit

It is recommended to remove the number plate bracket and under-tray before removing the rear assembly.

1. Remove the two M5 x 11mm bolts and two M6 x 14mm bolts securing the unit to the rear fairing assembly and remove.

When refitting, tighten the M5 bolts to 5Nm and the M6 bolts to 8Nm



2. Remove the 5 bolts (M6 x 14mm) and 4 screws securing the under-tray to the machine and remove.

When refitting, tighten the bolts to 7Nm and screws to 5Nm.



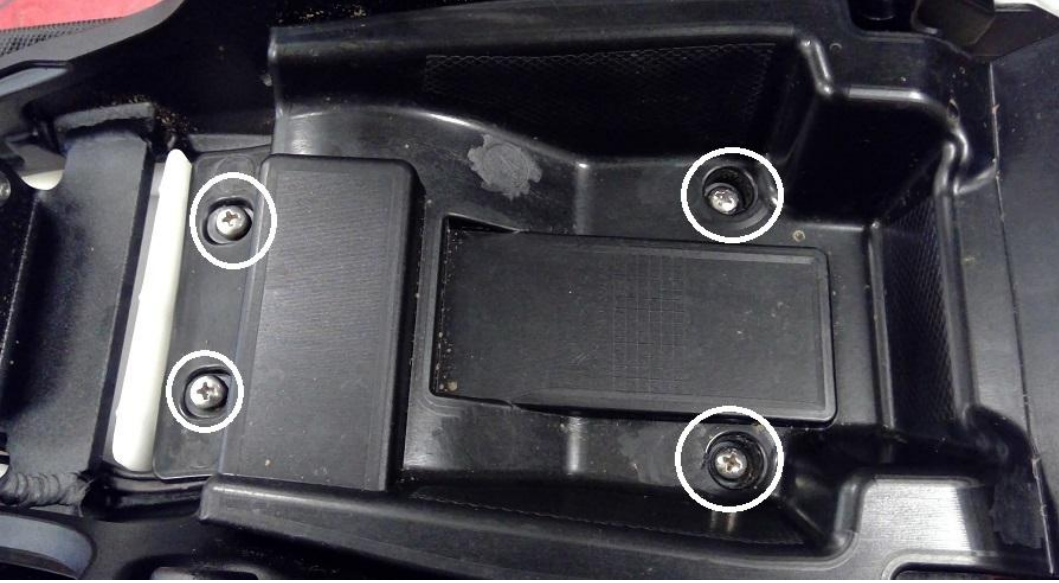
3. Disconnect the rear lighting cables from the main wiring harness, located above the battery compartment to the left of the machine.



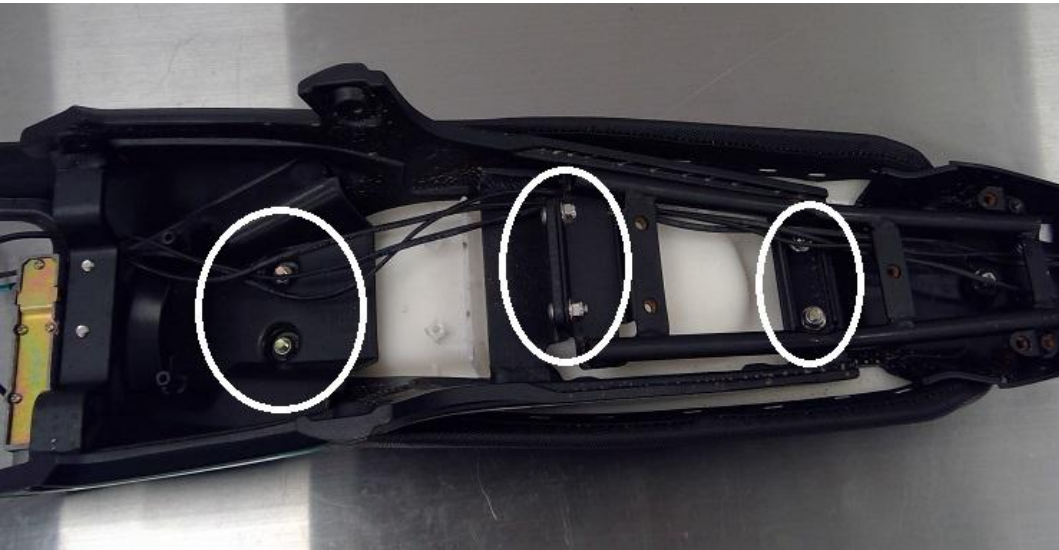
4. Remove the 2 bolts (M6 x 10mm) from the fairing panel followed by the 4 bolts (M8 x 20mm) securing the assembly to the chassis.
When refitting, tighten the M6 bolts to 5Nm and the M8 bolts to 20Nm.



5. Remove the seat under panel by removing the 4 screws securing it to the unit.
Note; this is necessary to be able to remove the seat from the assembly.



6. Remove the 6 nuts (M6, self locking) securing the seat to the rear assembly and remove the seat.
When refitting, tighten the nuts to 5Nm

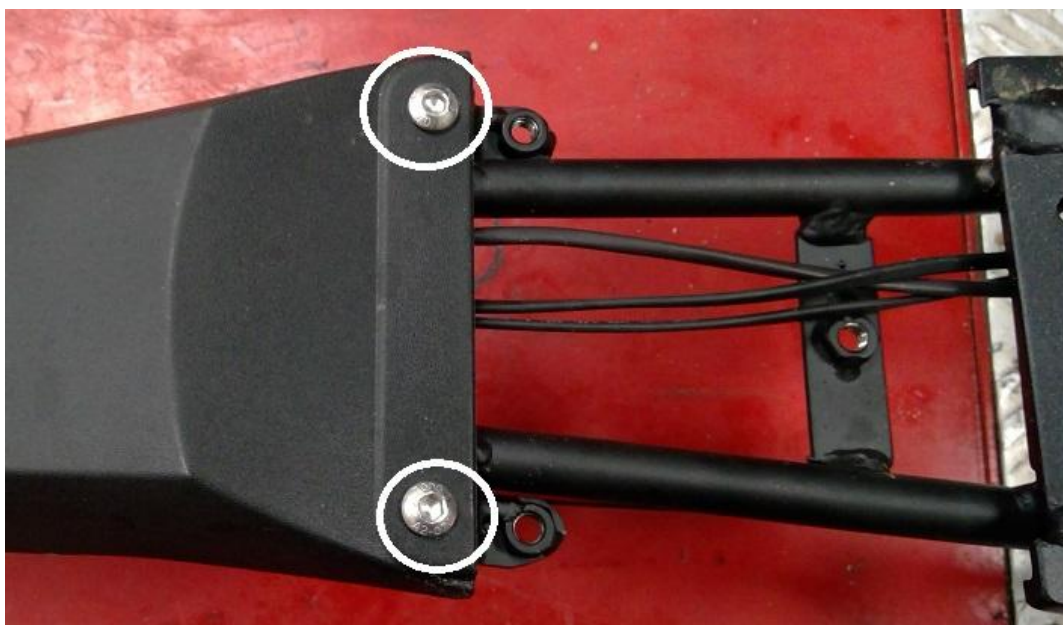


7. To separate the rear panel from the subframe, first remove the 2 screws securing the pieces together.

Note the routing of the rear lighting wiring



8. Turn the unit over and remove the 2 bolts (M6 x 14mm) securing the panel to the subframe and separate the pieces.



9. Separate the subframe halves by removing the 2 nuts and bolts (M6 x 16mm, self locking nuts) and separate the components.

When refitting, tighten to 5Nm



10. Once removed, cut the subframe just behind the rear mounting bracket as shown.

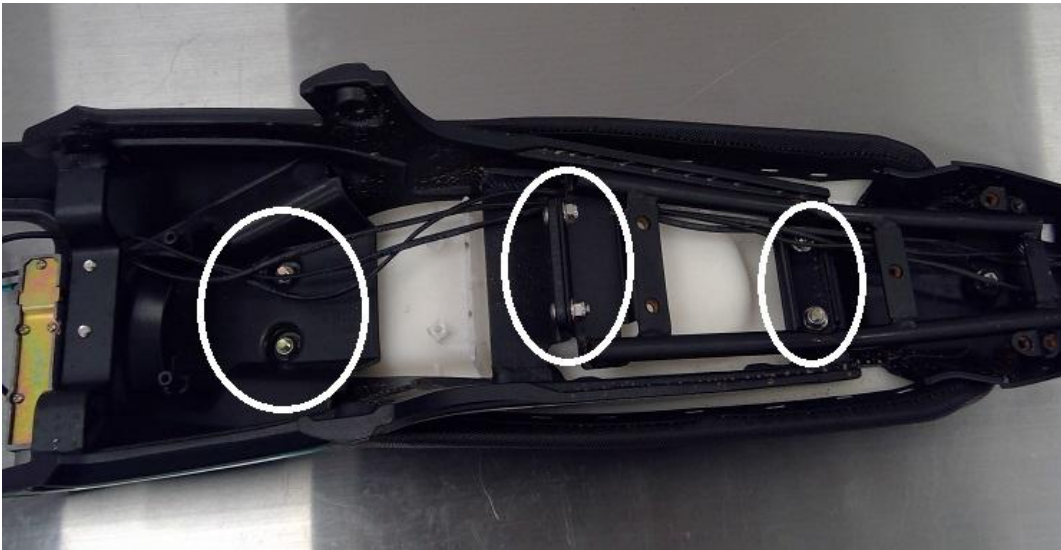
Modifying the Original Rear Subframe

In order to install the Lextek TL45 Tail Tidy you must make a PERMANENT modification to the rear lighting subframe. Once installed, should the user wish to return the machine to original condition, it will be necessary to purchase a replacement rear lighting subframe.

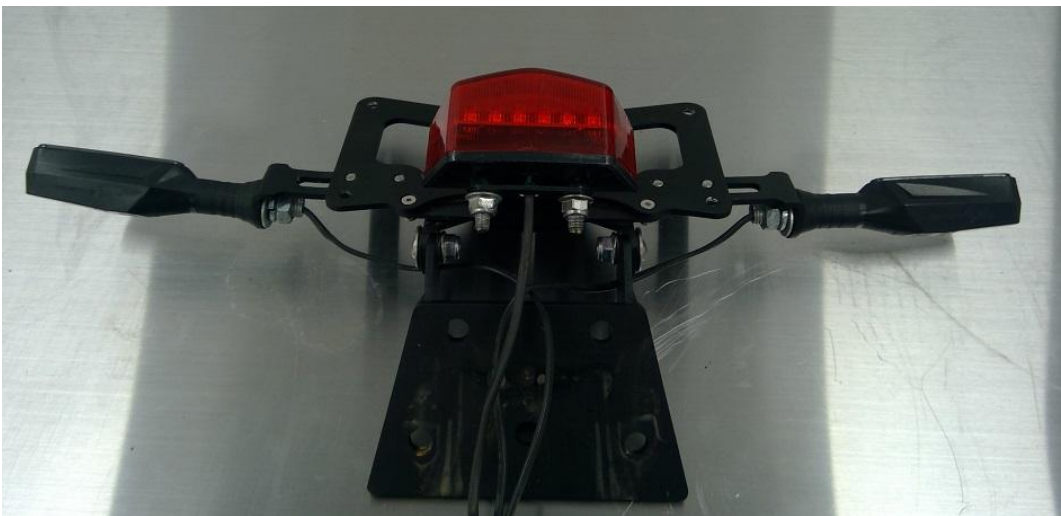


Fitting the Tail Tidy

11. Re-fit the saddle and modified subframe to the chassis subframe and tighten the 6 x M6 self locking nuts/bolts to 7Nm



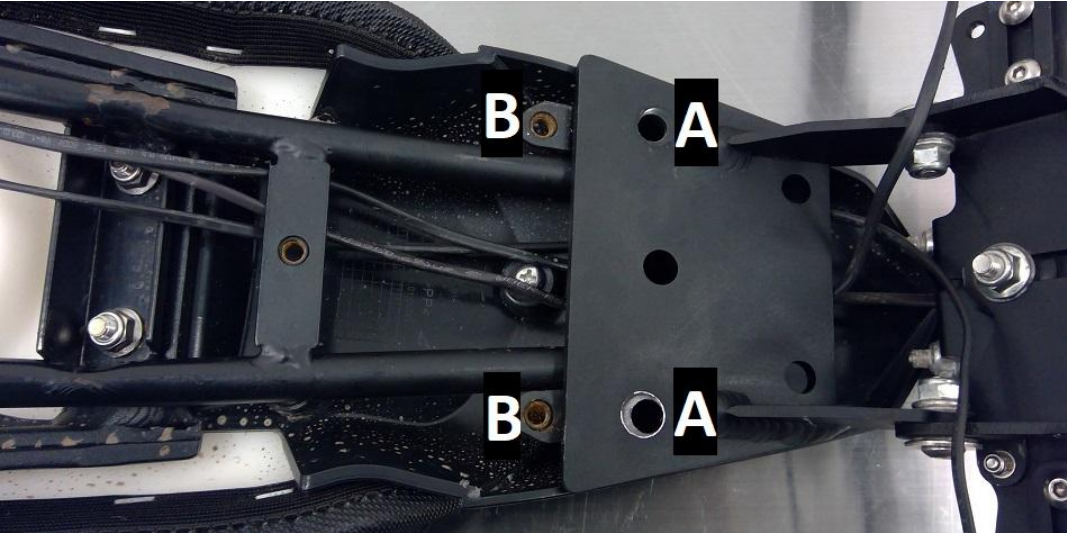
12. Assembly the tail tidy assembly including indicators and original rear light unit. It is recommended to fit the indicator brackets to the “front” of the tail tidy unit using the bolts provided to prevent interference when mounting the number plate.



Ensure the lighting wiring is fitted inside the modified subframe as shown before refitting the saddle underside cowling.



Install the tail tidy assembly to the modified subframe so that holes A align with holes B and install the M6 x 20mm bolts, tightening to 12Nm.



Warranty Conditions

- 1.1 Lextek Motorcycle Products will warrant that the goods will be free from defects that would reduce their suitability for normal usage.
- 1.2 The product is given a warranty for a period of 12 months which begins when the goods are handed over to the consumer. Any defect notices will need to be notified to Lextek Motorcycle Products using the contact us forms (<https://www.lextekproducts.com/contact.php>). Lextek Motorcycle Products will decide whether to replace or repair the goods.
- 1.3 The product must be checked upon delivery and any damage must be reported to the selling dealer or Lextek Motorcycle products within 48 hours. The same applies to faults that are discovered later.
- 1.4 If a repair is unsuccessful then the product must be replaced or refunded, this is at the discretion of Lextek Motorcycle Products.
- 1.5 Lextek Motorcycle Products will not liable for consequential damage caused by a defect that has already been reported.