



FITTING INSTRUCTIONS FOR CP0042BL/WH CRASH PROTECTORS YAMAHA R1 '98-'99 UPPERS

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOP FAIRING NEARSIDE

- Remove existing engine bolt
- Insert aluminium bush into recess
- Assemble bolt through crash protector (the one without the neck)
- Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

TOP FAIRING OFFSIDE

- Remove fairing panel
- Unscrew offside engine bolt enough to enable contact with inside of fairing to establish a mark so that the whole is drilled in correct place. (suggest marking head of engine bolt with paint). Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint, check correct alignment
- Using 1 inch tank cutter pick up on pilot hole and drill slowly
- Replace fairing
- Assemble crash protector and bolt, tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

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Notice de montage

CP0042 YAMAHA 1000 R1 98-99

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

GAUCHE:

- œ Démontez la vis de fixation moteur
- œ Placez l'entretoise dans la partie de cadre
- œ Glissez une rondelle M10 sur la vis M10 et Insérez la vis M10 dans le tampon R&G n'ayant pas de colerette.
- œ Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto. Ne pas exéder 40nm de couple de serrage.

DROITE:

- œ Démontez le flanc de carénage.
- œ Dévissez la vis de fixation moteur jusqu'à ce qu'elle puisse toucher l'intérieur du carénage. Attention: Cette opération détermine le centre du perçage de carénage à réaliser.
- œ Mettez un peu de peinture sur la tête de la vis
- œ Repositionnez le carénage sur la moto et vérifiez que la peinture de la vis marque correctement l'intérieur du carénage.
- œ Perçez le centre de la marque à l'aide d'un petit forêt (Conseil : Perçage de l'intérieur du carénage vers l'extérieur – diamètre de forêt 6 ou 8m)
- œ Repositionnez le carénage sur la moto et vérifiez l'alignement du trou par rapport au centre de la vis de fixation moteur.
- œ Si l'alignement est correct, démontez le carénage et perçez celui-ci à l'aide d'une scie cloche diam 28 mm en utilisant le trou de centrage (diam 6 ou 8) comme repère.
- œ Enlevez les bavures éventuelles.
- œ Enlevez la vis de fixation d'origine
- œ Remontez le carénage sur la moto.
- œ Placez une rondelle M12 sur la vis M12
- œ Positionnez la vis dans le tampon restant (celui avec une colerette).
- œ Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto. Ne pas exéder 40nm de couple de serrage.

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