



Fitting Instructions for kit CP0059BL - Fazer 1000 up to '05

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!*

- Remove M10 and M8 engine bolts (one side only) located on the front frame spar.
- Put R&G bolts through ali back plate.
- Fit onto bike through engine mount.
- Put original engine nuts on the end of bolts
- Tighten to the manufacturer's torque setting (not available for R&G Racing)
- Insert blanking plugs over top of bolts.

PLEASE NOTE:

The aluminium block is finished
in Black (not silver as depicted)



- Take one M12x50 bolt and slide M12 washer to head of bolt.
- Place bolt through bobbin and take one of the large aluminium washers and slide up bolt to bobbin.
- Fix to back plate.
- Using a nineteen mm socket, 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.

Repeat for other side.

Note: Stepped block to fit on right hand side of engine (as you sit on the bike.)

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R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected)

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Goods must be in re-sellable condition, in the opinion of R&G Racing.

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The customer must pay any and all carriage charges.

No returns of discontinued products, unless within 14 days of purchase.

This policy does not affect your statutory rights and does not refer to faulty goods.

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Notice de montage

CP0059 YAMAHA FAZER 1000 ->05	AVANT
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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.

VEUILLEZ LIRE COMPLETEMENT LA NOTICE DE MONTAGE AVANT DE COMMENCER LA FIXATION DE LA PROTECTION

Conseil de montage:

GAUCHE:

- œ Démontez les vis de fixation moteur (à l'avant cf photo), ne démonter qu'un côté à la fois.
- œ Placez les vis R&G M8 et M10 dans le bloc en alu noir.
- œ Placez le bloc en aluminium sur la moto à l'emplacement des deux vis précédemment enlevées.
- œ Placez les écrous d'origine à l'arrière des vis R&G
- œ Serrez les vis au couple d'origine (information non disponible par R&G racing)
- œ Placez les bouchons en plastique dans les trous de manière à cacher les têtes de vis.
- œ Prenez une vis M12 x 50 et glissez une rondelle M12 contre la tête de vis.
- œ Placez la vis dans un tampon.
- œ Placez ensuite l'entretoise en aluminium dans la partie usinée du tampon (cette entretoise sera positionnée entre le tampon et le bloc en aluminium.)
- œ Fixez le tout sur le bloc en aluminium.
- œ Une fois montée, utilisez une clé à douille de 19 mm et serrez la vis M12 jusqu' au serrage complet de la protection, ne pas serrez trop fort car cela peut abimer le filetage de la fixation. Ne pas serrer à plus de 40nm.

DROITE:

Refaire la même opération que sur le côté gauche.

Utilisez le bloc en alu ayant un usinage en forme d'étage sur l'arrière.

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