



FITTING INSTRUCTIONS FOR CP0126BL/WH CRASH PROTECTORS YAMAHA YZF750 '95 on

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!*

Offside (right side as you sit on the bike)

- Remove main fairing panel
- Remove main, front, lower engine bolt
- Insert one of the supplied bolts into the bolt hole and paint the exposed end
- Offer the fairing back into position so that the paint marks the drilling position inside the fairing.
- Replace the fairing and drill a pilot hole where the paint mark is. By offering the fairing back into position, ensure that the pilot hole is in the correct position. Remove the fairing and support it
- Using a 28 mm tank cutter/cone cutter (hole saw), drill through the fairing (from the outside inwards), picking up on the pilot hole.
- Place the smaller diameter spacer into the frame recess
- Replace the fairing
- Place washer behind head of supplied bolt and insert the bolt through the shorter crash protector.
- Place this assembly through the hole in the fairing and screw into the engine mount
- 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.

Nearside

- As above, except use the longer bobbin and the larger diameter spacer.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0126BL/WH
YAMAHA YZF750 '95

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

Droit

- Enlever le carénage latéral
- Enlever la vis de fixation moteur principale (à l'avant en position basse)
- Visser légèrement une des vis fournies dans le kit à la place de la vis d'origine.
- Peindre la tête de la vis R&G à l'aide de peinture ou de tippex ceci afin de pouvoir faire une marque à l'intérieur du carénage
- Replacer le carénage sur la moto
- Presser légèrement le carénage à l'endroit de la vis peinte pour faire la marque à l'intérieur du carénage.
- Enlever le carénage
- Percer le centre de la marque à l'aide d'un foret diamètre 5-6 mm.
- Remettre le carénage et vérifier que le perçage soit au centre de la vis.
- Enlever le carénage
- Percer le carénage à l'aide d'une scie cloche de 28 mm (percer de l'extérieur vers l'intérieur du carénage.)
- Enlever la vis peinte
- Placer une entretoise (la plus petite) dans le renforcement du cadre.
- Remonter le carénage sur la moto.
- Glisser une rondelle sur la tête de la vis (vis peinte) et glisser le tout à travers un tampon R&G, puis fixer le tout sur la moto.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.

Gauche

- Comme pour le côté droit, à l'exception d'utiliser le tampon le plus long et l'entretoise en alu la plus grande.