



FITTING INSTRUCTIONS FOR CP0176BL FZ1N & FZ1S 2006 ONWARDS (WITHOUT LOWER FAIRING)

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 top front engine bolt (one side only)
- Take one M10x1.25x110 bolt and slide one of the M10 washers plus the OEM washer to head of bolt.
- Place the bolt through the bobbin and then slide one of the stepped spacers over the bolt thread and up to the bobbin (larger diameter goes against bobbin neck) followed by one of the plain spacers.
- Fit assembly to the bike
- Using a seventeen 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.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes.

Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products.

On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect.

Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned.

These terms do not affect the Buyer's statutory rights.

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

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

Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor.

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

All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase).

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.

R&G Racing

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Notice de montage

CP0176 YAMAHA 1000 FZ1N/S (sans carénage bas)	MOTEUR
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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.

Conseil de montage:

Ne faite qu'un seul côté à la fois

- œ Démontez la vis de fixation moteur au milieu (cf photo)
- œ Glissez une rondelle M10 sur une vis R&G + l'entretoise d'origine.
- œ Placez ensuite la vis M10 x 110 mm dans le tampon, puis positionnez une entretoise étagée sur la vis contre le tampon. (la partie large se placera contre la colerette du tampon) puis terminer par une entretoise en aluminium livrée dans le kit.
- œ Serrez le tout à la main dans la fixation du moteur
- œ Serrez la vis M10 jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection (utilisez une clé de 17 mm). 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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