



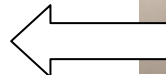
**FITTING INSTRUCTIONS FOR CP0388BL AERO CRASH PROTECTORS**  
**YAMAHA YZF R1 2015-**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

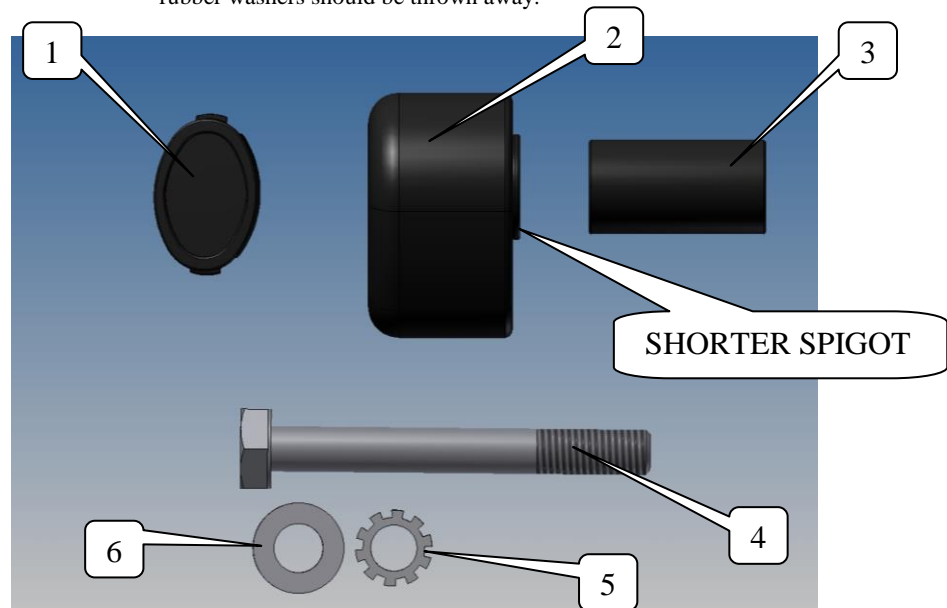


FRONT OF BIKE

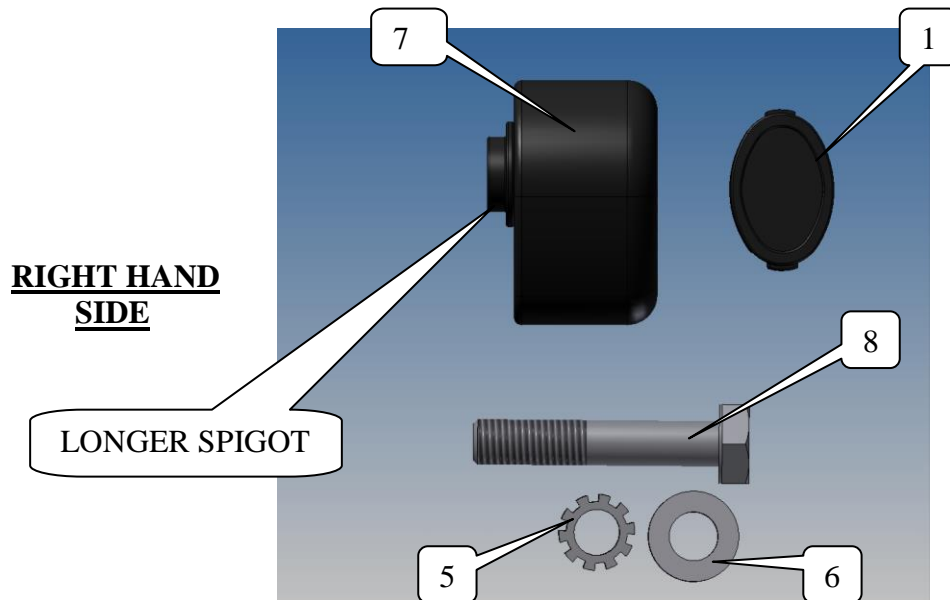
PICTURE 'C'

**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!*

**LEFT HAND**  
**SIDE**



SHORTER SPIGOT



**LEGEND**

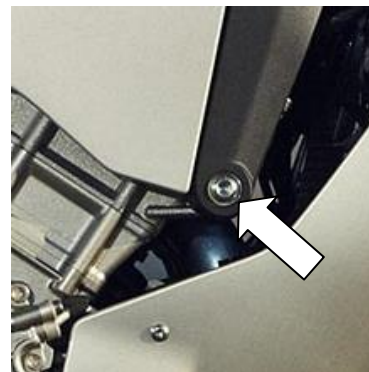
- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0472 with CS0477 (12mm) (L-H-S CRASH PROTECTOR) (x1).
- ITEM 3 = S0869 SPACER 46.5mm LONG (L-H-S SPACER) (x1).
- ITEM 4 = M12 x 105mm LONG HEX HEAD BOLT (LHS BOLT) (x1).
- ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 6 = M12 PLAIN WASHERS (x2).
- ITEM 7 = B0472 with CS0478 (12mm) (R-H-S CRASH PROTECTOR) (x1).
- ITEM 8 = M12 x 65mm LONG HEX HEAD BOLT (RHS BOLT) (x1).

**You will need the following tools to complete this job.**

- Socket set to include 19mm socket and wrench.
- 8 and 10mm A/F Allen key or socket bit.
- Torque wrench (up to 40Nm).



PICTURE 1



PICTURE 2

XX



## **FITTING INSTRUCTIONS**

### **Near side (left side as you sit on bike)**

- Remove the engine mounting bolt arrowed in picture '1'. Please leave all spacer's/bushes in place.
- Slide one of the 12mm washers (item 6) onto the longer M12 hexagon headed bolt (item 4) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against the washer just fitted.
- Next slide bolt and washer through the crash protector with the shorter spigot (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the spacer (item 3=46.5mm long) over bolt so it sits against the crash protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted, fit the bubble sticker into recess of crash protector cap (item 1).
- Fit the crash protector cap (item 1) into the crash protector.

### **Off side (right side as you sit on bike)**

- Remove the engine mounting bolt arrowed in picture '2'. Please leave all spacer's/bushes in place.
- Slide one of the 12mm washers (item 6) onto the shorter M12 hexagon headed bolt (item 8) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against the washer just fitted.
- Next slide bolt and washer through the crash protector with the longer spigot (item 7) so head of bolt goes into counter-bore in the crash protector (the amount of bolt protruding from spigot should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted, fit the bubble sticker into recess of crash protector cap (item 1).
- Fit the crash protector cap (item 1) into the crash protector.

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

- **GENERAL TORQUE SETTINGS**
  - M4 BOLT = 8Nm
  - M5 BOLT = 12Nm
  - M6 BOLT = 15Nm
  - M8 BOLT = 20Nm
  - M10 BOLT = 40Nm
  - M10 NYLOC NUT = 40Nm

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