



## FITTING INSTRUCTIONS FOR CP0167BL/WH CRASH PROTECTORS YAMAHA R6 '06 ONWARDS



**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 existing engine bolt (located middle of the top fairing - can be seen without removing the fairing)
- Take M10 x 100mm long bolt and slide washer over it
- Assemble bolt through crash protector (the one with the shorter neck)
- Take the shortest spacer and slide it over the bolt and up behind the protector (largest diameter next to the bobbin)
- Offer the whole assembly up to the bike
- 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**

- Remove middle fairing panel
- Unscrew offside engine bolt (the front bolt, directly opposite the exposed engine bolt that you have just replaced on the left side) enough to enable contact with inside of fairing to establish a mark so that the hole 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 (28mm) tank cutter/cone cutter, use pilot hole and drill slowly
- Replace fairing
- Take the M10 x 120mm long bolt and slide the washer over it
- Pass the bolt through the crash protector (the one with the longer neck)
- Slide the longer spacer over the bolt and up behind the bobbin (largest diameter next to the bobbin)
- Offer the assembly up to the bike
- 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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