



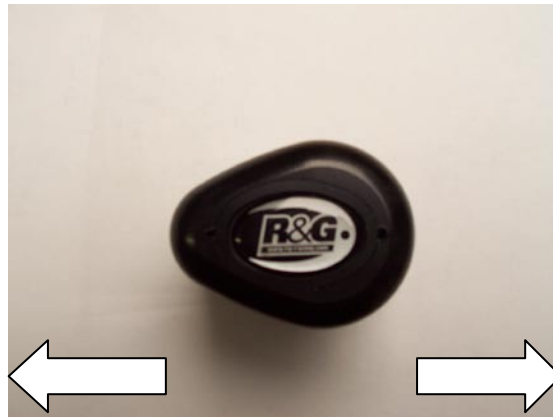
FITTING INSTRUCTIONS FOR CP0271 CRASH PROTECTORS
YAMAHA XJ6 DIVERSION F 2010



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

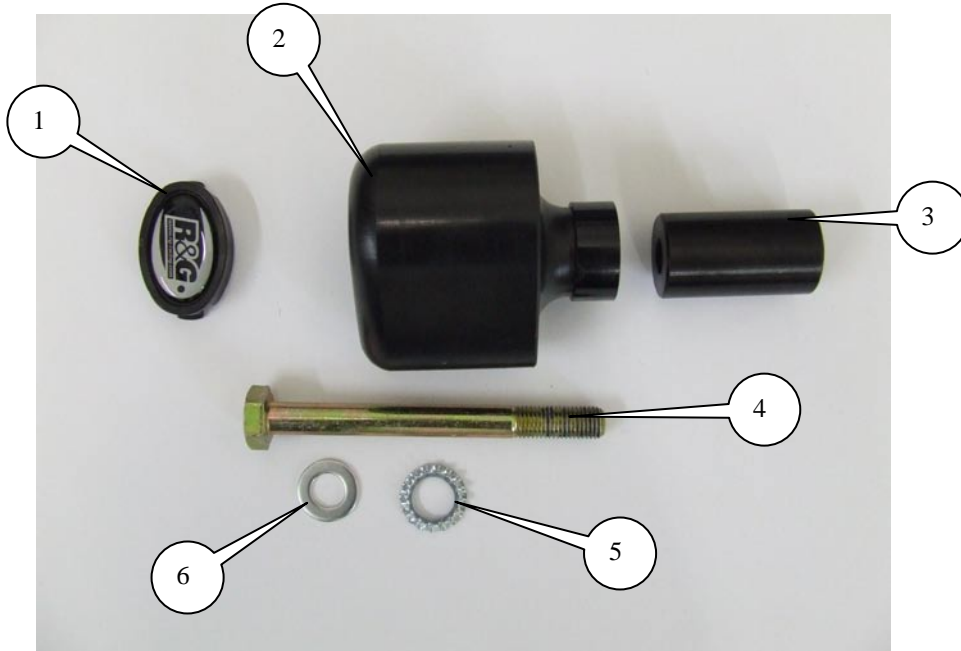
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

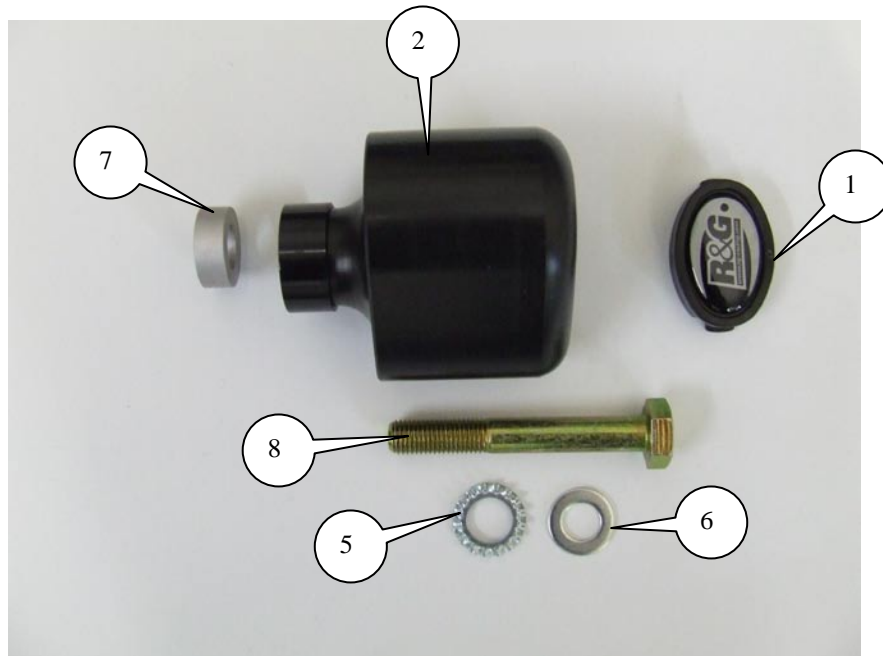
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT-HAND SIDE



RIGHT-HAND SIDE



LEGEND

- ITEM 1= PROTECTOR CAPS (BC0002) (x2).
ITEM 2= PROTECTOR (B0431 WITH CS341) (x2).
ITEM 3= SPACER LEFT HAND SIDE (45mm LONG) (S0187) (x1).
ITEM 4= M10x1.25x120mm LONG HEX HEAD BOLTS (x1).
ITEM 5= LOCK-WASHERS (LW0001) (x2).
ITEM 6= M10 PLAIN WASHERS (x2).
ITEM 7= SPACER RIGHT HAND SIDE (9mm LONG) (S0314) (x1).
ITEM 8= M10x1.25x80mm LONG HEX HEAD BOLTS (x1).
ITEM 9=MARKING TOOL (60mm LONG) NOT SHOWN.

TOOLS REQUIRED

- Socket set to include 17mm socket and wrench.
- Set of metric Allen keys to include 4,5 and 8mm A/F sizes.
 - Torque wrench (up to 40Nm).
- 28mm Hole-saw and/or dremmel type tool.

INSTRUCTIONS

Left-hand side (as you sit on bike)

- Remove fairing.
- Remove the engine bolt in position shown in picture 'A'.
- Screw in the marking tool provided so when fairing is offered into position the inside of fairing is just clear of the point.
- Offer the fairing back into position.
- With a closed fist give the fairing a couple of taps so that the marking tool marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the marking tool.
- Replace the fairing.
- Install the longer M10 (120mm) bolt with a washer, followed by a shake proof washer, into the protector counter bore, place the longer spacer (S0187) over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Insert bobbin cap so logo is as shown above.

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Right-hand side (as you sit on bike)

- Remove fairing.
- Remove the engine bolt in position shown in picture 'B'.
- Screw in the marking tool provided so when fairing is offered into position the inside of fairing is just clear of the point.
- Offer the fairing back into position.
- With a closed fist give the fairing a couple of taps so that the marking tool marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the marking tool.
- Replace the fairing.
- Install the shorter M10 (80mm) bolt with a washer, followed by a shake proof washer, into the protector counter bore, place the longer spacer (S0314) over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
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France

INSTRUCTIONS DE MONTAGE DE LA PROTECTION
CP0271 YAMAHA XJ6 DIVERSION F 2010

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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.

LEGENDE

- Art. 1 = Capuchon de tampon BC0002 (x2).
- Art. 2 = Tampons B0431 avec CS341 (x2°)
- Art. 3 = Entretoise (Entretoise S0187 pour le côté Gauche 45mm LONG) (x1).
- Art. 4 = Vis M10x1.25x120 (x1)
- Art. 5 = Rondelle LW0001 (Rondelle crantée M12) (x2).
- Art. 6 = Rondelle lisse M10 (x2)
- Art. 7 = Entretoise (Entretoise S0314 pour le côté Droit 9mm LONG) (x1).
- Art. 8 = Vis M10x1.25x80 (x1)
- Art. 9 = Outils de marquage (60 mm).

OUTILS NECESSAIRES

- Jeu de clé Allen dont les clés de 4, 5 et 8mm.
 - Clé à douilles dont la clé de 17mm.
- Scie cloche diam 28 mm + perceuse / DREMEL
 - Clé dynamométrique (jusqu'à 40Nm)

INSTRUCTIONS

GAUCHE

- Enlever le carénage.
- Enlever la vis de fixation moteur (voir photo A).
- Visser l'outil de marquage (fourni dans le kit) dans le filetage de la fixation moteur, positionnez la pointe vers l'extérieur de la moto, et placez l'outil de manière à ce qu'il puisse toucher le carénage (une fois que vous l'aurez remonté).
- Remonter le carénage sur la moto.
- Pressez légèrement le carénage à l'endroit de la pointe, de manière à marquer l'intérieur du carénage.
- Enlever le carénage, et vérifiez que le marquage soit visible.
- A l'aide d'un foret de 5-6mm percer le carénage en prenant le point de repère précédent comme point de départ.
- Remonter le carénage et vérifier que le trou soit aligné avec l'outil de marquage.
- Enlever le carénage.

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- A l'aide d'une scie cloche de diam 28 mm, percer le carénage. Prenez le trou de 6 mm comme point de repère. (attention percer de l'extérieur vers l'intérieur du carénage. Pensez à maintenir le carénage durant le perçage.).
- Enlever l'outil de marquage.
- Remonter le carénage.
- Glisser une rondelle lisse M10, puis une rondelle crantée sur la vis M10x120 mm.
- Glisser le tout à travers l'un des tampons R&G.(voir photos pour le sens de montage).
- Glisser l'entretoise la plus petite sur la vis contre le tampon.
- Positionnez/serrez à la main le tout sur la moto.
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour).

Merci de noter le sens de montage du tampon R&G (la partie la plus large du tampon sera placée vers l'avant de la moto).

Attention ne pas serrer à plus de 40 Nm.

- Placer le capuchon R&G. (Art.9).

DROITE

- Enlever le carénage.
- Enlever la vis de fixation moteur (voir photo B).
- Visser l'outil de marquage (fourni dans le kit) dans le filetage de la fixation moteur, positionnez la pointe vers l'extérieur de la moto, et placez l'outil de manière à ce qu'il puisse toucher le carénage (une fois que vous l'aurez remonté).
- Remonter le carénage sur la moto.
- Pressez légèrement le carénage à l'endroit de la pointe, de manière à marquer l'intérieur du carénage.
- Enlever le carénage, et vérifiez que le marquage soit visible.
- A l'aide d'un foret de 5-6mm percer le carénage en prenant le point de repère précédent comme point de départ.
- Remonter le carénage et vérifier que le trou soit aligné avec l'outil de marquage.
- Enlever le carénage.
- A l'aide d'une scie cloche de diam 28 mm, percer le carénage. Prenez le trou de 6 mm comme point de repère. (attention percer de l'extérieur vers l'intérieur du carénage. Pensez à maintenir le carénage durant le perçage.).
- Enlever l'outil de marquage.
- Remonter le carénage.
- Glisser une rondelle lisse M10, puis une rondelle crantée sur la vis M10x80 mm.
- Glisser le tout à travers l'un des tampons R&G. (voir photos pour le sens de montage).
- Glisser l'entretoise la plus grande sur la vis contre le tampon.
- Positionnez/serrez à la main le tout sur la moto.
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour).

Merci de noter le sens de montage du tampon R&G (la partie la plus large du tampon sera placée vers l'avant de la moto).

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