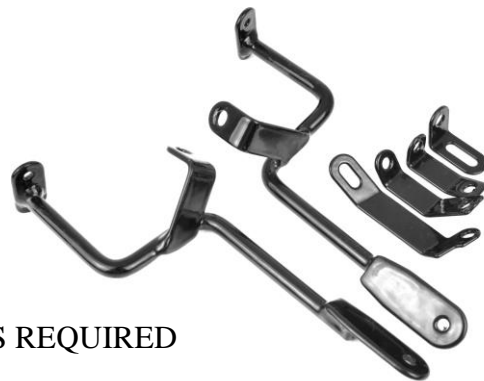


FZ-1 Fairing Lower – Five Piece

Part # 22120



- 6 x M6 x 16 Button Head Socket Screws – CBOLM60008
- 2 x M6 x 20 Button Head Socket Screws – CBOLM60009
- 2 x M6 x 16 Countersunk Socket Screws – CBOLM60013
- 2 x M6 Black Plastic Countersunk Washers – CWASM60005
- 4 x M6 x 20mm Diameter Black Plastic Washers – CWASM60004
- 14 x M6 Flat Steel Washers – CWASM60001
- 10 x Nylock Nuts – CNUTM60003
- 2 x Rubber Open Grommets – CGROM60001
- 2 x M6 ‘Lugnuts’ – CNUTM60007
- 2 x M6 x 12 Hex’ Head Bolts – CBOLM60019

TOOLS REQUIRED

- Set of Allen Keys
- 10mm ring spanner
- Philips (Pozi-Drive) Screwdriver
- Hack Saw
- ½ “ Drive 10mm Socket

Assemble all fasteners ‘finger tight’ at first unless stated otherwise.

Fitting these Lower is easiest with the bike upright on the centre stand or a paddock stand.

- If you’re very lucky you may have a bike ramp ?

- Remove the left and right black plastic panels between the tank and upper fairing
- Using a hack saw cut away the lower fixing tab on these panels as shown in fig 1 and fig 2. This is necessary as the panel screws these are attached to are not accessible once the lowers are fitted.
- Re-attach the small piece of plastic you’ve just cut off in its original position under the lower panel screw.
- **fully tighten**
- Remove the two front indicators

Attaching the new fairing brackets to the bike

- Fit the two large nose fairing brackets (left and right) as shown in *fig7* and *fig8* - use M6 x 12 Hex Head Bolt with M6 Flat Steel Washer and existing inner fairing self-taping screw – **fully tighten**
- Fit the two bottom brackets (left and right) as shown in *fig3* and *fig4*. Use a Flat Steel Washer with the original socket screw – **fully tighten**
- Fit the two middle brackets (left and right) as shown in *fig5* and *fig6* (no washers required)

Attaching the fairing inner panels (*fig 9* shows final assembly layout)

- *Working off the bike.* Attach the small cross panel supplied to one of the fairing inner panels supplied – use 2 x M6 x 16 Button Head Socket Screws, M6 Flat Steel Washers and Nylock nuts
- Offer this fairing inner panel up to the bike attach firstly to the lower threaded hole in the radiator using a M6 x 16 Countersunk Socket Screw and M6 Black Plastic Countersunk Washer. Attach to the bottom bracket using a M6 x 16 Button Head Socket Screw, Flat Steel Washer and Nylock nut.
- make sure you locate the middle bracket on the **inside** of the panel

- Attach the other fairing inner panel to the bike. Then to the small cross panel as above.
- Make sure the radiator mounting bolts are tight on both panels.
- Insert the Rubber Open Grommets into the 13mm diameter hole pre-drilled in the fairing inner panel – one grommet in each panel.

Attaching the outer fairing panels

- Clip the M6 ‘Lugnuts’ into the slotted brackets bonded into the outer fairing panels. They must be attached the correct way round – see *fig10*. Push hard to locate them in the slot then slide them up and down to dislodge any paint and achieve free movement. Position them around the mid-point of the slot.
This slot allows for panel adjustment in the final fitting.
- Offer up a panel to the bike, making sure the fixed bracket with the lug nut attached passes through the large hole in the fairing inner panel to align with the middle bracket. Fasten the two brackets together using a M6 x 20 Button Head Socket Screw passing through the pre-drilled hole in the side face of the fairing inner panel.
- Secure the two remaining bonded in panel studs from the inside. Use a M6 x 20mm Diameter Black Plastic Washer followed by a Flat Steel Washer followed by a M6 Nylock Nut.
- The threads on these bonded in studs are long.- Don’t fiddle with a spanner! Start by using a ½” drive 10mm socket with masking tape wrapped around it for extra finger grip (no wrench). When you have it tight by this method finish by using a 10mm spanner. There should be a gap at the upper front corner of the fairing sufficient to get your index finger behind.
- Re-Attach the indicators and inner panels of the upper fairing
- Fully tighten all loosely attached fasteners (seven per side). Pay attention to clearance of the new fairing outer panels to the upper fairing see *fig11* and *fig12*. The fastener identified in *fig12* can be loosened to achieve alignment. The inner fairing edge must not bear against the rubber hose on the left side of the bike– see *fig13* – Adjust as required to avoid this.

As with all aftermarket panels of this nature you may have to re-loosen the assembly once or twice to achieve the correct fit of all the panels; one to another. There is tolerance in the mounting points to allow for this.

BE PATIENT ! Check all fasteners are tight and re-check periodically



Fig 1



Fig 2



Fig 3



Fig 4

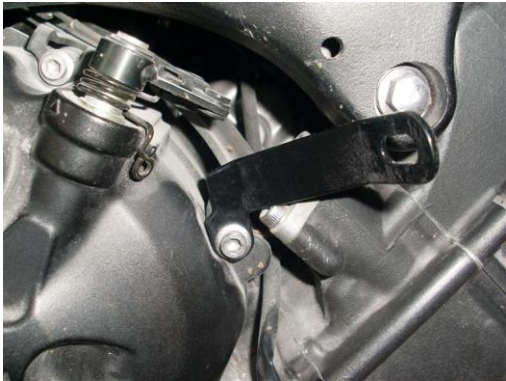


Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



Fig 10



Fig 11

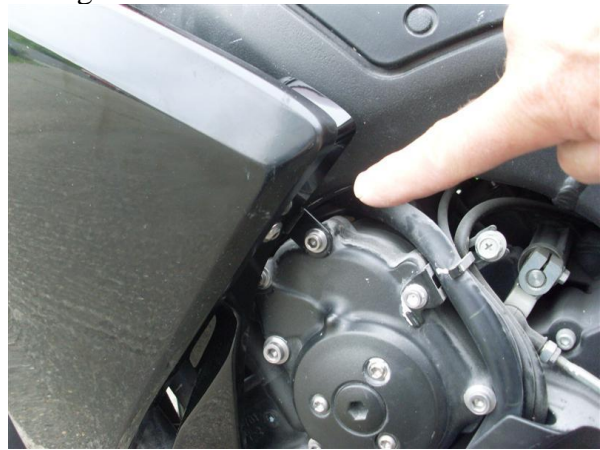


Fig 12



Fig 13