



**FITTING INSTRUCTIONS FOR CP0048BL/WH CRASH PROTECTORS  
YAMAHA R6 '99-'02 UPPERS**



**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!***

**N/S(left side as you sit on bike)**

- Remove fairing.
- Remove *engine to frame* M12 dia bolt.
- Insert a 12mm dia rod/bar into the bolt hole and paint the exposed end.
- Offer the fairing back into position so that the paint marks the position inside the fairing.
- Using a 28mm Tank Cutter/cone cutter drill through the fairing with the pilot drill using the mark made by the paint to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.
- Replace the fairing.
- Use the 12mm x 120mm (the longer) bolt and spacer supplied, to fix the Nylon Crash Protector to the near side of the machine 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.

Follow the same procedure on the **OFF SIDE** to modify the fairing and fix Nylon Crash Protector into position.

**NOTE:** There is **NO** Spacer on the **off side** of the machine.

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## Notice de montage

**CP0048** YAMAHA 600 R6 99-02

**MOTEUR**

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:**

#### **GAUCHE:**

- œ Démontez le carénage
- œ Enlevez la vis de fixation M12. (celle u cente fixant le moteur au cadre)
- œ Insérez un axe de diamètre 12 mm dans le trou de fixation moteur et peignez le bout à l'aide de peinture.
- œ Remettez ensuite le flanc de carénage en position sur la moto.
- œ Attention, vous devez vous assurer que la barre diamètre 12 mm touche l'intérieur du carénage, cette barre vous permettra de définir exactement l'emplacement de la protection R&G sur votre carénage.
- œ Démontez le carénage.
- œ Vérifiez que la marque intérieure soit bien visible, si non recommencer l'opération.
- œ Percez le centre de la marque à l'aide d'un forêt diam.3 ou 4 mm (percez de l'intérieur vers l'extérieur) .
- œ Repositionnez le carénage et vérifiez que le perçage soit dans l'axe de la barre diam 12 mm.
- œ Retirez le carénage et percez le carénage à l'aide d'une scie cloche diam. 28 mm
- œ Conseil: percez de l'extérieur vers l'intérieur du carénage.
- œ Repositionnez le carénage sur la moto.
- œ Prenez la vis M12 x 120 mm ( la plus longue), placez une rondelle sur la tête de la vis et passez l'ensemble dans l'un des tampons R&G.
- œ Puis glissez l'entretoise en aluminium. L'entretoise sera positionnée entre le cadre et le tampon.
- œ Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. 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.
- œ **DROITE:**
- œ Mêmes opération que pour le côté gauche, cependant il n'y a pas d'entretoise entre le tampon et le cadre..

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