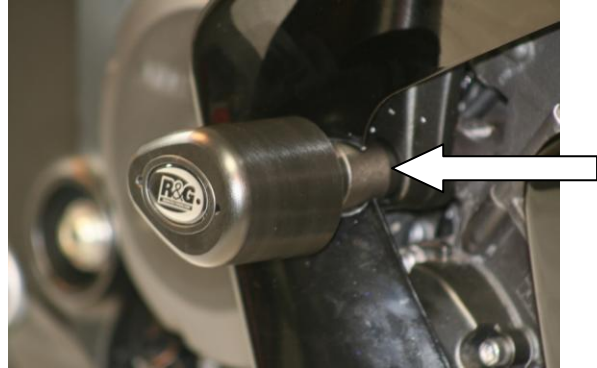




## FITTING INSTRUCTIONS FOR CP0219BL CRASH PROTECTORS YAMAHA FZ6 '07- WITH OEM FAIRING



TOWARDS REAR  
OF BIKE



TOWARDS FRONT  
OF BIKE



**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 (as you sit on bike)**

- Remove OEM fairings (both sides).
- Loosen the engine bolt, which is in the position arrowed above left.
- Using paint or tippex, paint the exposed end of the bolt that you have just loosened.
- Offer left-hand fairing back into position and secure. Unscrew loosened bolt until the paint/tippex marks its position on inside edge of the fairing.
- Remove the fairing and, using a drill, drill through from inside edge out-wards to make a pilot hole in the position marked by paint/tippex. Replace the fairing and ensure pilot hole is in correct position.
- Remove OEM engine bolt.
- Remove the fairing and, supporting it as close as is safe to, drill a 28mm hole through from outside edge inwards using the pilot hole. **PLEASE NOTE: THIS HOLE IS ANGLED SO CARE SHOULD BE TAKEN TO DRILL THROUGH AT THE SAME ANGLE AS THE PROTECTOR WILL SIT WHEN FITTED.**
- Deburr the edges using a file.

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- Refit and secure the fairing.
  - Take washer from kit and place on longer hex head bolt followed by a shake proof washer (not pictured). Push bolt with washer through the bobbin so that the hex head goes into the counter-bore.
  - Fit the longest black spacer over exposed end of bolt up against bobbin. Fit the 2<sup>nd</sup> longest spacer over the bolt up against the other spacer just placed on the bolt (see “blown up” assembly below).
  - Slide this assembly through the hole in the fairing so that the smaller diameter spacer enters the frame recess. Tighten the 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Place bobbin cap into recess and snap into position as shown above left.



#### Right-hand side (as you sit on bike)

- Loosen the engine bolt, which is in the position arrowed above right.
- Using paint or tippex, paint the exposed end of the bolt that you have just loosened.
- Offer right-hand fairing back into position and secure. Unscrew the loosened bolt until the paint/tippex marks its position on inside edge of fairing.
- Remove the fairing and, using a drill, drill through from inside edge out-wards to make a pilot hole in the position marked by paint/tippex. Replace the fairing and ensure pilot hole is in correct position.
- Remove OEM engine bolt.
- Remove the fairing and, supporting it as close as is safe to, drill a 28mm hole through from outside edge inwards using the pilot hole. **PLEASE NOTE: THIS HOLE IS ANGLED SO CARE SHOULD BE TAKEN TO DRILL THROUGH AT THE SAME ANGLE AS THE PROTECTOR WILL SIT WHEN FITTED.**
- Deburr the edges using a file.
- Refit and secure the fairing.
- Take washer from kit and place on shorter hex head bolt followed by a shake proof washer (not pictured). Push bolt with washer through bobbin so that the hex head goes into the counter-bore.



- Fit longest remaining black spacer over exposed end of bolt up against bobbin. Fit shortest and final spacer over bolt up against the spacer that you have just placed on bolt (see “blown up” assembly below).
- Slide this assembly through the hole in the fairing so that the smaller diameter spacer enters frame recess. Tighten the 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Place bobbin cap into recess and snap into position as shown above right.



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## Notice de montage

CP0219 YAMAHA 600 FZ6 CARENEE

MOTEUR perc. D + G

# LIRE LA NOTICE AVANT DE COMMENCER LE MONTAGE

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:

#### COTE GAUCHE

- Enlevez les carénages d'origine (les deux côtés)
- Desserrez la vis de fixation moteur, (à l'arrière).
- Peignez la tête de la vis d'origine à l'aide de peinture blanche ou de tippex.
- Replacez et fixez le carénage côté gauche sur la moto, puis desserrez la vis de manière à ce qu'elle puisse toucher l'intérieur du carénage.
- Enlevez le carénage, puis à l'aide d'une perceuse manuelle, percez le centre de la marque de peinture à l'aide d'un foret diam 6 ou 8 mm de l'intérieur vers l'extérieur.
- Replacez le carénage sur la moto et vérifiez que le trou diam 6-8 mm est au centre de la vis précédemment peinte.

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- Si l'alignement est correct enlevez le carénage, sinon recommencer le perçage.
- Enlevez le carénage
- Enlevez la vis d'origine.
- Remplacez le carénage sur la moto gauche
- A l'aide d'une scie cloche diam. 28 mm, utilisez le trou diam 6 ou 8 mm comme point de repère pour le perçage. Vous devrez percer le carénage (partie bombée) de l'extérieur vers l'intérieur dans le même angle que celui utilisé par l'axe de la vis de fixation moteur.
- Remontez le carénage côté gauche.
- Prenez une rondelle M10 et placée la sur la vis la plus longue. Puis placez le tout dans l'un des tampons R&G.
- Glissez ensuite l'entretoise la plus longue contre le tampon, (voir photo ci dessus), et finissez par l'entretoise de diamètre 23 L : 21 mm.
- Glissez le tout à travers le trou du carénage, et veillez à placer l'entretoise la plus petite dans le renforcement du cadre.
- Serrez la vis à la main, puis serrez à l'aide d'une clé 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. Ne pas excéder 40nm de couple de serrage.
- Placez ensuite le capuchon R&G sur le tampon.



#### COTE DROIT

- Desserrez la vis de fixation moteur à droite.
- Peignez la tête de la vis d'origine à l'aide de peinture blanche ou de tippex.



- Replacez et fixez le carénage côté droit sur la moto, puis desserrez la vis de manière à ce qu'elle puisse toucher l'intérieur du carénage.
- Enlevez le carénage, puis à l'aide d'une perceuse manuelle, percez le centre de la marque de peinture à l'aide d'un foret diam 6 ou 8 mm de l'intérieur vers l'extérieur.
- Replacez le carénage sur la moto et vérifiez que le trou diam 6-8 mm est au centre de la vis précédemment peinte.
- Si l'alignement est correct enlevez le carénage, sinon recommencer le perçage.
- Enlevez le carénage
- Enlevez la vis d'origine.
- Replacez le carénage sur la moto
- A l'aide d'une scie cloche diam. 28 mm, utilisez le trou diam 6 ou 8 mm comme point de repère pour le perçage. Vous devrez percer le carénage (partie bombé) de l'extérieur vers l'intérieur dans le même angle que celui utilisé par l'axe de la vis de fixation moteur.
- Remontez le carénage côté droit.
- Prenez une rondelle M10 et placée la sur la vis restante. Puis placez le tout dans le deuxième tampon R&G.
- Glissez ensuite l'entretoise restante la plus longue contre le tampon, (voir photo), et finissez par l'entretoise de diamètre 22 L : 12 mm.
- Glissez le tout à travers le trou du carénage, et veillez à placer l'entretoise la plus petite dans le renforcement du cadre.
- Serrez la vis à la main, puis serrez à l'aide d'une clé 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. Ne pas excéder 40nm de couple de serrage

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