



FITTING INSTRUCTIONS FOR CP0359BL CRASH PROTECTORS
YAMAHA YZF R1 2013

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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

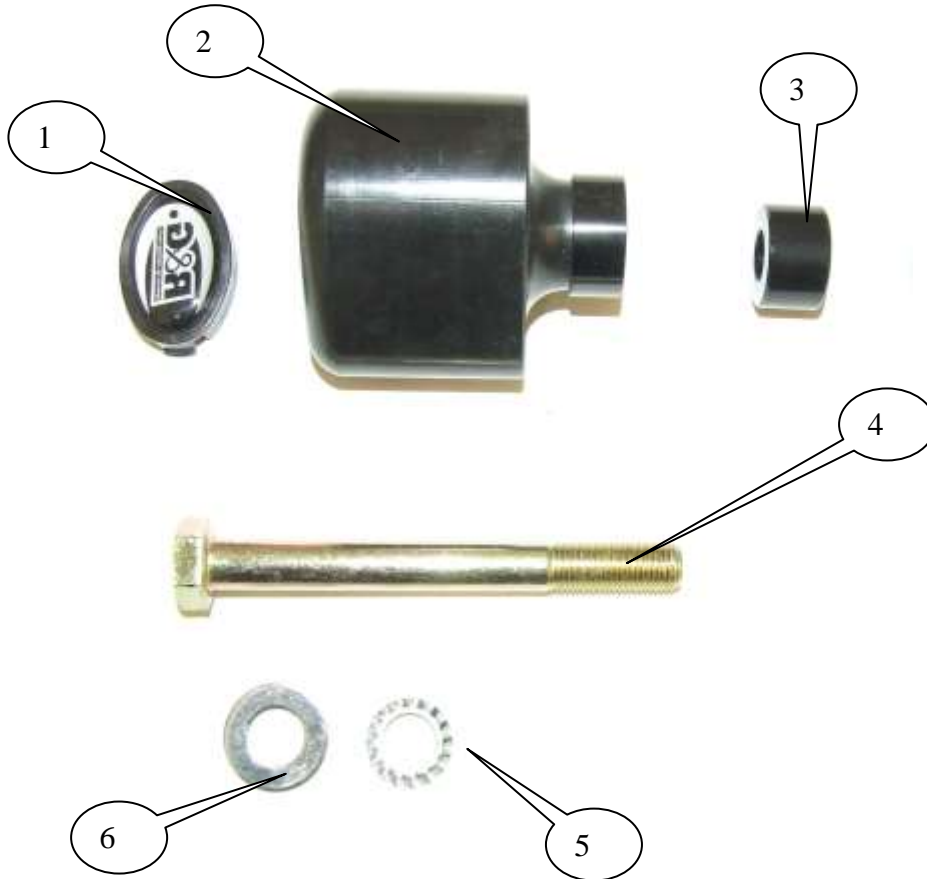
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

Digital copies of these instructions are available to download from www.rg-racing.com

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

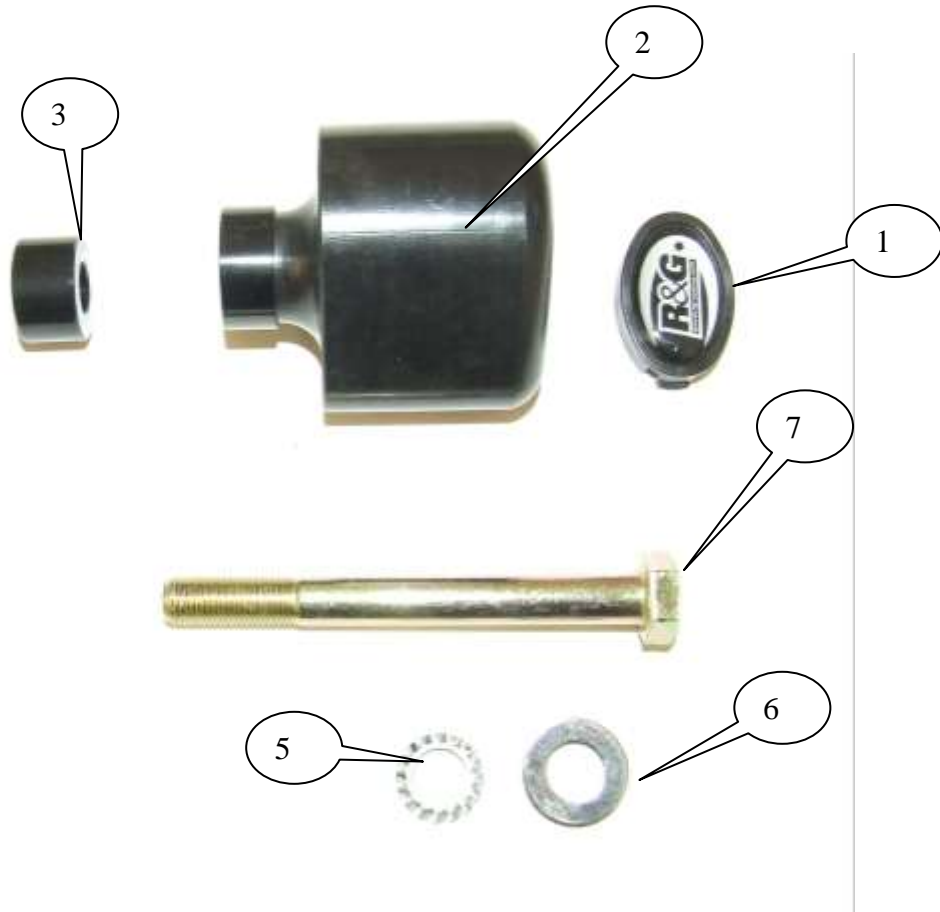


MARKING TOOL



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

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RIGHT HAND SIDE

TOOLS REQUIRED

- Socket set to include 14, 17 and 19mm sockets and wrench
 - Set of metric Allen keys 4 and 5mm A/F
 - Torque wrench (up to 40Nm)
 - Drill
 - 28mm Hole saw



LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0431 with CS340 (12mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = S0026 (SPACER 8mm LONG) (x2).
- ITEM 4 = M12x1.25x130mm LONG HEX HEAD BOLT (LHS) (x1).
- ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 6 = M12 PLAIN WASHERS (x2).
- ITEM 7 = M12x1.25x90mm LONG HEX HEAD BOLT (RHS) (x1).
- ITEM 8 = T0012 MARKING TOOL (75MM LONG M12) (x1).



PICTURE 1



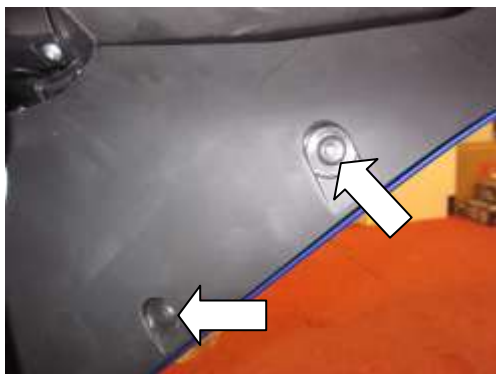
PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Undo the five quarter-turn fasteners from the side fairing arrowed in pictures 1, 2, 3 and 4.
- Remove the three push rivets from the inner fairing panel arrowed in pictures 6 and 7.
- Gently remove the side fairing and disconnect the indicator plug socket arrowed in picture 8.
- Remove the engine bolt arrowed in picture 9.
- Fit the marking tool (T0012 item 8) into engine-mount/frame hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing.
- Gently push fairing into the marking tool so it leaves a mark on the inside of the fairing.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face outwards.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark fairing.
- Refit fairing as original (remember to connect indicator push fittings).

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- Slide one of the 12mm washers (item 6) onto the longer M12 hexagon headed bolt (item 4=130mm long) so the washers sit against head of bolt as shown in picture 10.
- Slide one of the serrated locking washer (item 5=LW0001) over the bolt so it sits against the washers just fitted as shown in picture 10.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in the crash protector (item 2) as shown in picture 10.
- Next slide one of the spacers (item 3=S0026) over the exposed end of bolt as shown in picture 10.
- Offer this assembly through the hole in fairing as shown in picture 11 (ensuring the assembly does not distort the fairing) into engine-mount/frame hole and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.



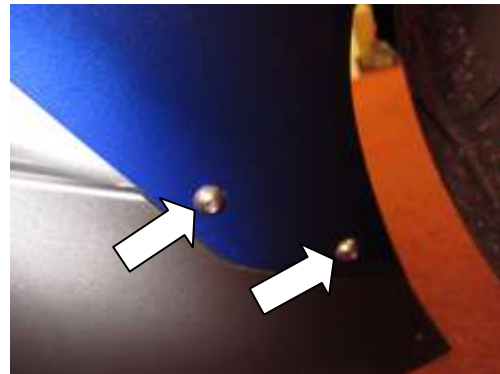
PICTURE 12



PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23

Off side (right side as you sit on bike)

- Undo the five quarter-turn fasteners from the side fairing arrowed in pictures 12, 13, 14 and 15.
- Remove the three push rivets from the inner fairing panel arrowed in pictures 16, 17 and 18.
- Gently remove the side fairing and disconnect the indicator plug socket arrowed in picture 19.
- Remove the engine bolt arrowed in picture 20 (**please note the original conical spacer may come out, it is to be reused on assembly.**)
- Fit the marking tool (T0012 item 8) into engine-mount/frame hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing.
- Gently push fairing into the marking tool so it leaves a mark on the inside of the fairing.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face outwards.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark fairing.
- Refit fairing as original (remember to connect indicator push fittings).
- Slide one of the 12mm washers (item 6) onto the longer M12 hexagon headed bolt (item 7=90mm long) so the washers sit against head of bolt as shown in picture 21.
- Slide one of the serrated locking washer (item 5=LW0001) over the bolt so it sits against the washers just fitted as shown in picture 21.
- Next slide the bolt with washers through the remaining crash protector so head of bolt goes into counter-bore in the crash protector (item 2) as shown in picture 21.
- Next slide one of the spacers (item 3=S0026) over the exposed end of bolt as shown in picture 22.
- **If the conical spacer was removed place this on the exposed end of the bolt as shown in picture 22.**
- Offer this assembly through the hole in fairing as shown in picture 23 (ensuring the assembly does not distort the fairing) into engine-mount/frame hole and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

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INSTRUCTIONS DE MONTAGE POUR CP0359BL PROTECTIONS CRASH
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PHOTO 'A'



PHOTO 'B'



REAR OF BIKE

FRONT OF BIKE

PHOTO 'C'

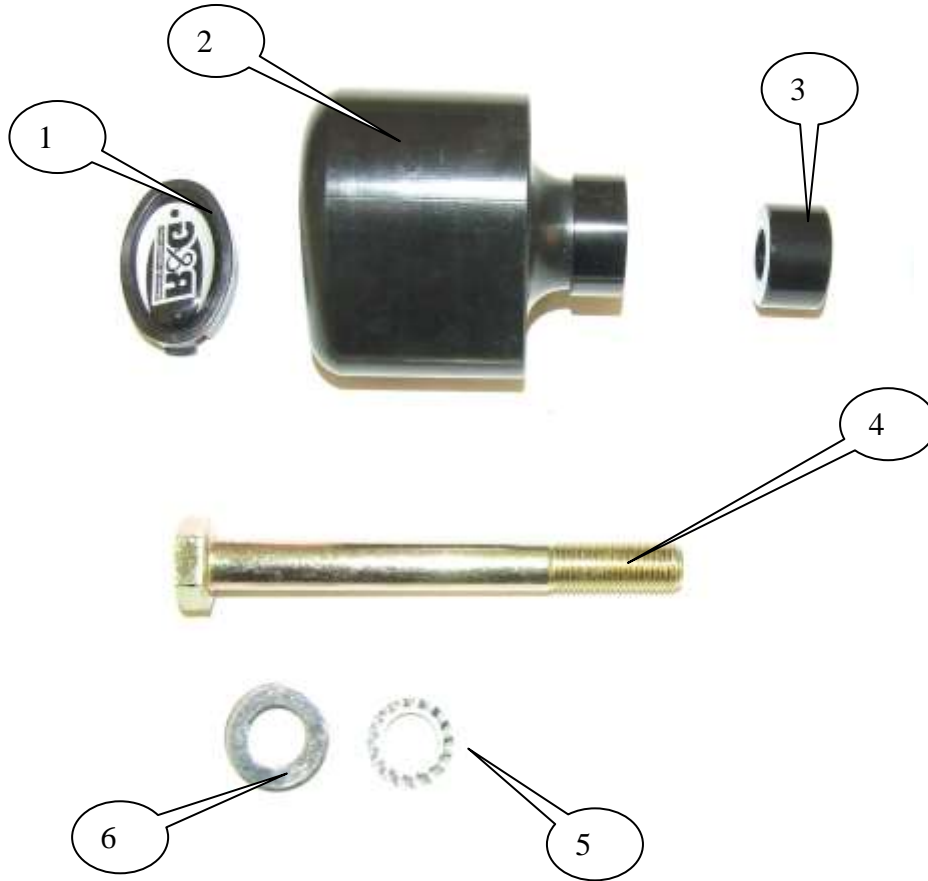
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

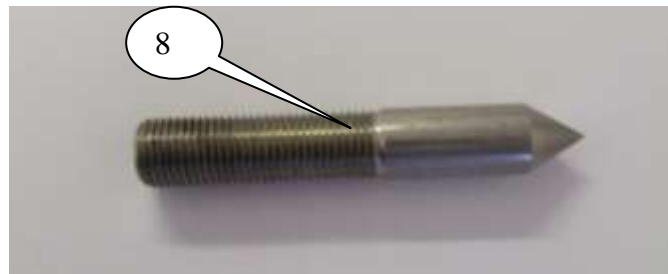
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

Ces instructions de montage sont disponibles au téléchargement sur www.rg-racing.com



Coté gauche

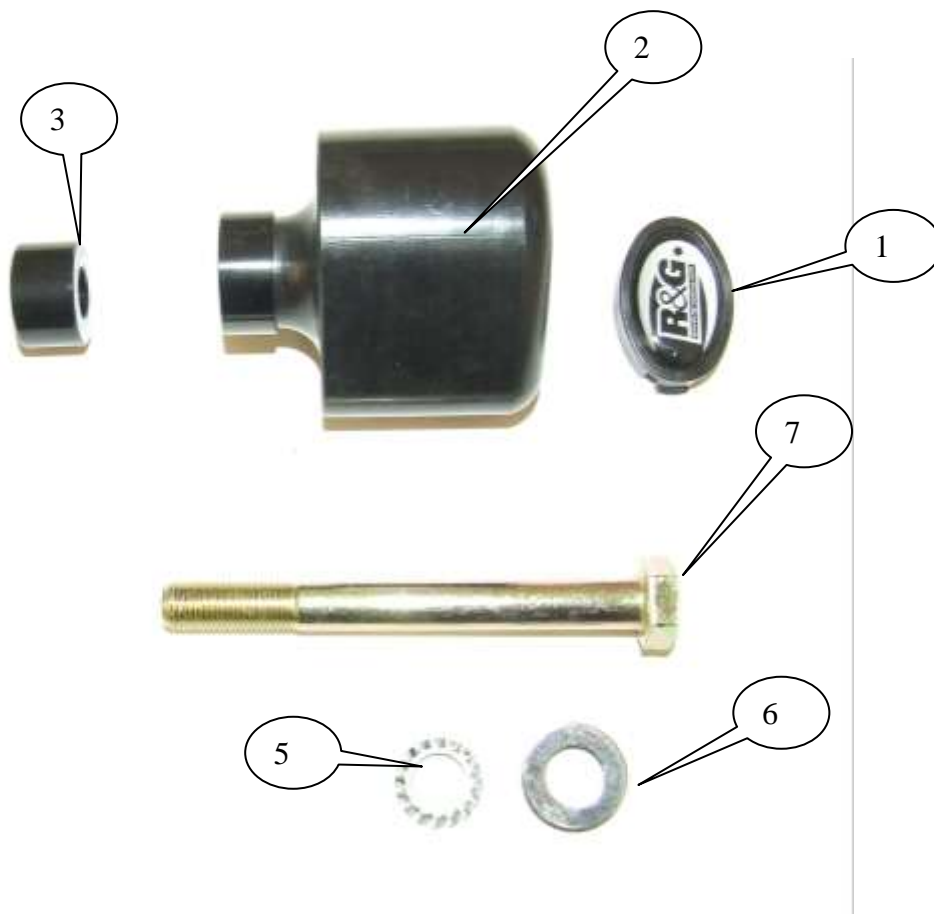


OUTIL DE MARQUAGE



LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

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Coté droit

Outils requis :

- Jeu de clés 14, 17, et 19mm
- Clés Allen 4 and 5mm A/F
- Clé dynamométrique (à 40 Nm).
 - Perceuse
 - 28mm Scie trou



LEGENDE

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION (x2).
ARTICLE 2 = B0431 avec CS340 (12mm) (LES 2 PROTECTIONS CRASH) (x2).
ARTICLE 3 = S0026 (ENTRETOISE 8mm de long) (x2).
ARTICLE 4 = M12x1.25x130mm BOULON (GAUCHE) (x1).
ARTICLE 5 = LW0001 (M12 RONDELLES ANTI VIBRATION) (x2).
ARTICLE 6 = M12 RONDELLES (x2).
ARTICLE 7 = M12x1.25x90mm BOULON (DROIT) (x1).
ARTICLE 8 = T0012 OUTIL DE MARQUAGE (75MM de long M12) (x1).



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4

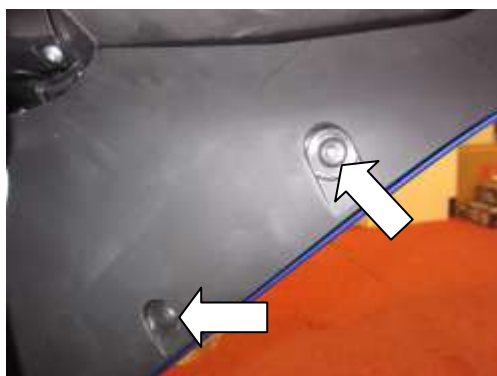


PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11

INSTRUCTIONS DE MONTAGE

Coté gauche (assis sur la moto)

- Enlever les 5 attaches du carénage latérale (Photos 1, 2, 3 et 4).
- Enlever les 3 rivets de l'intérieur du carénage (Photos 6 et 7).
- Enlever le carénage latéral et déconnectez la prise de clignotant (Photo 8).
- Enlever le boulon moteur (Photo 9).
- Installez l'outil de marquage (T0012 Article 8) dans le support moteur/ Cadre.
- Remettre le carénage en veillant à ce que l'outil de marquage ne lui fasse pas obstacle.
- Visser l'outil de marquage jusqu'à ce qu'il entre en contact avec la partie intérieure du carénage.
- Poussez doucement le carénage vers l'outil de marquage de façon à qu'il laisse une petite marque à l'intérieur du carénage.
- Enlever le carénage.
- Percer un trou pilote dans le carénage (pour vérifier la position) de la partie intérieure du carénage vers l'extérieure.
- Remettre le carénage et veiller à ce que le trou pilote soit aligné avec l'outil de marquage.

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- Si la position vous convient, enlevez le carénage et l’outil de marquage..
- Utiliser la scie trou pour percer un trou de 28mm de l’extérieur vers l’intérieur en utilisant le trou pilote comme guide. Ebavurer le trou à l’aide d’un knife bien aiguisé ou du papier emery en faisant attention à ne pas marquer le carénage.
- Remettre le carénage comme à l’origine (n’oubliez pas de connecter les raccords de clignotants).
- Glisser une des rondelles 12mm (Article 6) sur le boulon M12 (Article 4=130mm de long) de façon à ce que les rondelles se placent contre la tête du boulon (Photo 10).
- Glisser une des rondelles de blocage (Article 5=LW0001) autour du boulon de façon à ce qu’elle se place contre la rondelle qui vient tout juste d’être installée (Photo 10).
- Glisser ensuite le boulon avec les rondelles à travers la protection crash de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash (Article 2) (Photo 10).
- Glisser ensuite une des entretoises (Article 3=S0026) sur l’extrémité du boulon (Photo 10).
- Placez l’ensemble à travers le trou dans le carénage (Photo 11) (en veillant à ce que l’ensemble ne déforme pas le carénage) dans le support moteur/ trou de cadre et serrez les boulons jusqu’à ce que vous sentiez une légère compression de l’intérieur de la protection, à l’aide d’une clé de 19 mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN “C” AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L’AVANT DE LA MOTO. Tourner un peu plus afin d’accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d’abîmer les composants.**
- Mettre le sticker de caoutchouc dans le creux de capuchon de la protection.
- Mettre le capuchon sur la protection (article 1).



PHOTO 12



PHOTO 13



PHOTO 14

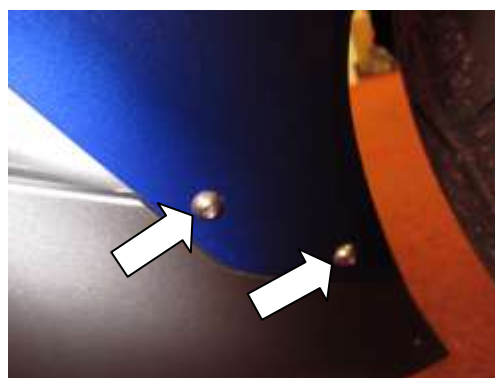


PHOTO 15



PHOTO 16



PHOTO 17



PHOTO 18



PHOTO 19



PHOTO 20



PHOTO 21



PHOTO 22



PHOTO 23

Coté droit (assis sur la moto)

- Enlever les 5 attaches du carénage latérale (Photos 12, 13, 14 et 15).
- Enlever les 3 rivets de l'intérieur du carénage (Photos Photos 12, 13, 14 et 15).
- Enlever le carénage latéral et déconnectez la prise de clignotant (Photo 19).
- Enlever le boulon moteur (Photo 20) **(Notez qu'il faut retirer l'entretoise conique d'origine, pour la réutiliser dans l'assemblage).**
- Installez l'outil de marquage (T0012 Article 8) dans le support moteur/ Cadre.
- Remettre le carénage en veillant à ce que l'outil de marquage ne lui fasse pas obstacle.
- Visser l'outil de marquage jusqu'à ce qu'il entre en contact avec la partie intérieure du carénage.
- Poussez doucement le carénage vers l'outil de marquage de façon à qu'il laisse une petite marque à l'intérieur du carénage.
- Enlever le carénage.
- Percer un trou pilote dans le carénage (pour vérifier la position) de la partie intérieure du carénage vers l'extérieur.
- Remettre le carénage et veiller à ce que le trou pilote soit aligné avec l'outil de marquage.
- Si la position vous convient, enlevez le carénage et l'outil de marquage.
- Utiliser la scie trou pour percer un trou de 28mm de l'extérieur vers l'intérieur en utilisant le trou pilote comme guide. Ebavurer le trou à l'aide d'un knife bien aiguisé ou du papier emery en faisant attention à ne pas marquer le carénage.
- Remettre le carénage comme à l'origine (n'oubliez pas de connecter les raccords de clignotants).
- Glisser une des rondelles 12mm (Article 6) sur le boulon M12 (Article 7=90mm de long) de façon à ce que les rondelles se placent contre la tête du boulon (Photo 21).
- Glisser une des rondelles de blocage (Article 5=LW0001) autour du boulon de façon à ce qu'elle se place contre la rondelle qui vient tout juste d'être installée (Photo 21).
- Glisser ensuite le boulon avec les rondelles à travers la protection crash de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash (Article 2) (Photo 21).
- Glisser ensuite une des entretoises (Article 3=S0026) sur l'extrémité du boulon (Photo 22).
- **Si l'entretoise conique a été enlevée, placez la sur l'extrémité du boulon (Photo 22).**
- Placez l'ensemble à travers le trou dans le carénage (Photo 23) (en veillant à ce que l'ensemble ne déforme pas le carénage) dans le support moteur/ trou de cadre et serrez les

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boulons jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 19 mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO. Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.**

- Mettre le sticker de caoutchouc dans le creux de capuchon de la protection.
- Mettre le capuchon sur la protection (article 1).

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