



FITTING INSTRUCTIONS FOR CP0356BL CRASH PROTECTORS
YAMAHA XJ6 N '13-

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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.

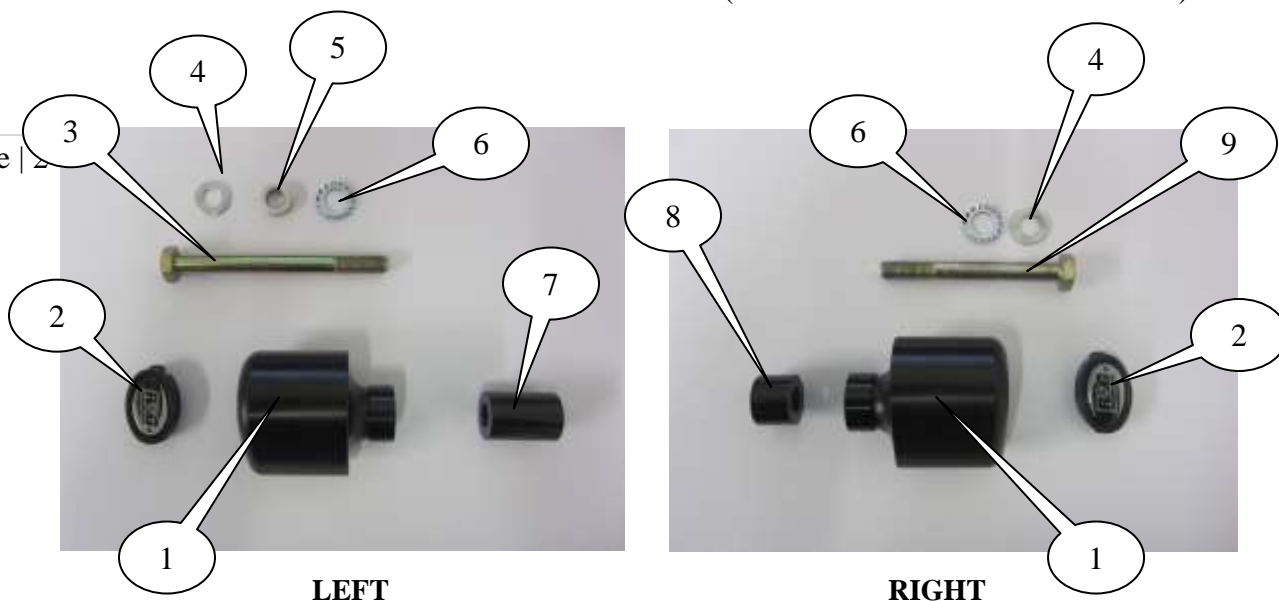
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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)

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LEFT

RIGHT

TOOLS REQUIRED

- Socket set to include 14, 17 and 19mm sockets and wrench.
- Socket set to include 5 & 8mm A/F socket and wrench.
 - 28mm Hole-saw and/or Dremel type tool.
 - Torque wrench (up to 40 Nm).

LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0431 with CS341 (10mm) & S0255 SPACER FITTED (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = M10x1.25x110mm LONG HEX HEAD BOLT (x1).
- ITEM 4 = M10 PLAIN WASHERS (x2).
- ITEM 5 = S0727 SPACER (5mm LONG) (x1).
- ITEM 6 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 7 = S0725 SPACER (36mm LONG) (x1).
- ITEM 8 = S0726 SPACER (18mm LONG) (x1).
- ITEM 9 = M10x1.25x90mm LONG HEX HEAD BOLT (x1).
- ITEM 10 = T0011 MARKING TOOL (*NOT SHOWN*) (x1).



Picture 1



Picture 2



Picture 3



Picture 4

FITTING INSTRUCTIONS

- Remove the left side fairing panel by removing the three bolts that secure it in place, as shown in picture 1.
- With the fairing removed, the engine/frame bolts can be accessed. Remove the front bolt as arrowed in picture 2.
- Fit the pointed marking tool (item 10 = T0011) into the engine mount hole with the pointed end protruding.
- Re-fit the fairing loosely (*no need to fit the bolts but take care to correctly position it*) ensuring the point of the tool is in contact with the back of the fairing.
- Gently push the fairing into the marking tool so it leaves a mark on the inside of the fairing.
- Remove fairing and drill a pilot hole in the fairing (for checking position) from the inside face.
- Re-fit the 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 28mm hole from the outside using the pilot hole as a guide, debur hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Re-fit fairing and secure.



- This process needs to be done on the right side fairing, ensuring that the front engine/frame bolt is removed.
- With the fairings back on, the crash protectors can be fitted. On the left side, slide one of the 10mm washers (item 4) onto the longer M10 cap head bolt (item 3 - 110mm long) so washer sits against head of the bolt.
- Now slide the short spacer (item 5 – S0727 – 5mm long) onto the bolt followed by one of the shake proof washers (item 6).
- Place the bolt with washers though either crash bobbin (item 2), then through the longest spacer (item 7 – S0725 – 36mm long), as shown in picture 3.
- With the thread of the bolt protruding from the spacer, offer the assembly through the drilled hole in the fairing and into the threaded frame/engine mount, before loosely tightening.
- To fit the right side, slide one of the 10mm washers (item 4) onto the shorter M10 cap head bolt (item 9 - 90mm long) so washer sits against head of the bolt.
- Now slide one of the shake proof washers (item 6) onto the bolt.
- Place the bolt with washers though the remaining crash bobbin (item 2) and through the remaining spacer (item 8 – S0726 – 18mm long), as shown in picture 3.
- With the thread of the bolt protruding from the spacer, offer the assembly through the drilled hole in the fairing and into the threaded frame/engine mount, before loosely tightening.
- Finally tighten the crash protector bolts 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 40 Nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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INSTRUCTIONS DE MONTAGE POUR CP0356BL PROTECTIONS CRASH
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PHOTO A



PHOTO B



ARRIERE MOTO

AVANT MOTO

PHOTO C

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

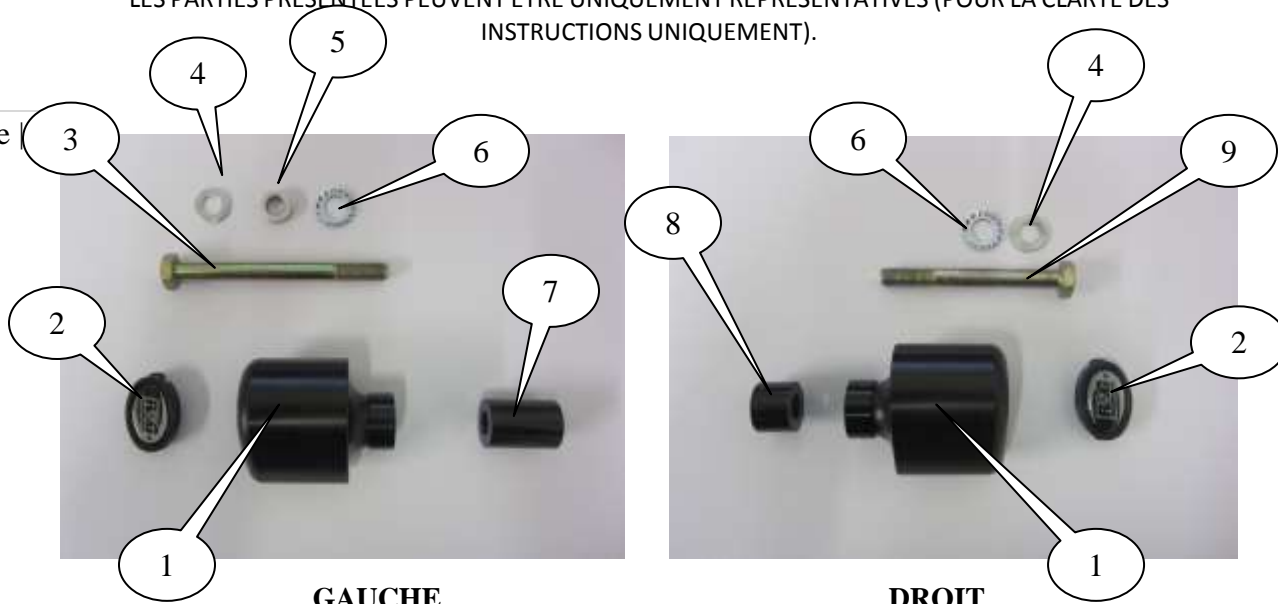
LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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).

Page



GAUCHE

DROIT

OUTILS REQUIS

- Jeu de clés 14, 17 et 19mm.
- Jeu de clés 5 & 8mm.
 - 28mm scie trou.
- Clé dynamométrique (à 40 Nm).

LEGENDE

ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).

ARTICLE 2 = B0431 avec CS341 (10mm) & S0255 ENTRETOISE (LES 2 PROTECTIONS CRASH) (x2).

ARTICLE 3 = BOULONS M10x1.25x110mm (x1).

ARTICLE 4 = RONDELLES M10 (x2).

ARTICLE 5 = ENTRETOISE S0727 (5mm de long) (x1).

ARTICLE 6 = LW0001 (RONDELLES SHAKE PROOF) (x2).

ARTICLE 7 = ENTRETOISE S0725(36mm de long) (x1).

ARTICLE 8 = ENTRETOISE S0726 (18mm de long) (x1).

ARTICLE 9 = BOULON M10x1.25x90mm (x1).

ARTICLE 10 = OUTIL DE MARQUAGE T0011 (NON INDIQUE) (x1).

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Photo 1



Photo 2



Photo 3



Photo 4

INSTRUCTIONS DE MONTAGE :

- Enlever le carénage coté gauche en enlevant les 3 boulons qui le fixent en place (Photo 1).
- Les boulons cadre / moteur sont à présent accessibles. Enlever le boulon avant (Photo 2).
- Monter l'outil de marquage pointu (Article 10 = T0011) dans le trou de support moteur avec la pointe dépassant.
- Remettre le carénage doucement (*pas besoin de remettre les boulons mais veillez à ce qu'il soit tout de même bien positionné*) en veillant à ce que la pointe de l'outil soit en contact avec l'arrière du carénage.
- Pousser doucement le carénage sur l'outil de marquage de façon à ce qu'il laisse une trace à l'intérieur du carénage.
- Enlever le carénage et percer un trou pilote dans le carénage (pour vérifier la position) depuis la face intérieure.
- Remettre le carénage et veillez 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.
- Avec la scie trou, percer un trou de 28mm de l'extérieur en utilisant le trou pilote comme guide, ébarber le trou à l'aide d'un couteau bien aiguisé ou du papier émeri en faisant attention à ne pas marquer l'extérieur du carénage.

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- Remettre le carénage et fixer.
- Ce procédé doit être réalisé du côté droit du carénage, en veillant à ce que le boulon cadre/moteur soit enlevé.
- Les protections crash peuvent maintenant être montées. Du côté gauche, glissez une des rondelles 10mm (Article 4) sur le boulon M10 (Article 3 - 110mm de long) de façon à ce que la rondelle se place contre la tête du boulon.
- Glissez la plus petite entretoise (Article 5 – S0727 – 5mm de long) sur le boulon suivi d’une des rondelles anti vibration (Article 6).
- Placer le boulon avec rondelles à travers l’une des protections (Article 2), puis à travers l’entretoise la plus longue (Article 7 – S0725 – 36mm de long), Photo 3.
- Avec le filetage du boulon dépassant de l’entretoise, monter l’ensemble à travers le trou percé dans le carénage et dans le support fileté de cadre/moteur, avant de serrer légèrement.
- Pour l’installation du côté droit, glissez une des rondelles 10mm (Article 4) sur le boulon M10 le plus court (Article 9 - 90mm de long) de façon à ce que la rondelle se place contre la tête du boulon.
- Glissez une des rondelles anti vibration (Article 6) sur le boulon.
- Placer le boulon avec rondelles à travers la protection restante (Article 2) et à travers l’entretoise restante (Article 8 – S0726 – 18mm de long), Photo 3.
- Avec le filetage du boulon dépassant de l’entretoise, placer l’ensemble à travers le trou percé dans le carénage et dans le support fileté cadre/moteur, avant de serrer légèrement.
- Enfin, 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 les 2 capuchons sur les protections.

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