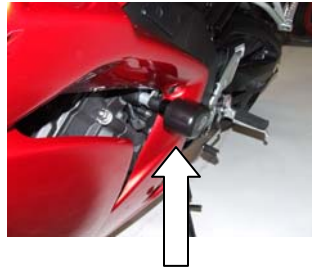
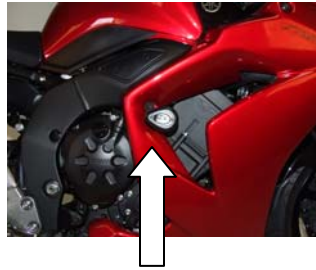




## FITTING INSTRUCTIONS FOR CP0225BL CRASH PROTECTORS YAMAHA FZ1-S (1000 FAZER) 2007 WITH LOWER FAIRING (OEM)



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 engine bolt shown arrowed on top right hand photo.
- Leave OEM spacer in frame recess.
- Take one M10x1.25x140mm long hex head bolts and slide one of the M10 washers to head of bolt.
- Place the bolt and washer through the bobbin and then slide one of the stepped spacers over the bolt thread and up to the bobbin (larger diameter goes against bobbin neck).
- Fit bobbin assembly to the bike (through fairing support bracket and OEM spacer) as shown above right. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.**
- Using torque wrench and 17mm socket, 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.

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

- Remove engine bolt shown arrowed on top left hand photo.
- Leave OEM spacer in frame recess.
- Take one M10x1.25x140mm long hex head bolts and slide one of the M10 washers to head of bolt.
- Place the bolt and washer through the bobbin and then slide one of the stepped spacers over the bolt thread and up to the bobbin (larger diameter goes against bobbin neck).
- Fit bobbin assembly to the bike (through fairing support bracket and OEM spacer) as shown above right. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.**
- **Using torque wrench and 17mm socket, 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.**

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