



Fitting Instruction

Article-No. : 150Y120
Product : Tour Match Kit
Vehicle-Manufacturer : Yamaha
Model (Type) : YZF-R1 (RN22) 2009→

Important:

Read this instruction manual carefully and mind all warnings and tips. You should do this work only if you're qualified; otherwise we recommend this mounting to be done by a qualified workshop. Improperly mounting of this kit can reduce the driveability of the motorcycle and may be a risk to your health and life.

Special works are marked with the following signs. Please take special care on these works.



Warning! Important mounting instruction. It shows risks to your life and health.



Tips for mounting and maintenance or to avoid damage.

Fitting:

Mounted conversion kit



The battery ground should be disconnected before working on electric wiring and switches!



Remove brake-hose(s). **Caution:** avoid brake fluid on painted surfaces! **Any work on the brake system or bleeding the system should be done by an authorized dealer or a qualified mechanic!**

Remove handlebar controls, clutch lever bracket and brake cylinder assy, then remove the original handlebar.



Assure that the front wheel is free from any load when dismantling top yoke! Have a look on the "Instruction for rerouting cables, hoses and wiring harnesses", in most cases rerouting can be done easily while top yoke is dismantled.

Remount top yoke together with both Tour Match clamps as one unit. To fix top yoke, first tighten steering head nut up to 15Nm / 11lbf ft, then fix the slider tube clamp bolts. Now tighten steering head up to the required torque, tightening torques refer to the vehicle manufacturer's instruction.

Push Match clamps up towards the top yoke, align them and tighten them slightly. Now install the tubes with M6x22 and tighten these bolts with 10Nm (7.31lbf ft).

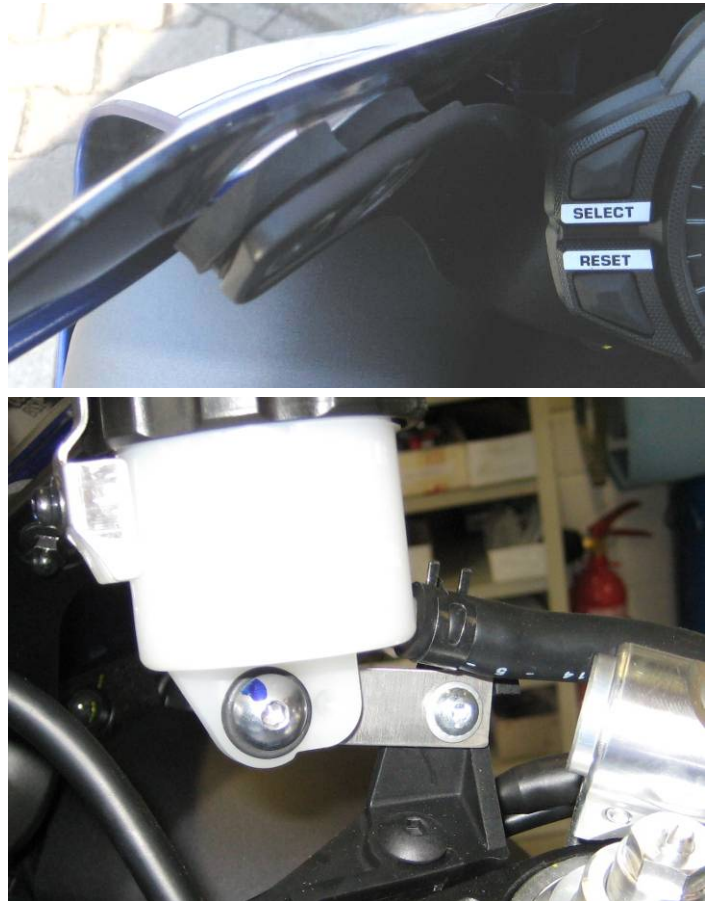


Modify the steering stop! To gain more clearance between clip ons and fairing you have to modify the steering stop. Use suitable glue to fix the aluminium shims (t=2mm) on the steering stop.

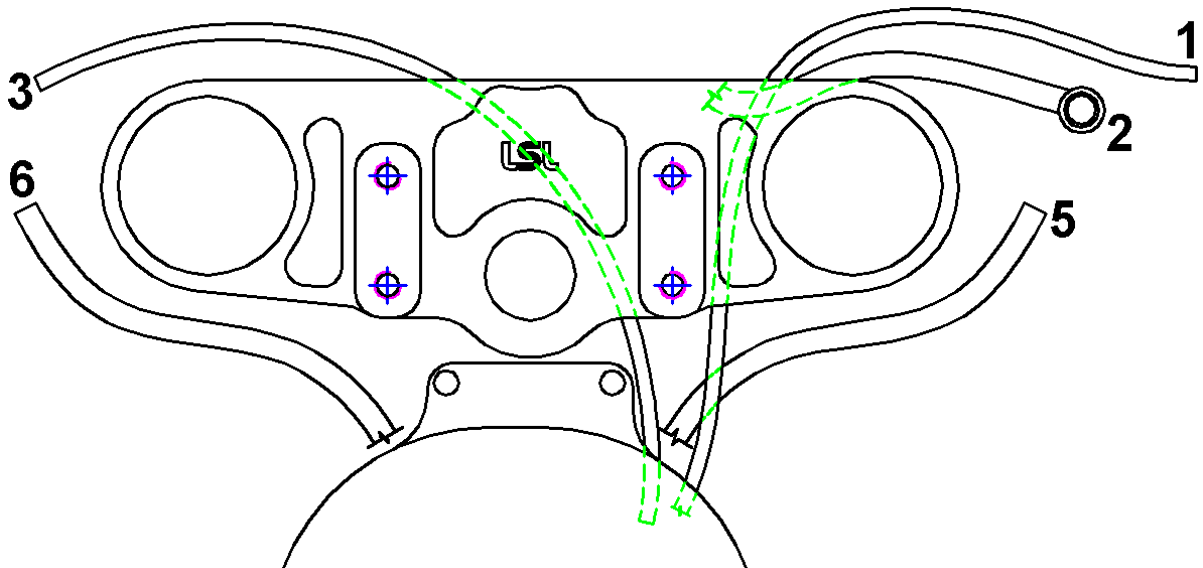
Fairing: Demount the mirrors and install rubber washers between original rubber support and fairing as shown.

Brake fluid reservoir: Mount the new bracket with M5 x 16 on the original mounting point and fix reservoir with original bolt and attached washer and lock-nut M5 on the new bracket as shown.

Now you should check the clearance to the tank and fairing, therefore you have to mount all controls provisorily on the clip-on. Adjust clip ons by turning the Match clamps on the slider tubes, then tighten the bolts M6x25 with 10Nm (7.31lbf ft). Now drill the bores for the controls and fix them finally. The left grip should be installed with glue.



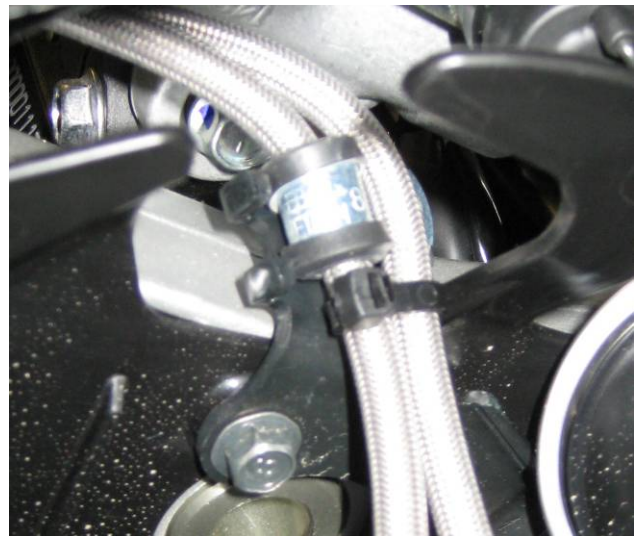
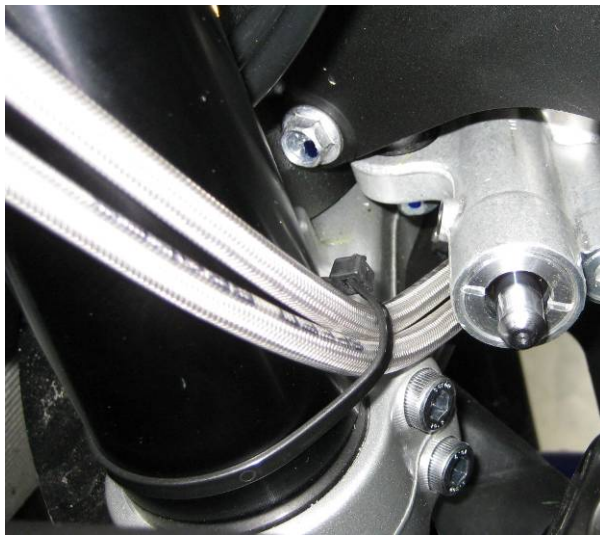
Instruction for rerouting cables hoses and wiring harnesses:



Throttle cable (1): Route in front of the vent bolt. **Assure free movement for the brake lever.** Check throttle cable for free movement on every steering angle.



Brake hose (2): Mount attached brake hoses (72cm right & 74cm left) with new seal rings. The 45° fittings need to be mounted on the master brake cylinder. Mind the mounting instructions that are delivered with the brake hose. Mount right hose with rubberized clamp and M6 x 12 on the original mounting device and fix left hose with small cable tie as shown. Fix both hoses on the right slider tube with big cable tie as shown.



Clutch cable (3): Route as original.

Wiring harness (5&6): Route harnesses tension free behind the slider tubes on both sides.



Make sure that no cable, hose or harness is bended and stays tension-free over the whole steering angle.

The conversion kit is now completely mounted. Always check local laws and your manufacturer's warranty conditions for using aftermarket parts on your bike!

Ride safe and have fun!