

Yamaha 2015 R3

WARNING Installation and use of some Woodcraft Technologies, Inc. products will change the response of the motorcycle to rider control inputs. Failure of the rider to adapt to these changes may cause loss of control, and serious injury or death. Improper installation, and/or failure to comply with all warnings and instructions may cause loss of control and serious injury or death.

DO NOT INSTALL OR USE ANY WOODCRAFT TECHNOLOGIES, INC. PRODUCTS IF YOU ARE UNABLE TO DO SO IN COMPLIANCE WITH ALL INSTRUCTIONS AND WARNINGS. SEEK THE ASSISTANCE OF AN EXPERIENCED TECHNICIAN.

- 1) Completely remove your stock grips, controls and clip-on assembly.
- 2) Most OEM controls have anti rotation pins, which require you to drill holes in the handlebars for proper installation. Measure the diameter of the holes in the stock handlebars and select the appropriate drill bit.
- 3) Slide the controls loosely into place, noting that the grips should end right where the plastic end plug meets the aluminum. Mark the location for the anti rotation pins and drill the holes for them. Test the control assemblies to be sure that they are able to be securely tightened and that everything moves freely.
- 4) Remove the four clamping bolts on each clip-on and secure the main clip-on body on the fork tube, finger tight. Install the handlebar and controls into each clip-on.



This picture shows a left clip-on assembly. They are installed with the head of the pinch bolts towards the front of the bike.

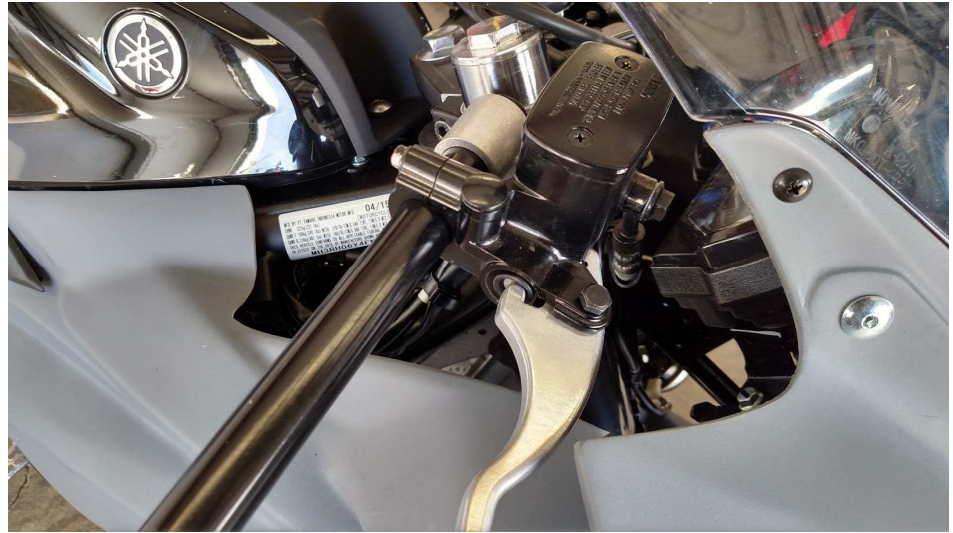
- 5) Sit on the motorcycle and orient the bars in the position that you are most comfortable. Snug them in place and then rotate the handlebars lock to lock.

WARNING - VERY IMPORTANT : Ensure that the cables, hoses and all control parts do not contact any part of the motorcycle and that you have full ability to manipulate the controls throughout the entire range of steering. **See images on next page.** Also, be sure that the throttle returns freely after being fully opened throughout the entire range of steering. **FAILURE TO HEED THESE WARNINGS MAY CAUSE LOSS OF CONTROL OF MOTORCYCLE AND SERIOUS INJURY OR DEATH. DO NOT OPERATE THE MOTORCYCLE IF THERE ARE ANY INTERFERENCE ISSUES WITH EITHER THE MOTORCYCLE PARTS OR YOUR BODY, OR WITH A THROTTLE THAT DOES NOT RETURN FREELY.**

Continued on reverse -

- 6) Re-position the banjo bolt at the master cylinder to prevent the brake lever assembly from contacting the upper fairing. **IMPORTANT NOTE: The front brakes must be bled after the brake line has been repositioned to ensure that there is no air in the brake line.**

When your bars are turned left to the stop leave a space between your lever and the cowling as shown in the images below to prevent contact on the upper fairing.



- 7) Before fully tightening the mounting bolts, you should finger tighten the bolts so that the gap between the two halves of the clip-on is even on both sides. Next, snug all four bolts with a wrench, then tighten the two forward bolts tight. Then, fully tighten the two rearward bolts. Perform a final check on the two front bolts to be sure they are securely tight. Finally, tighten the pinch bolts for the handlebar.

IMPORTANT : After tightening all fasteners according to instructions, and to industry-standard torque specifications, attempt to force each unit to slip on fork tube. **ANY ABILITY OF CLIP-ON TO SLIP MAY CAUSE LOSS OF CONTROL OF MOTORCYCLE AND SERIOUS INJURY OR DEATH. DO NOT OPERATE MOTORCYCLE WITH A SLIPPING CLIP-ON.**