



Yamaha FZ10 Clipon Adapter Plate Installation Instructions



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 handlebar assembly. This kit replaces both the stock handlebar and the top clamp of the OEM assembly.
2. This clamp is designed so that the riser portion of the clamps are used in the UP position only for all but the 1-inch riser. All risers give the bar a more comfortable angle for sport riding.

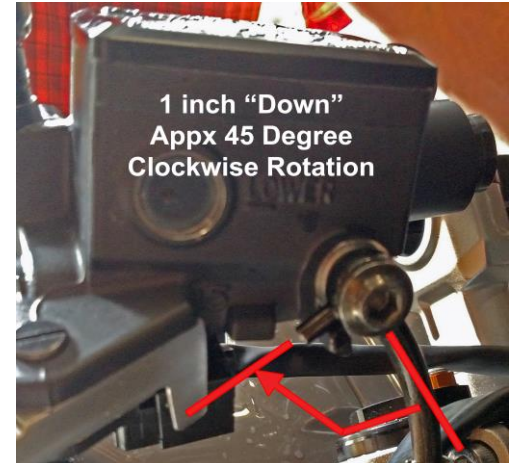
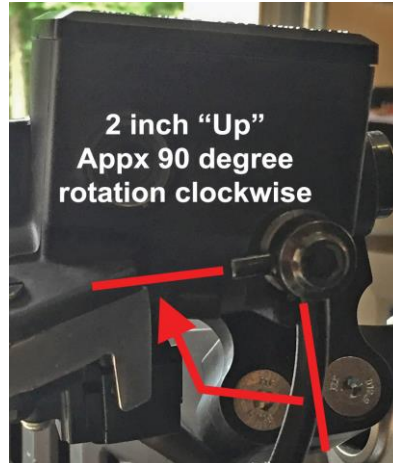
3 inch riser UP	Appx Stock Height
2.5 inch riser UP	Appx ½ inch drop
2 inch riser UP	Appx 1 inch drop
1.5 inch riser	Cannot be used
1 inch riser UP	Appx 2 inch drop
1 inch riser Down	Appx 3.25 inch drop



3. Use the four supplied 8mm socket cap mounting bolts to secure the Woodcraft adapter plate to the OEM handlebar base unit in your desired position (up or down). Again – the “down” position is only usable with 1-inch risers.
4. Bolt the riser clamps to the adapter plate using the included bolts.
IMPORTANT: All three bolts connecting the risers to the plate on each side must have the threads completely coated with blue threadlocking compound before installation.
5. The 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.
6. Secure the bars into the riser clamps and follow the procedure below to locate the throttle tube assembly.

Slide the grips/controls 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 controls to be sure that they are able to be securely tightened and that everything moves freely throughout the entire range of motion of the handlebars. Secure throttle cables and hoses as necessary to ensure complete unencumbered movement from lock to lock.

7. Front Brake Line – In order to have clearance to the gauges the brake line must be removed, rotated between 45 and 90 degrees clockwise and re-installed. To move forward, the anti-rotation pin just needs to be on the other side of the stop on the master cylinder. The final angle of the brake line will depend upon which rise you select.



8. When you attach the master cylinder to the bar, the master cylinder must have a gap of approximately 1.5 inches between the clamp and the riser as shown at the right.
9. Check the spacing of the master cylinder and the angle of the brake line by pointing the wheel FULL LOCK to the left. You should move the master cylinder outward and adjust the angle of the brake line until there is NO CONTACT with the gauges or the bodywork.



Note: With the 1 inch rise in the “Up” position, the clearance to the corner of the fairing is very close. Be sure to adjust the angle of the brake assembly to ensure that there is NO CONTACT between the brake lever and the fairing through the entire range of steering.

10. Secure the brake line out of the way with zip ties so that you have a full range of steering in both directions without pinching the line. **IMPORTANT: Completely bleed the brakes to eliminate all air in the brake line before riding the motorcycle.**
11. With all assembly components in place, ensure that you have a full range of steering motion without having the bars or any components make contact with any other parts of the motorcycle. Ensure that you have full ability to manipulate the controls. Make sure that the throttle cables are not encumbered through the entire range of motion and make sure that your throttle closes properly throughout the ENTIRE range of motion before attempting to ride the motorcycle.



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. 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.**