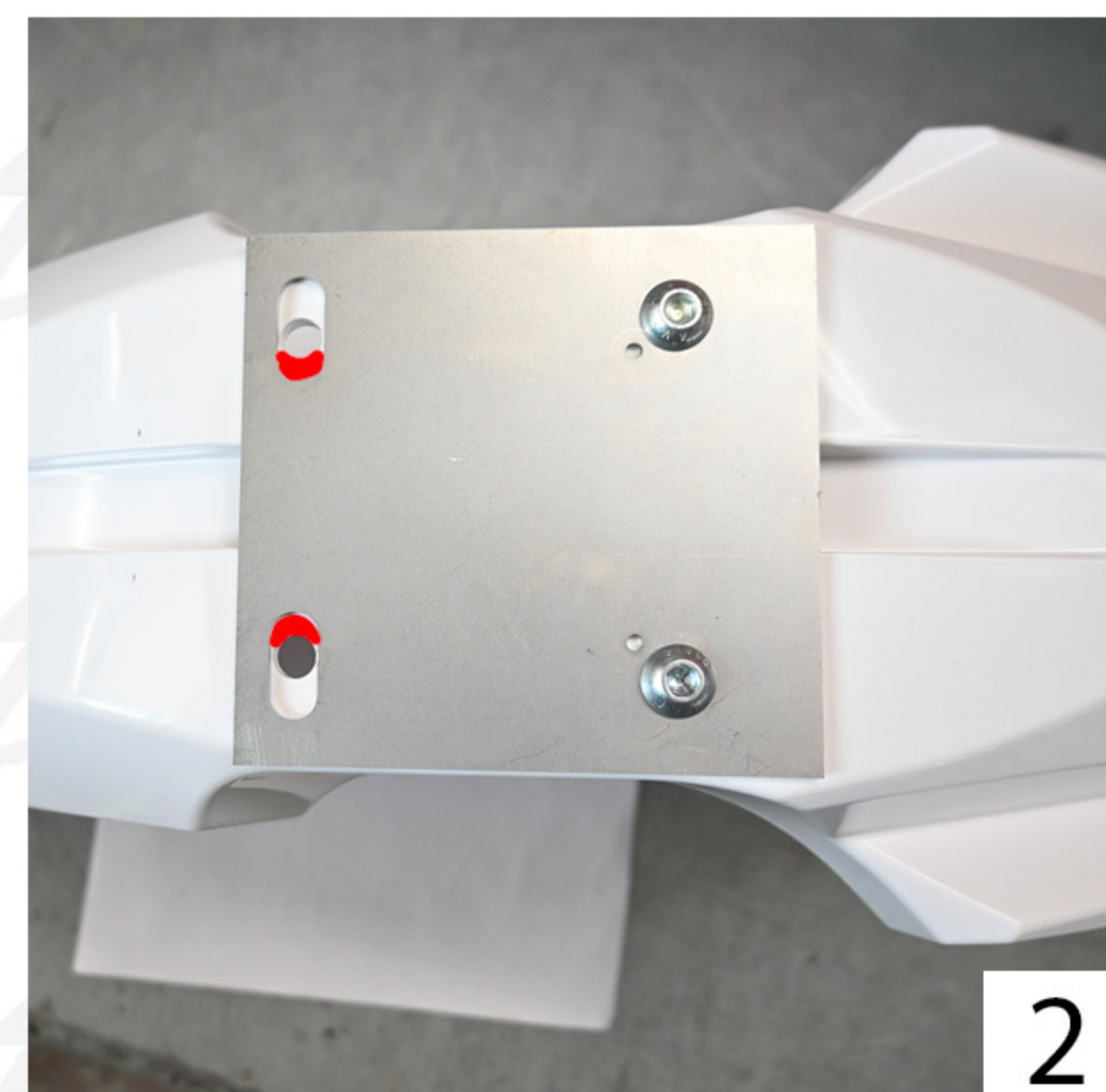
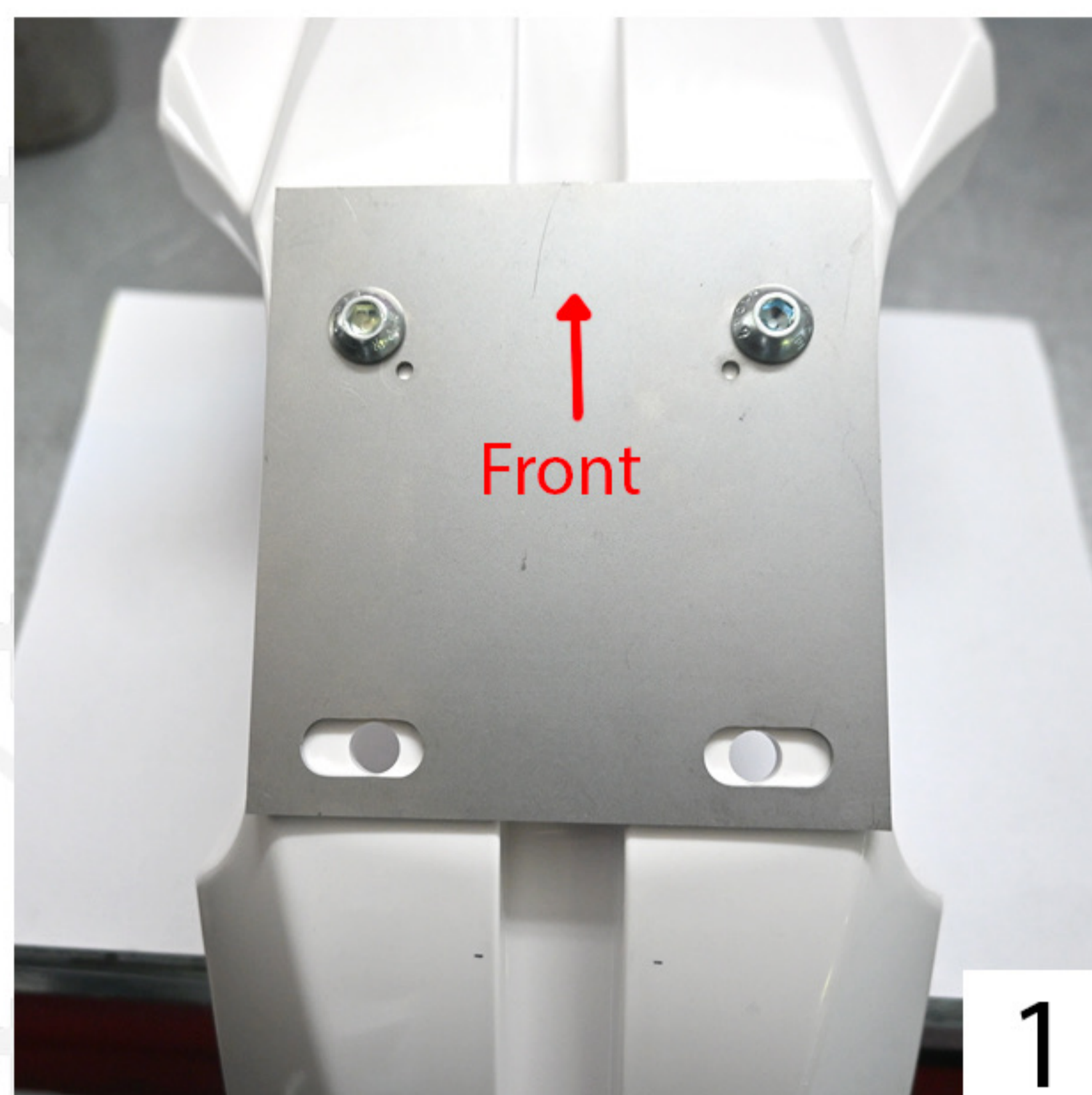
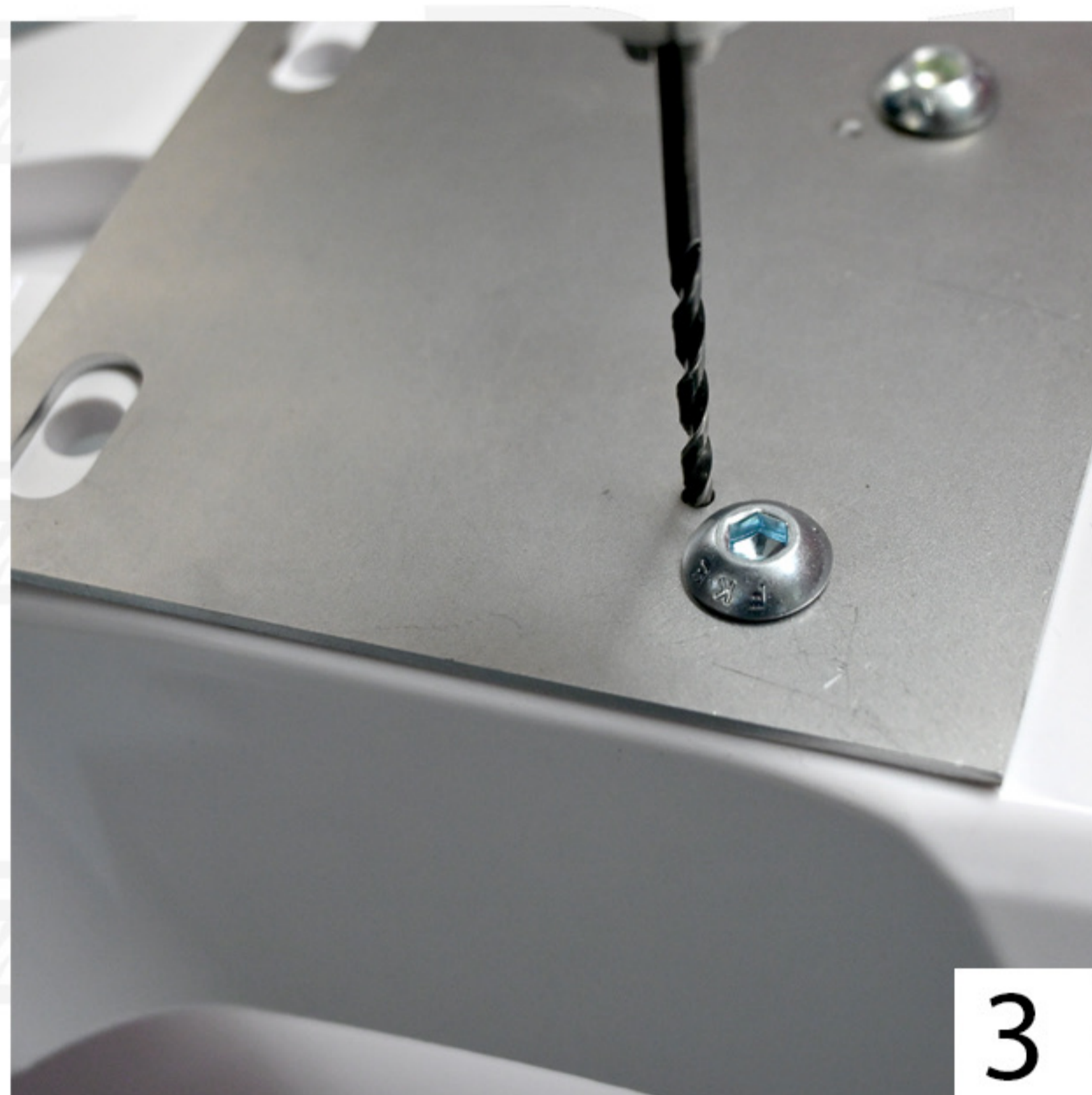


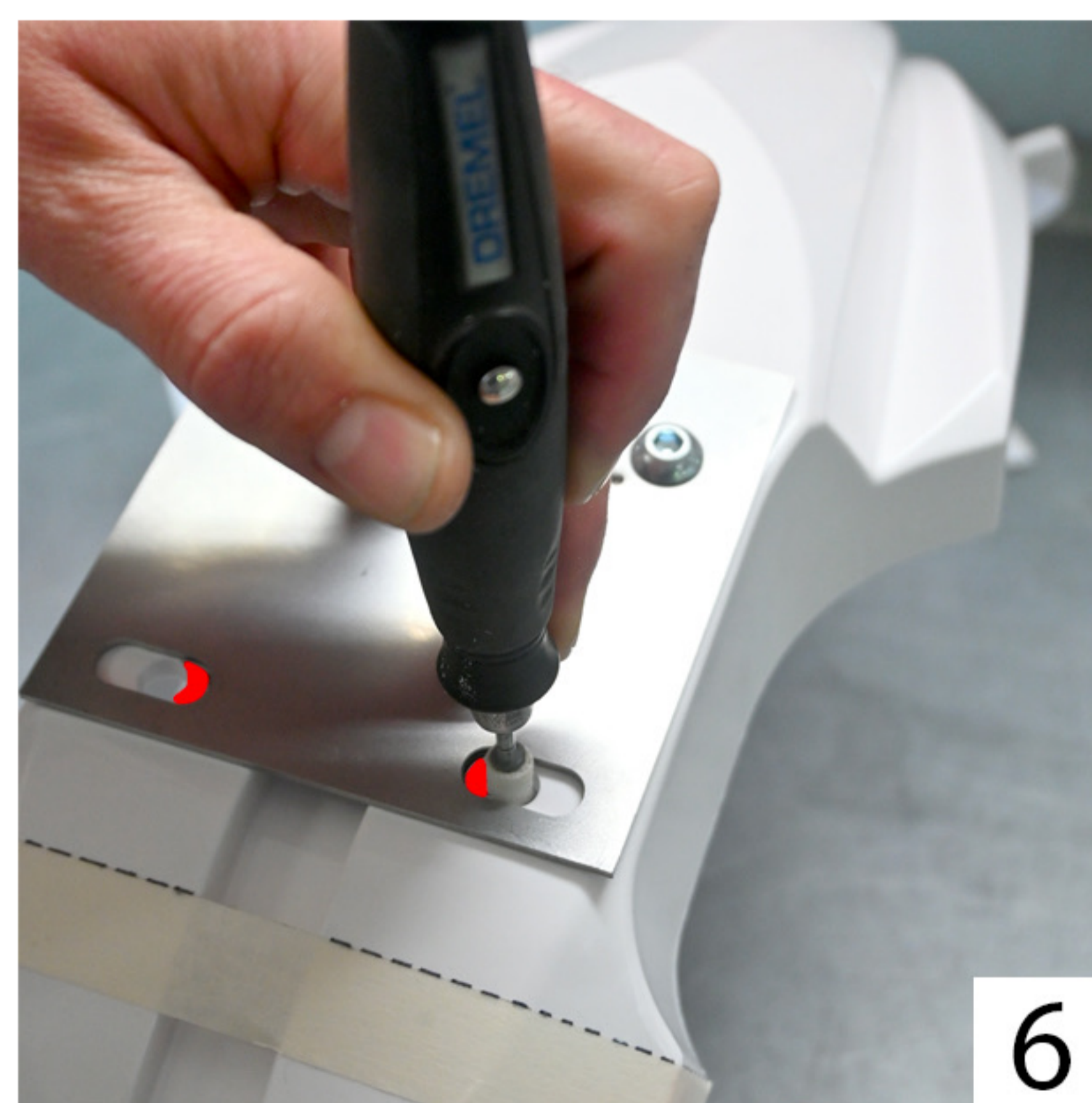
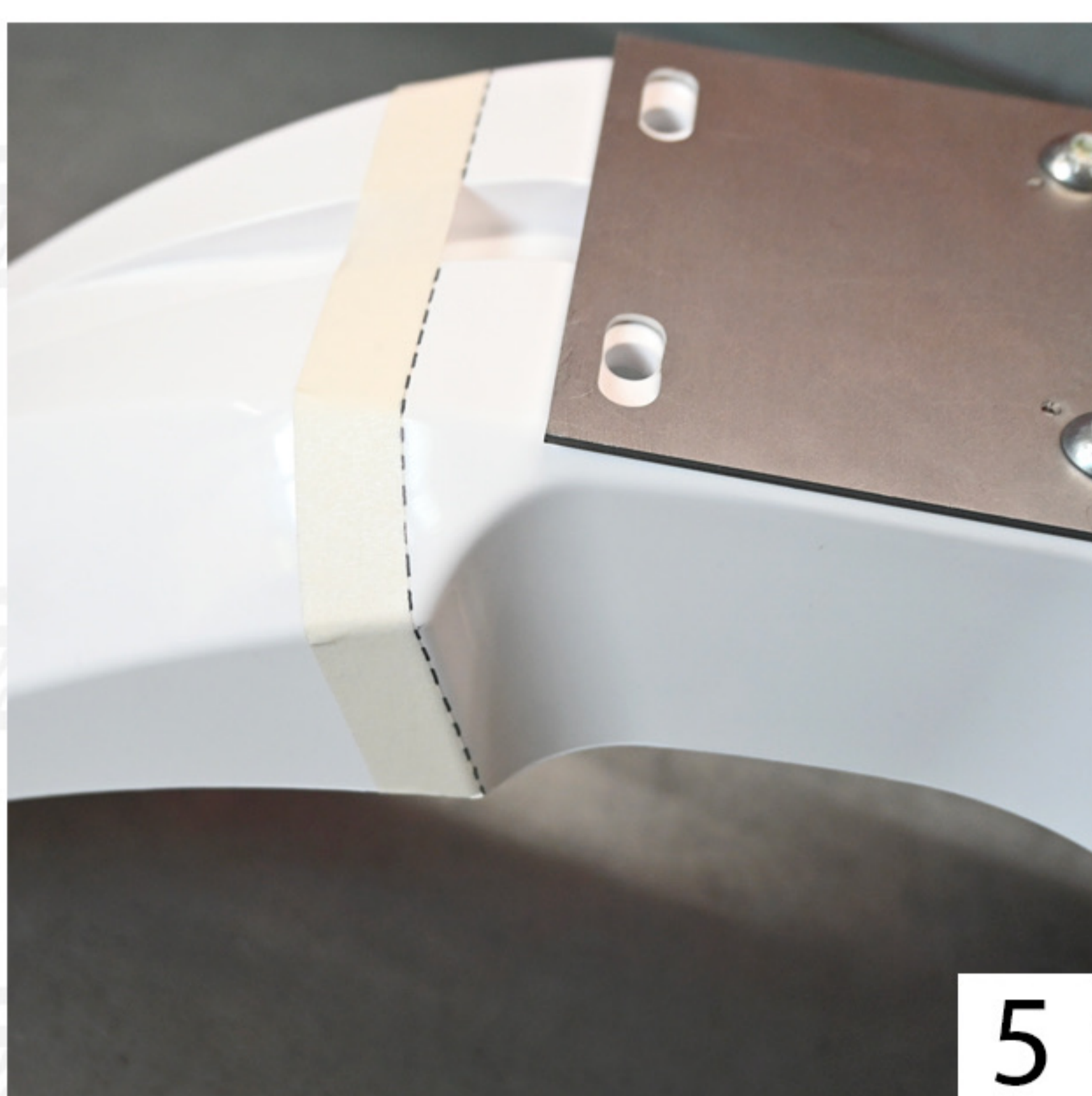
**Kit A Parafango Alto per Yamaha T7, WR, Extreme forcelle originali**  
**Kit A High Fender for Yamaha T7, WR, Extreme original forks**



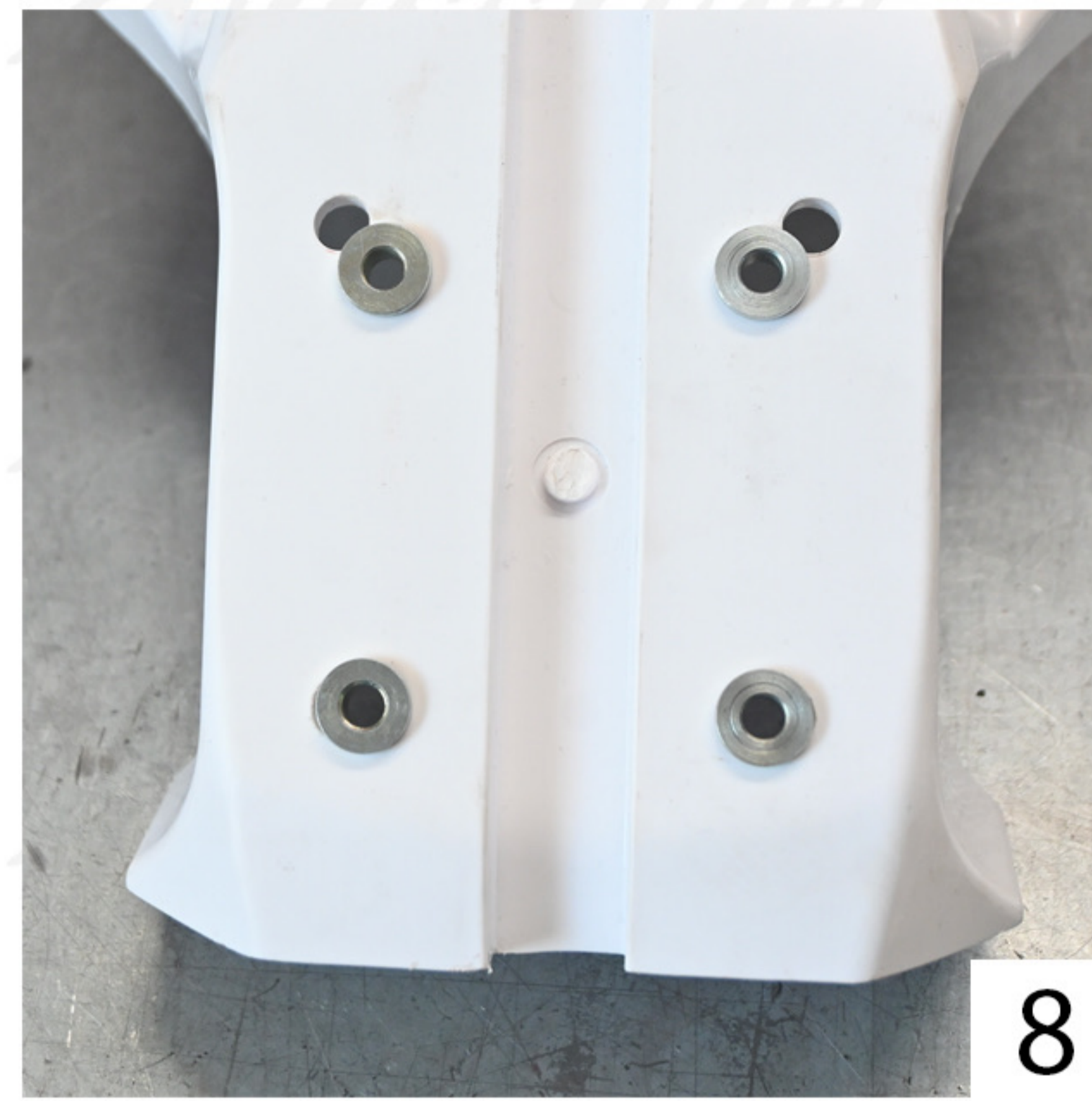
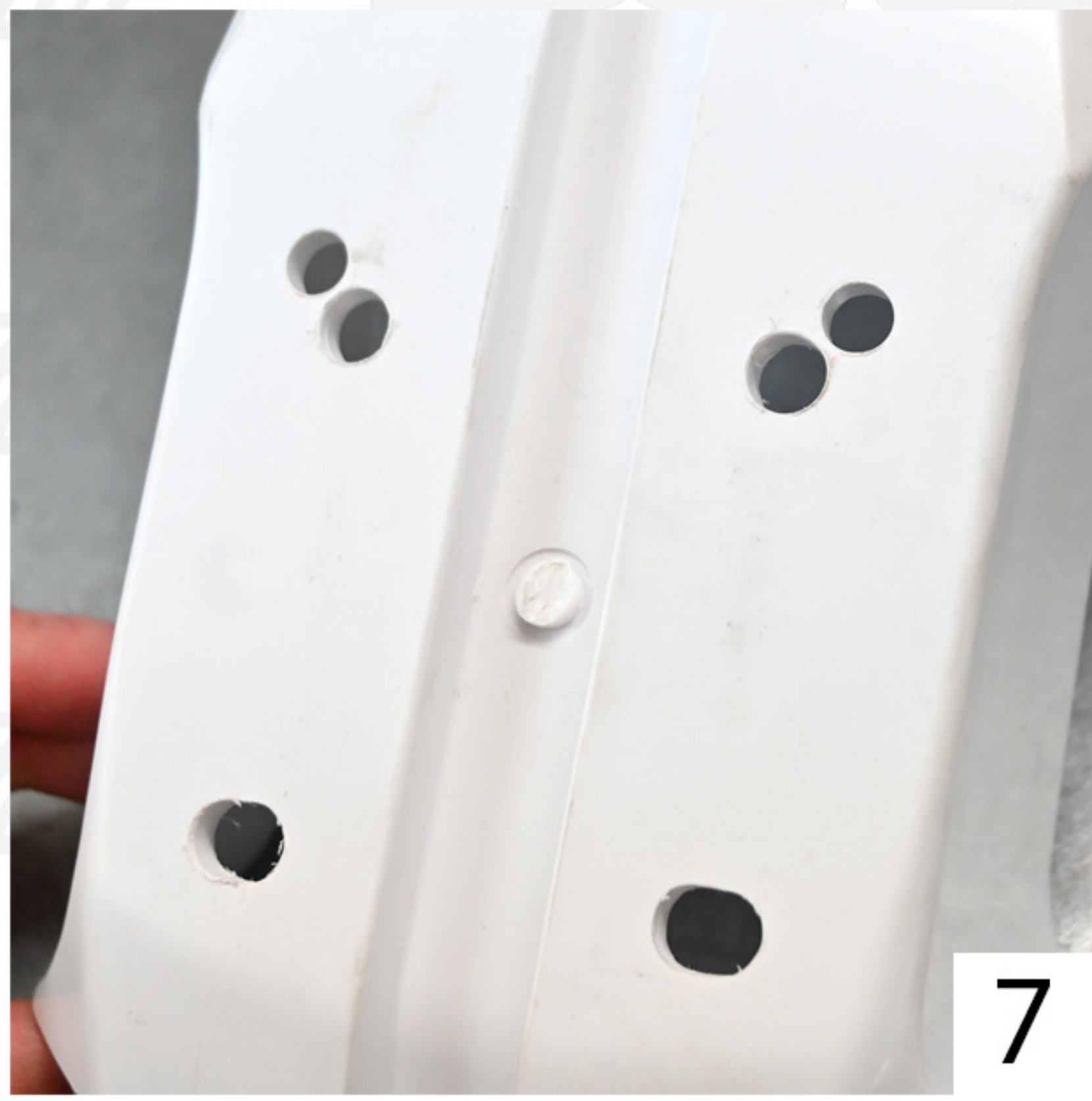
Posizionare piastra di foratura centraggio parafango tramite bulloni Ø8+dadi, allineare asole posteriori ai fori esistenti (img.1); accertarsi che le asole siano centrate, le parti rosse equivalenti a 4,5mm, saranno le parti da esportare (img.2); *Position fender centering drill plate by Ø8 bolts+nuts, alignment rear slots to the existing holes (img.1); make sure slots are centered, red parts equivalent to 4.5mm, will be the parts to be exported (img.2);*



Fare i nuovi fori frontali del parafango tramite punta da 3mm (img.3), misurare 23mm dal bordo inferiore e fare due contrassegni (img.4); *Drill the new front fender holes through 3mm drill bit (img.3), measure 23mm from the bottom edge and make two markings (img.4)*



Con nastro di carta, partire da bordo parafango e poi seguire i due contrassegni per delineare la linea di taglio, tagliare con il flessibile utilizzando disco da taglio da 1mm (img.5); Tramite molatura manuale eliminare la parte interna dell'asola contrassegnata in rosso ATTENZIONE MOLARE SOLO PARTE ROSSA INTERNA (img.6); *With paper tape, start from fender edge and then follow the two markings to outline the cut line, cut with flexible using 1mm cutting disc (img.5); By manual grinding remove the part inner part of the slot marked in red CAUTION GRIND ONLY RED INHERENT PART (img.6)*



Rimuovere la piastra di foratura, forare da 9,5mm i fori da 3mm; utilizzare boccole anti compressione nella parte superiore e usare lr brugola da Ø6 + rondelle medie Ø6 per il fissaggio sulla piastra della moto;  
*Remove the drill plate, drill 9.5mm holes from 3mm holes; use anti-compression bushings in the upper part and use lr Ø6 allen wrench + Ø6 medium washers for fixing on the bike plate*