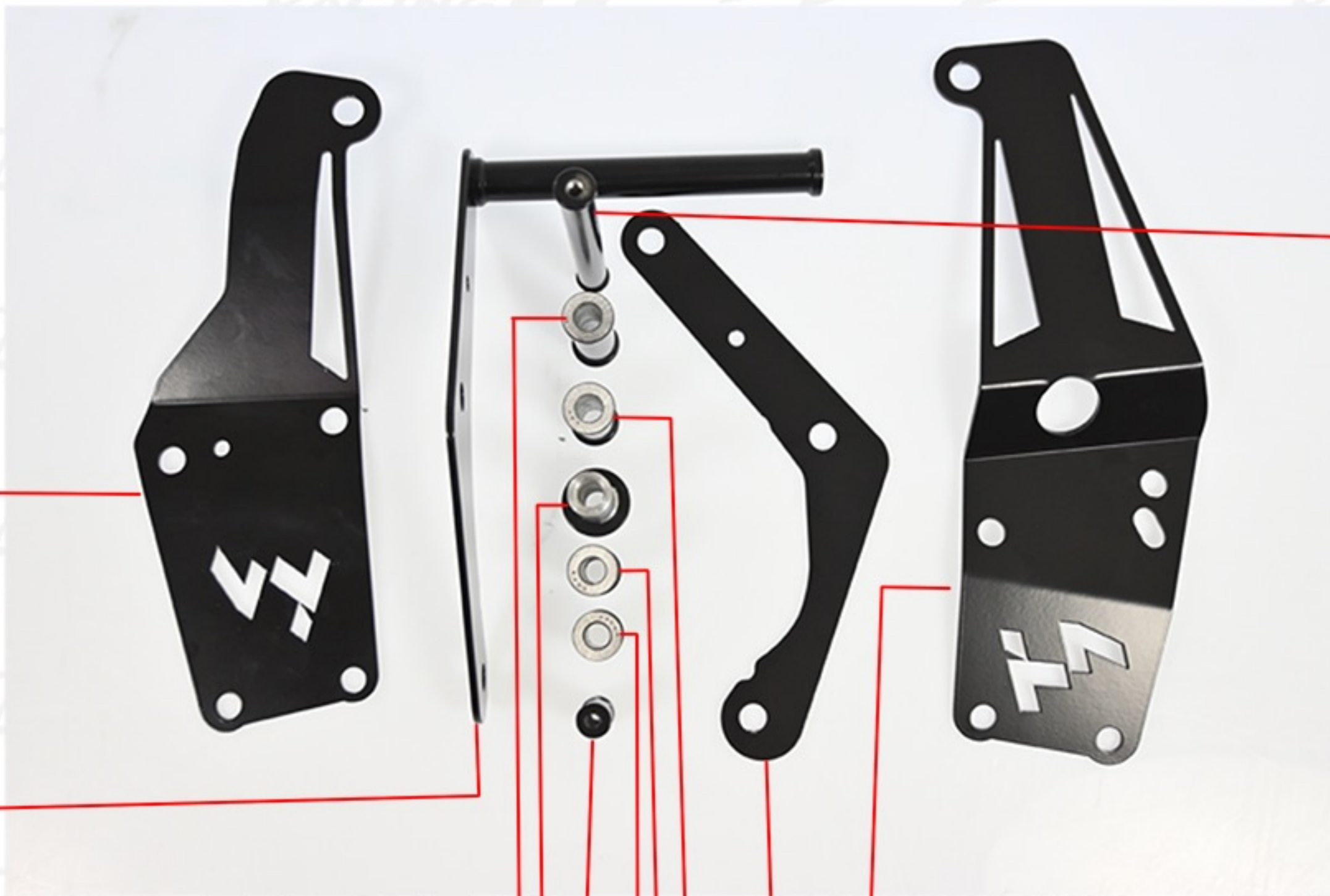
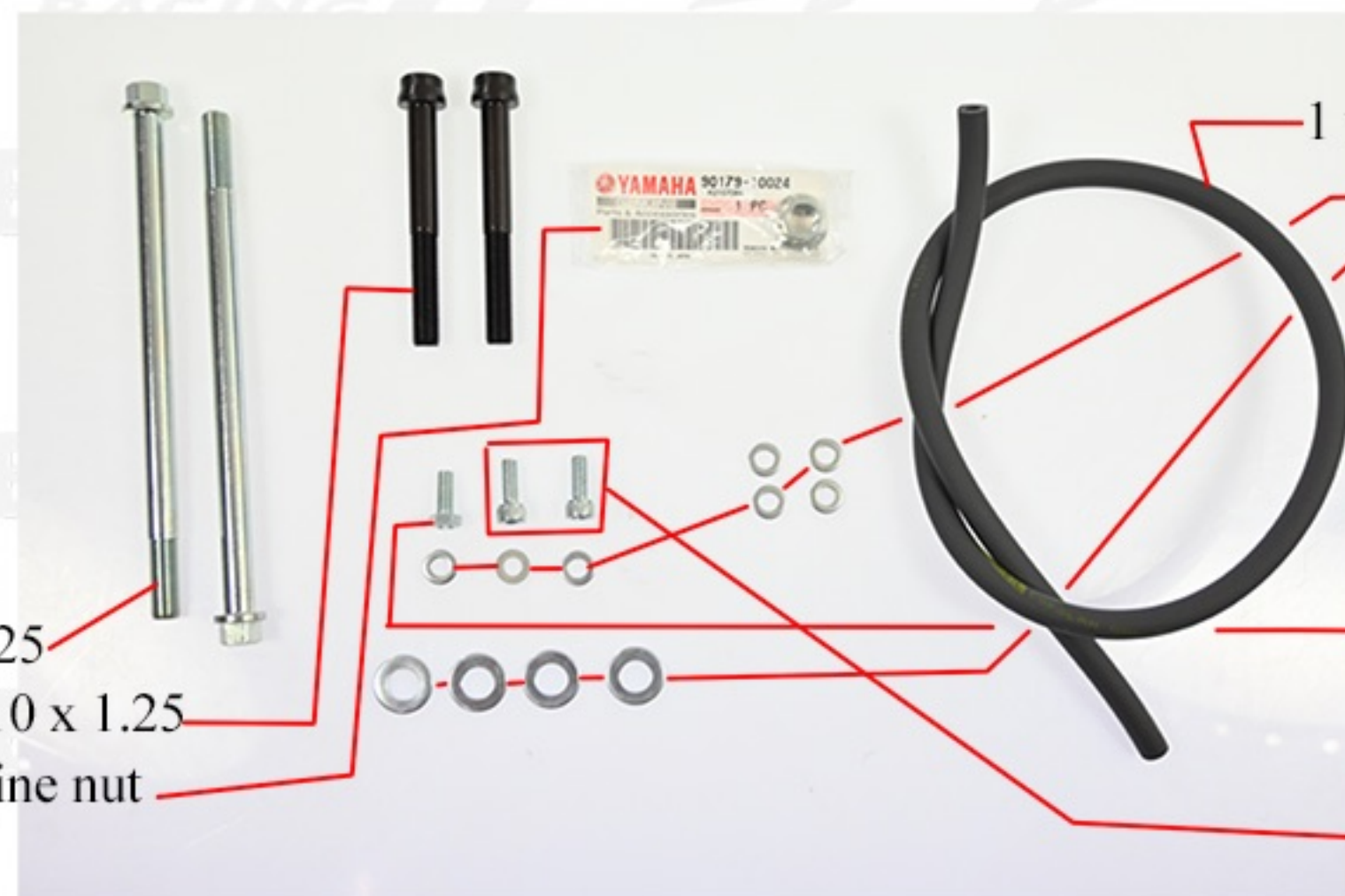


## KIT FRAME STABILIZER

The kit includes: 2 chassis stabiliser brackets; 2 chassis/engine stabiliser brackets; 8 reinforced spacers. Some spacers are marked with a stamped number on the head.



- Left-hand chassis stabiliser bracket
- Left-hand chassis/engine stabiliser bracket
- Spacer No. 1, marked on the left-hand side
- Double-entry engine spacer, left-hand side
- Spacer No. 6, unmarked
- (Ø6 fully threaded) L= 335 mm, left-hand side
- Right-hand chassis stabiliser bracket
- Right-hand chassis/engine stabiliser bracket
- Spacer No. 1, marked on the right-hand side
- Spacer No. 4, marked on the right-hand side
- Spacer No. 5, marked on the right-hand side
- Spacer No. 7, unmarked, connecting right and left sides

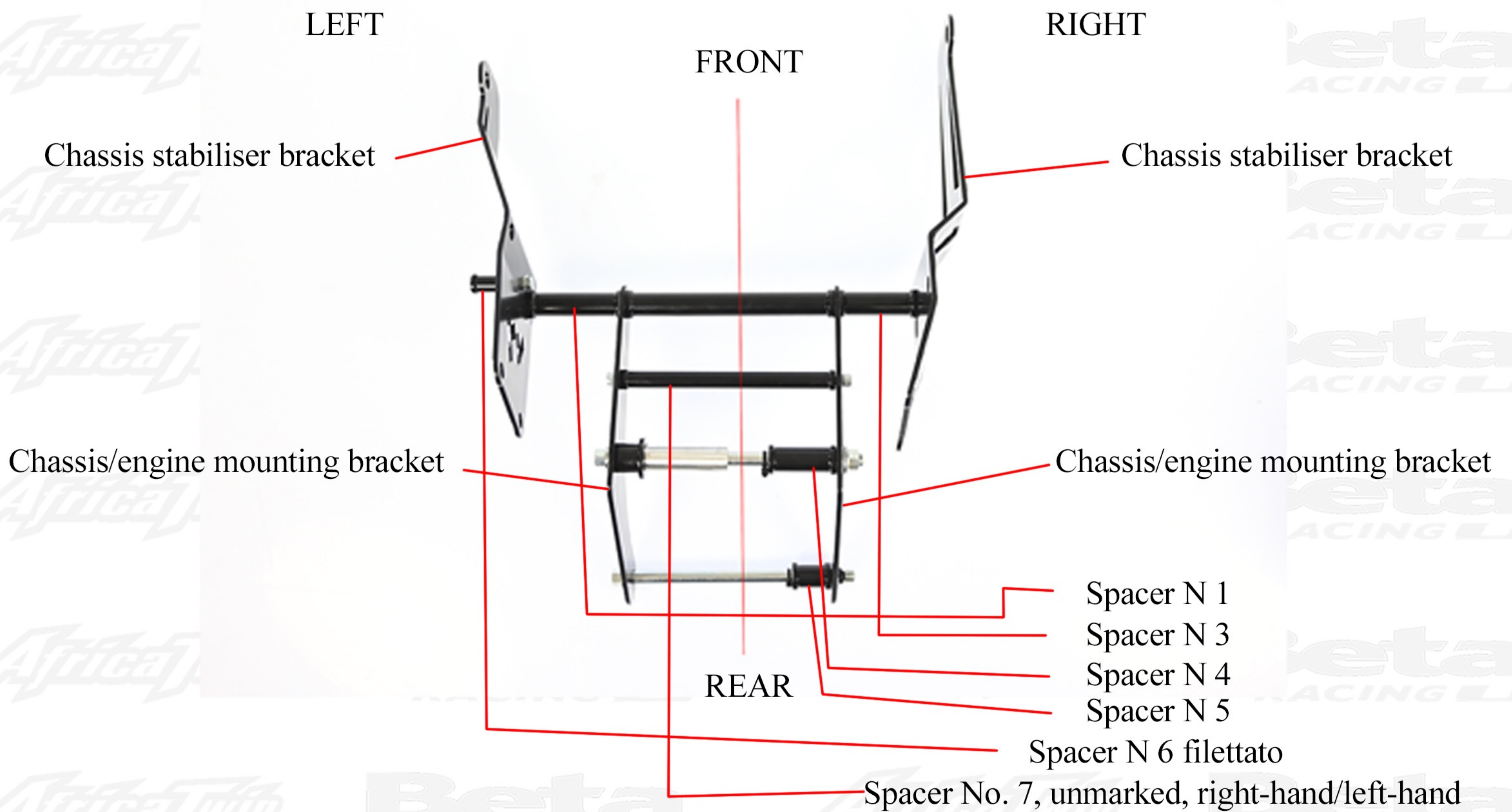


- 2 engine bolts, 170 mm, 10 x 1.25
- 2 chassis/engine bolts, 170 mm, 10 x 1.25
- 1 x 10x1.25 Yamaha OEM engine nut
- 1 x 720 mm fuel tank vent pipe
- 7 washers Ø or 6
- 4 washers Ø or 10
- 2 x 6x15 Allen screws
- 1 hex bolt 6x15

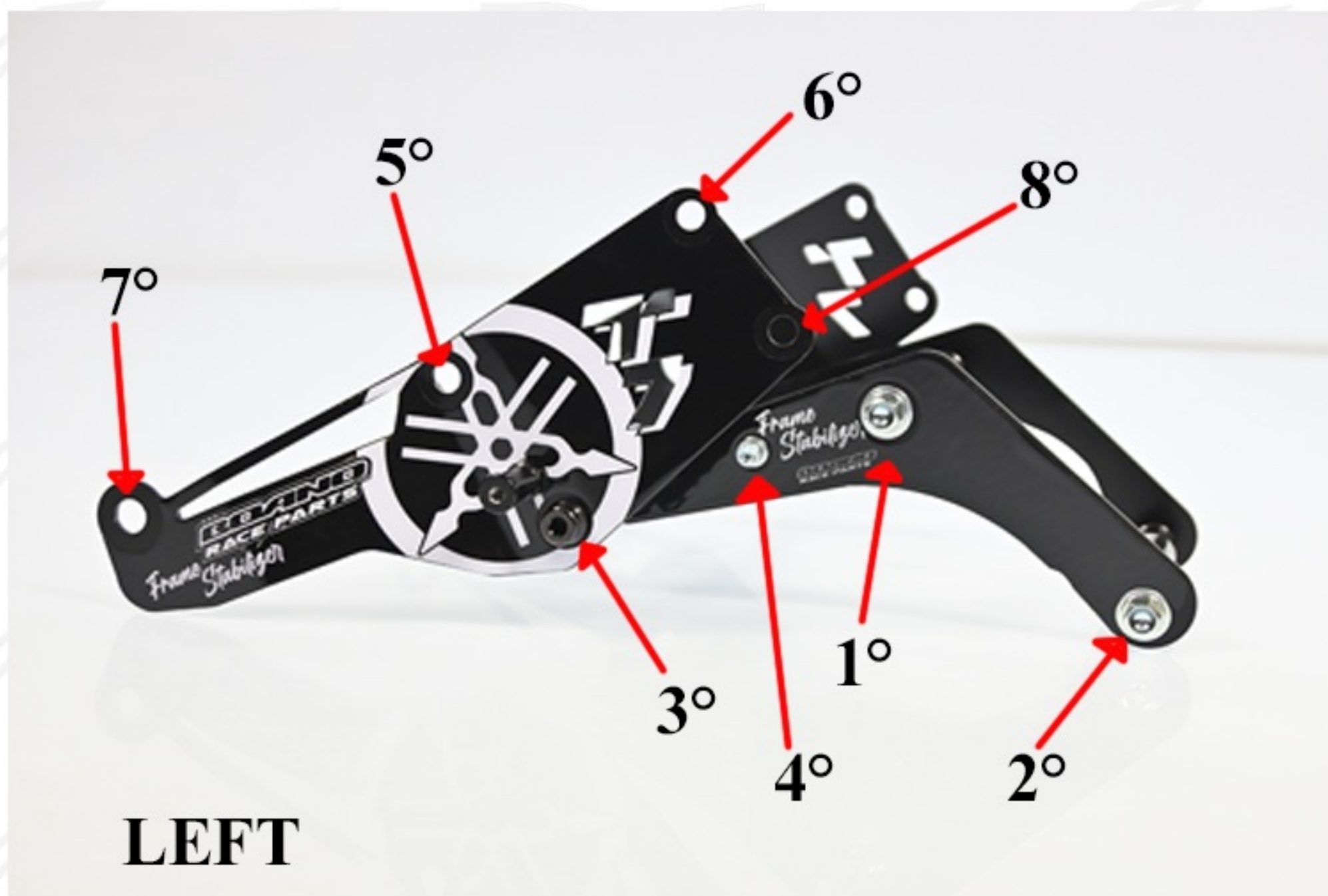
# APPLICATION OF STICKERS



Apply the stickers before fitting the brackets; fit the threaded spacer N 6 with a washer and a hex bolt with a lock nut; centre the 4 holes carefully, ensuring they are properly aligned so as not to risk damaging the stickers when tightening the bolts.



# ORDER FOR BOLT CLOSURE



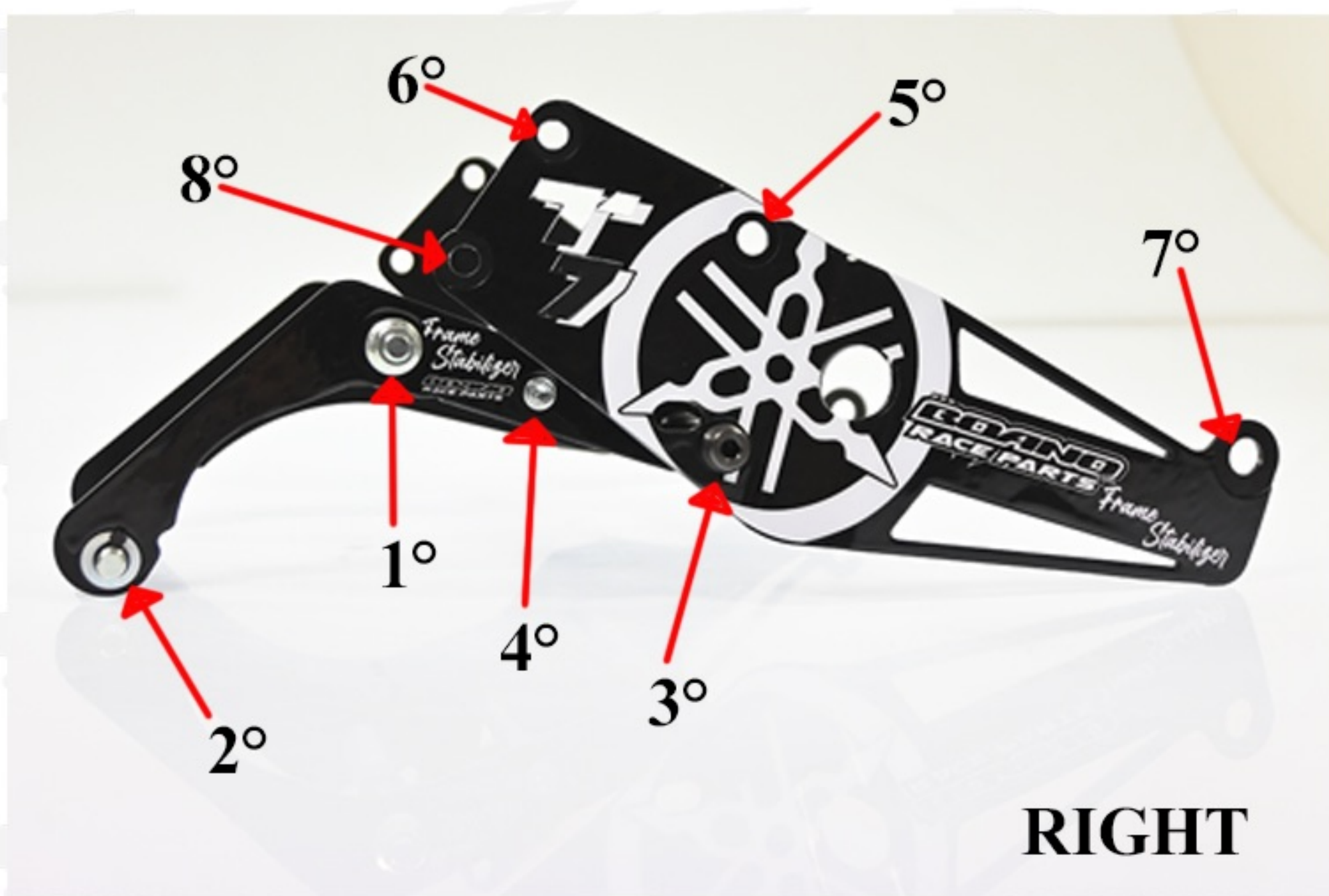
## LATO SX

- 1° 55 N.m (5.5 kgf.m)
- 2° uguale al 1°
- 3° uguale al 1°
- 4° 10 N.m (1.0 kgf.m)
- 5° 55 N.m (5.5 kgf.m)
- 6° 30 N.m (3.0 kgf.m)
- 7° 75 N.m (7.5 kgf.m)
- 8° 30 N.m (3.0 kgf.m)

LEFT

## LATO DX

- 3° 55 N.m (5.5 kgf.m)
- 4° 10 N.m (1.0 kgf.m)
- 5° 55 N.m (5.5 kgf.m)
- 6° 30 N.m (3.0 kgf.m)
- 7° 75 N.m (7.5 kgf.m)
- 8° 30 N.m (3.0 kgf.m)



RIGHT

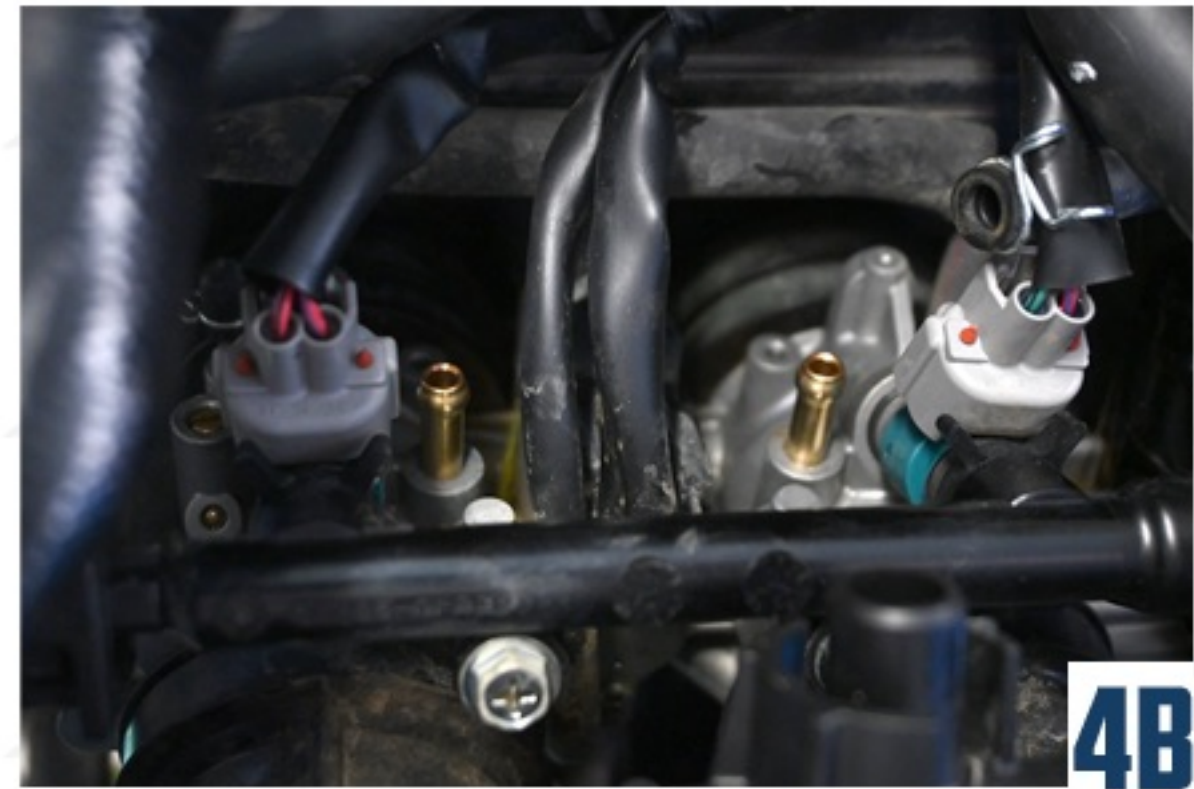
## KIT FRAME STABILIZER



Remove the right and left frame brackets from the expansion flange (photos 1–2)



Remove the clutch bracket (photo 3); Remove the left-hand pipe from the activated carbon filter (photo 4)



Disconnect the two pipes from the throttle body (photos 4a–4b)

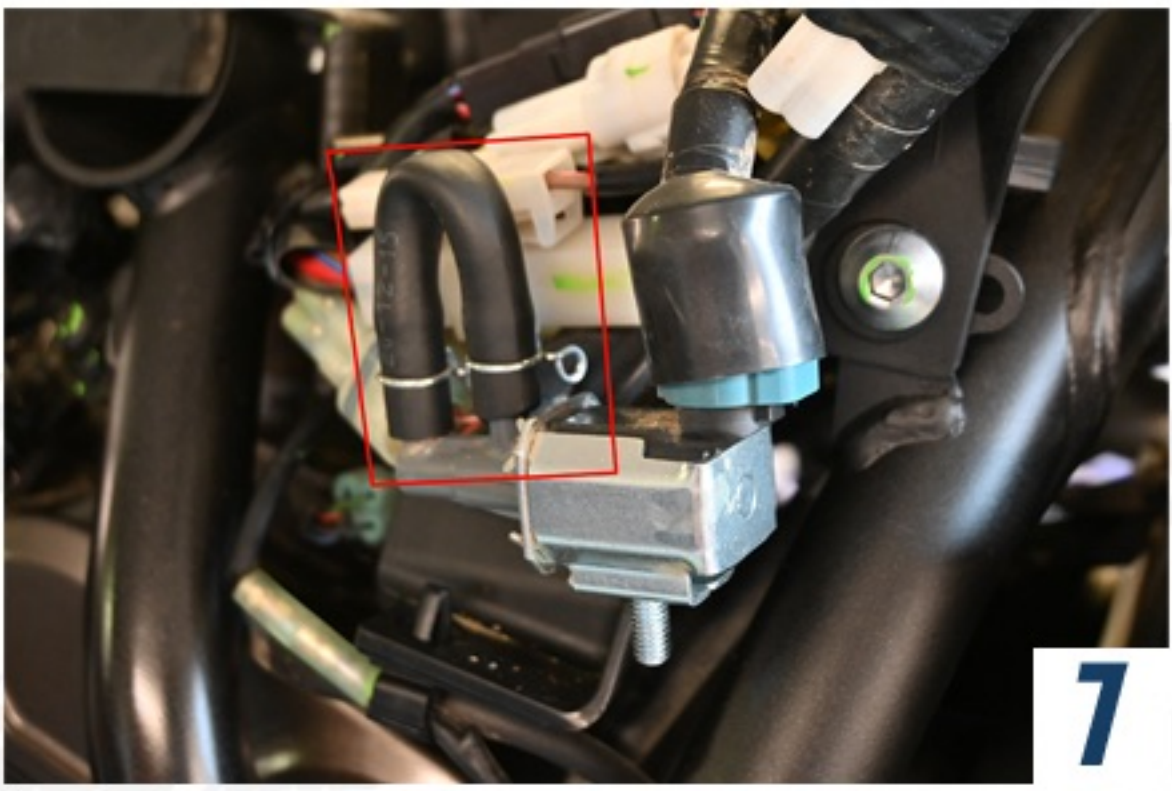


Retrieve the original connecting hose (photo 4c), then connect the hoses to the throttle body by joining them together (photo 4d)

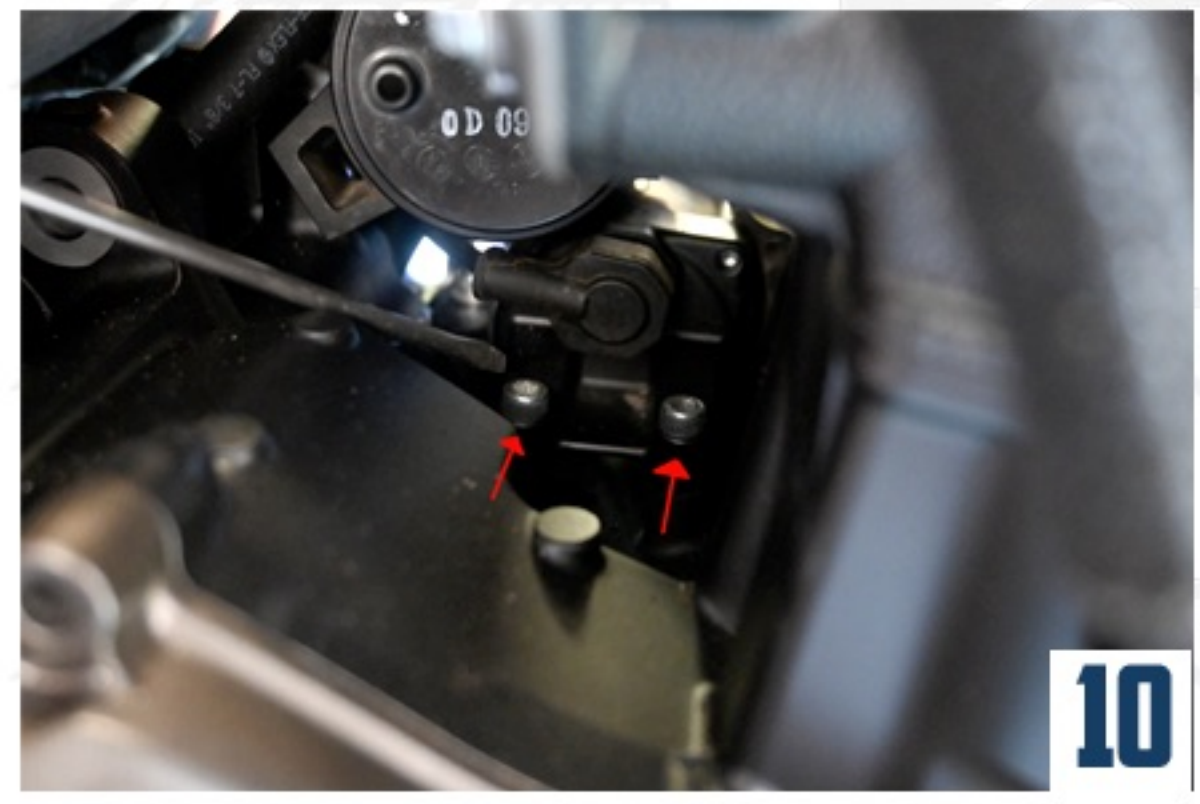
**FOR EURO 5 MODELS ONLY**



Take the sensor (photo 5) and disconnect the two sensor tubes; cut 9 cm off one of the two tubes you have just disconnected (photo 6)



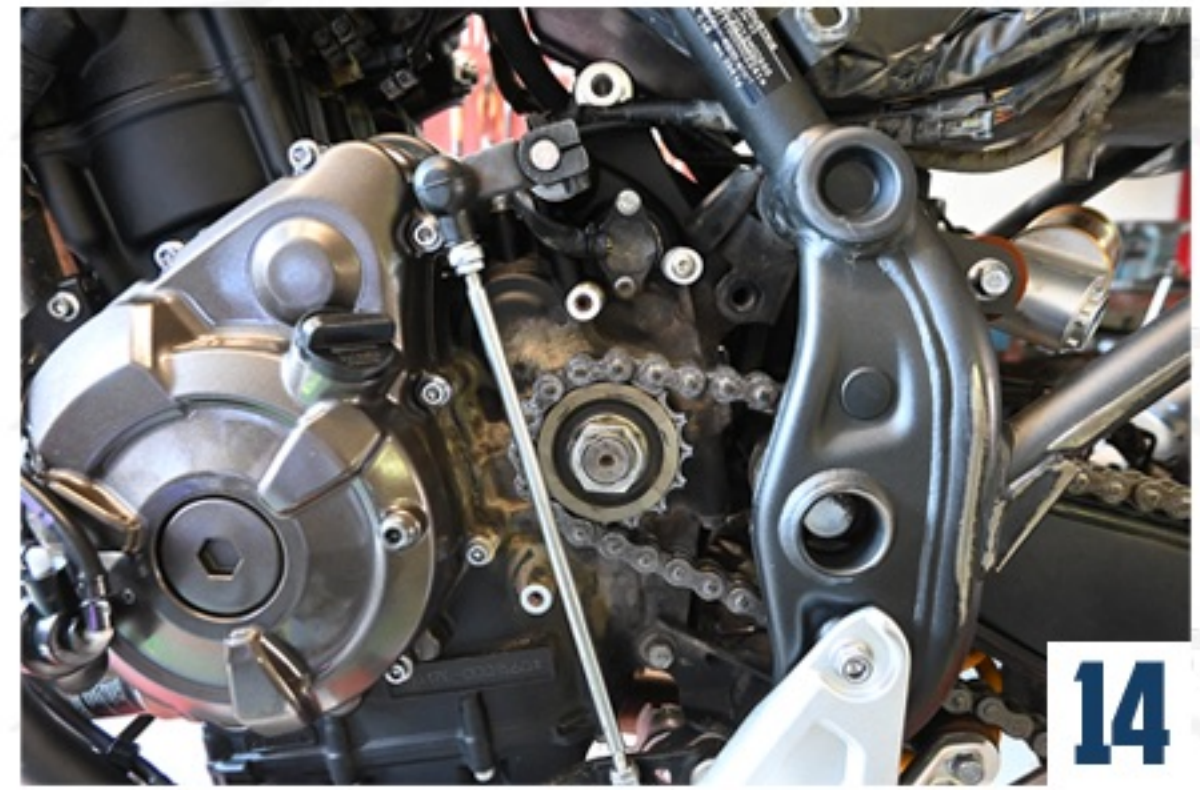
Seal the sensor using the 9 mm tube (photo 7) and reinsert the sensor into its housing. Remove the vent line from the tank.



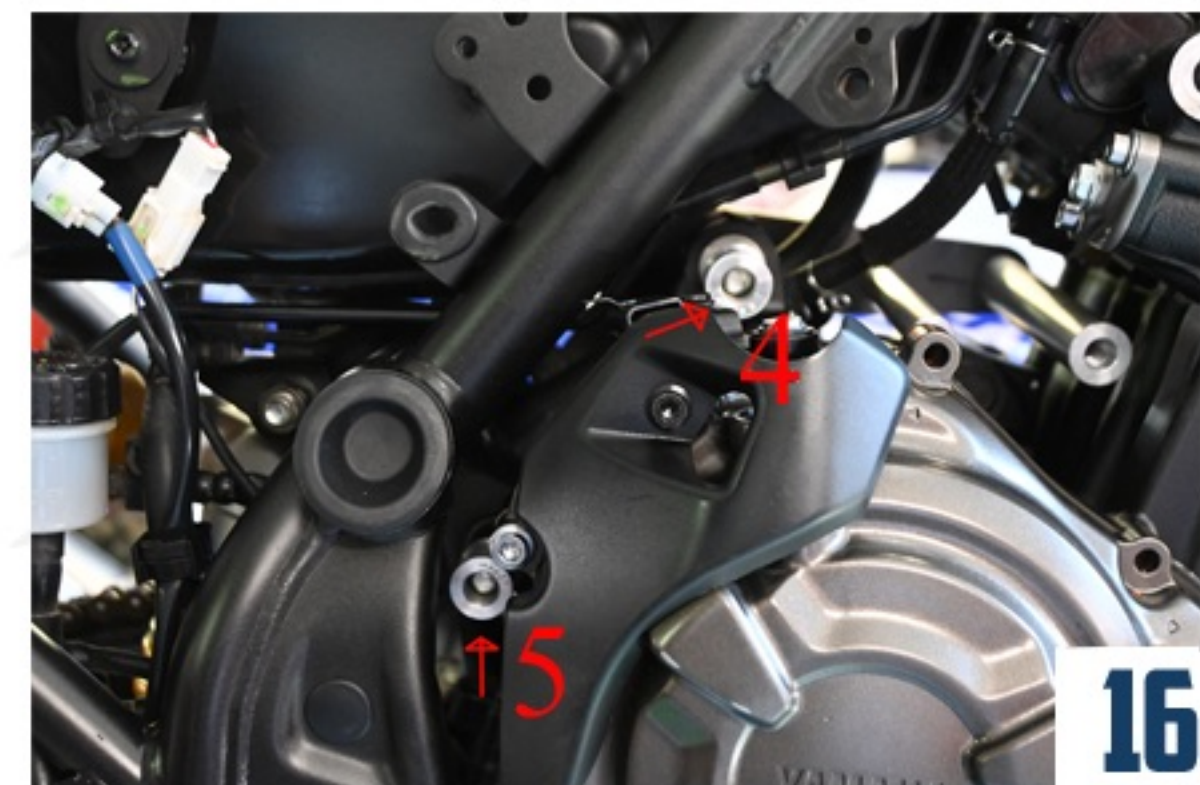
Fit the supplied hose to the tank vent filter (photo 9). Remove the Allen screws and the choke motor (photo 10) to remove the activated carbon canister, then refit the choke motor.



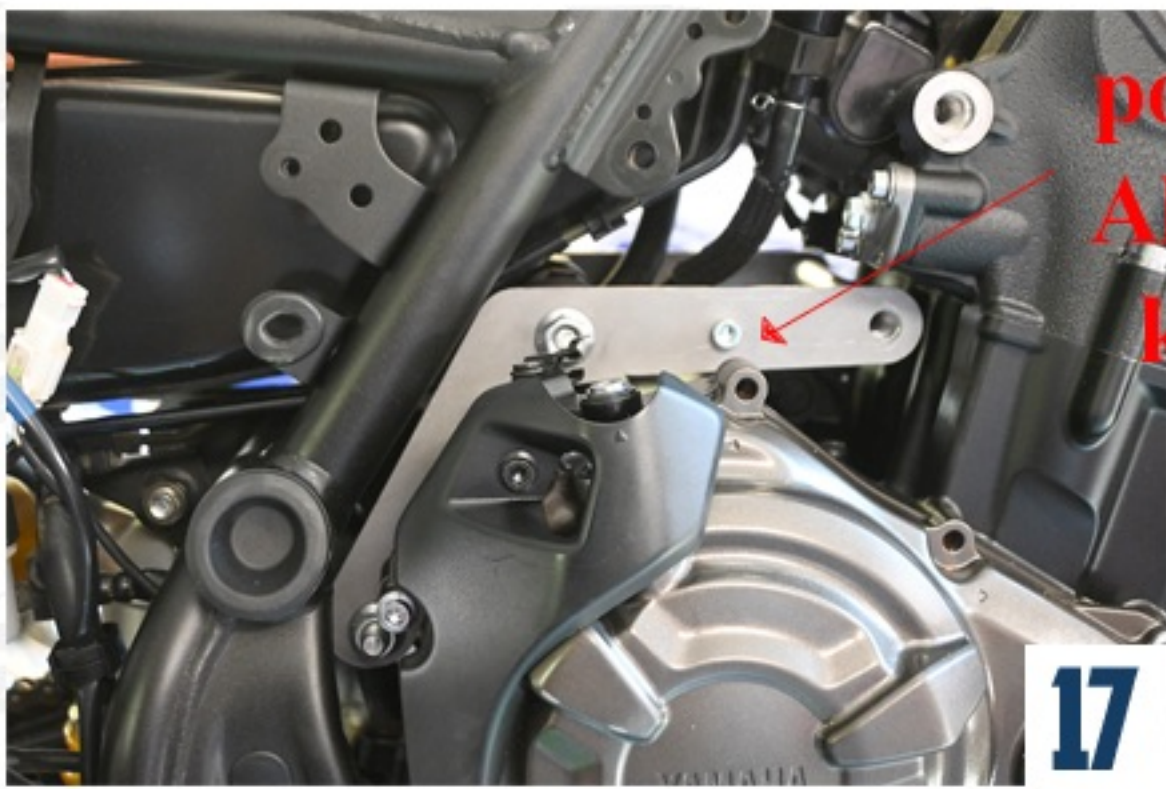
Route the new vent through the centre of the engine brackets (photo 11). Route the vent out via the top left (photo 12)



Take the double spacer and insert it into the upper engine bracket (photo 13), then move the plastic clamp 6–8 mm towards the front wheel. Remove the chain guide (photo 14)



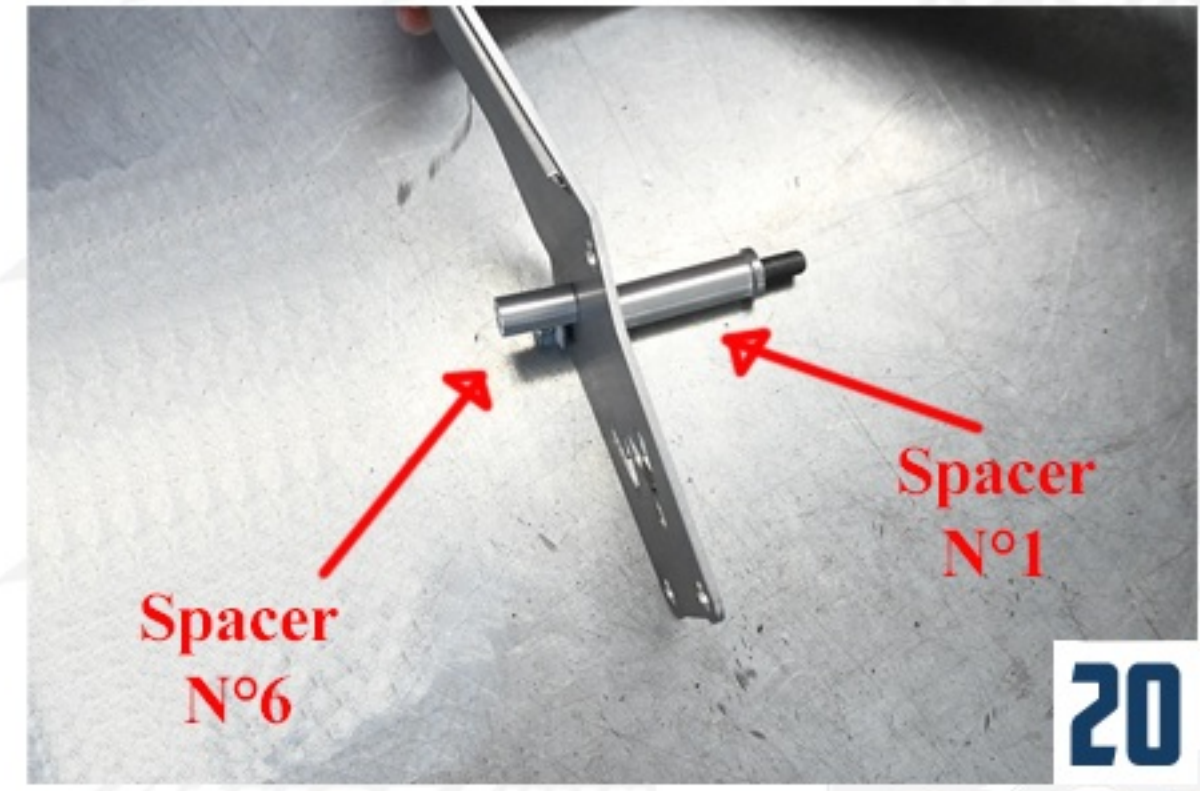
Fit the left-hand chassis/engine stabiliser bracket after securing spacer No. 7 with a 6x15 Allen screw and washer. Fit the engine bolts (170 mm hex head, 10x1.25) (photo 15). Fit spacers No. 4 and 5 (photo 16)



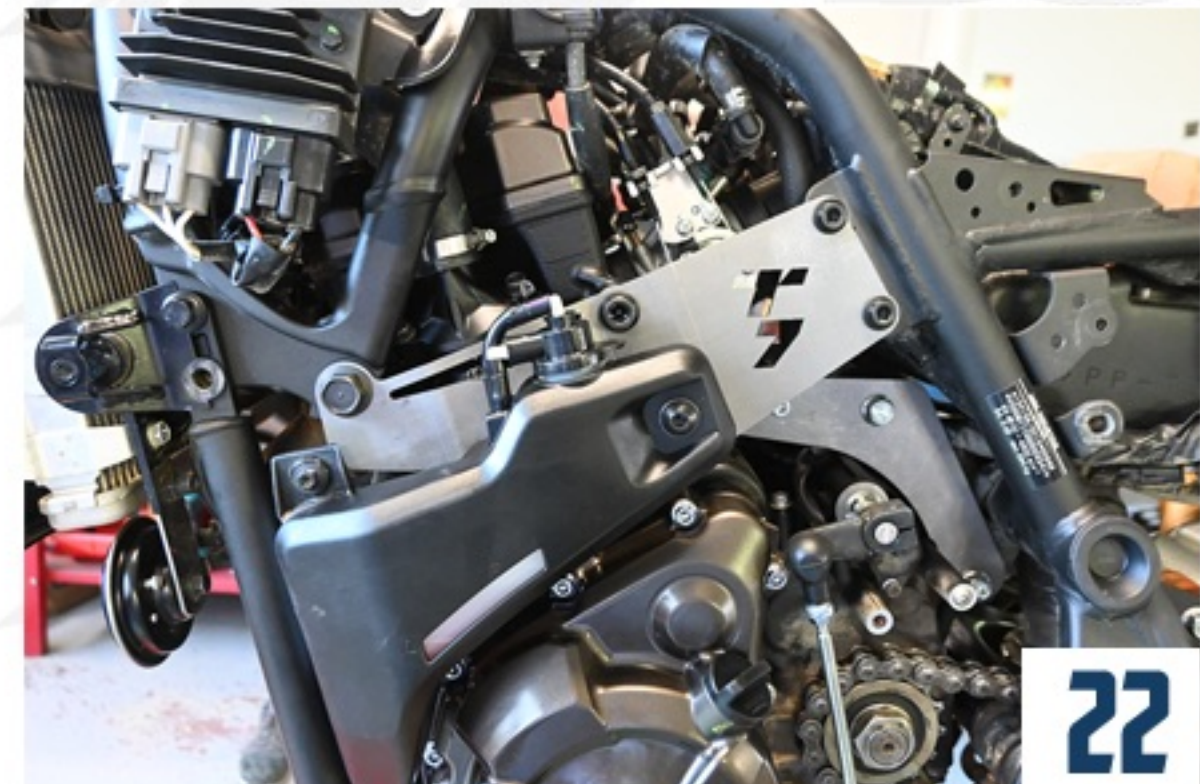
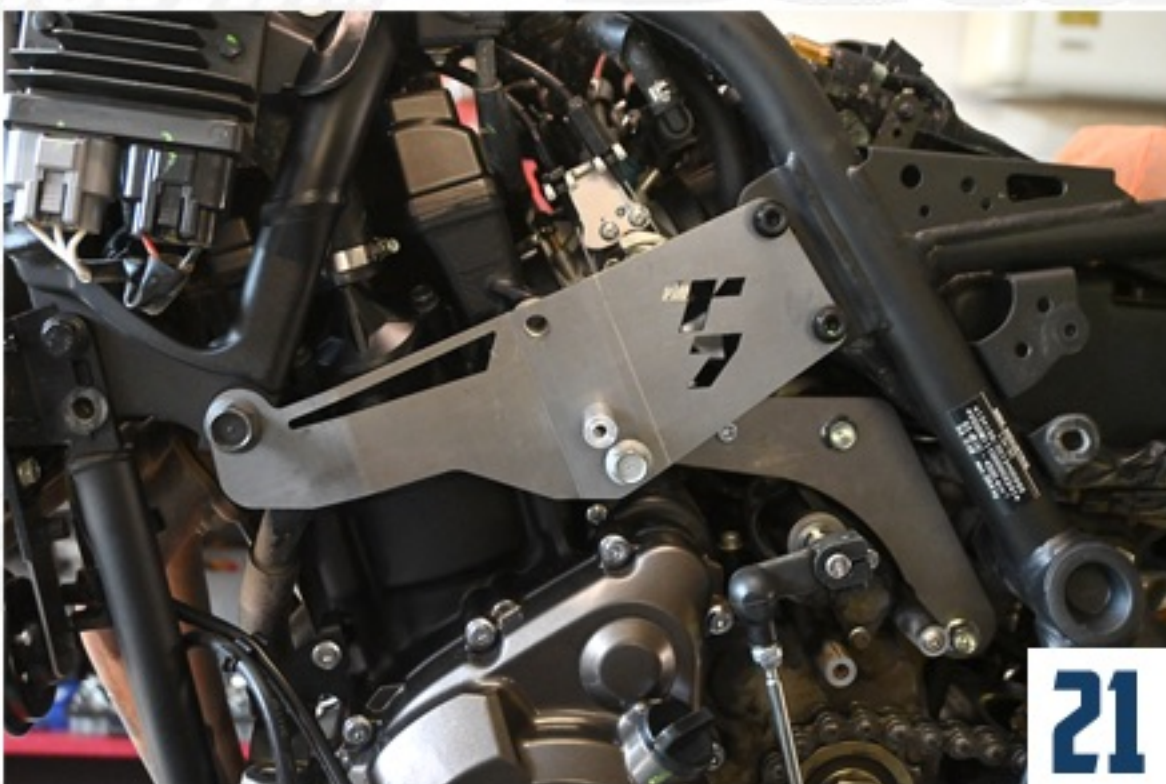
point  
Allen  
key



Fit the engine/chassis stabiliser bracket on the right-hand side and secure it with a 6x15 Allen screw and washer (photo 17). Unscrew the chassis/engine bolt (photo 18)



Refit the lock washer under the right-hand frame stabiliser bracket, and thread the clutch cable through the hole provided. Align all the bolts without tightening them (photo 19). Take the left-hand frame stabiliser bracket, fit the 6x15 hex bolt with washer using threadlocker, and secure spacer No. 6 (unmarked  $\text{Ø}6$ , fully threaded,  $L=335\text{mm}$ ). Position spacer No. 1 with the engine/chassis bolt (Allen bolt 82mm 10x1.25) (Photo 20)



Remove the engine/chassis bolt and remove the washer (photo 21); use the remaining original bolts. Position the fluid collection tray (as shown in photo 22)



2 washers for each bolt



Refit the original clutch bracket using the washer provided (photo 23); these are the original parts that will remain removed from your motorbike (photo 24)