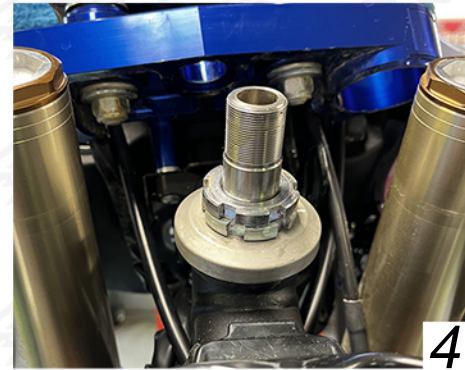
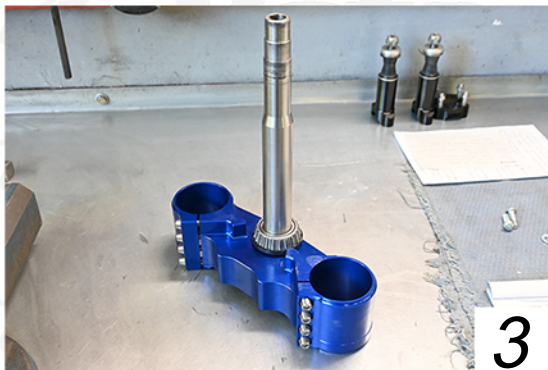


WWW.**BOANO**.COM **RACE PARTS**

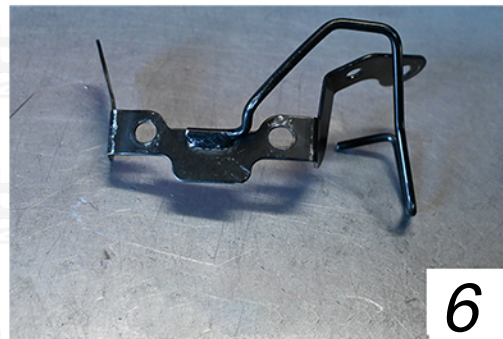
Kit Boano KYB 48mm cartucce chiuse per Yamaha T7 World Raid/
Boano KYB 48mm closed cartridges kit for Yamaha T7 World Raid



Remove front wheel, forks, front side panels, saddles, left and right tank, steering damper (pic.1-1a); remove top plate, disassemble key block, drill out anti-snag bolts (imm 2) and remove lower plate.



Remove sleeve bearing + sleeve bearing from the old plate and fit it to the new one (OPTIONAL mounting new Yamaha bearing) (pic.3). Grease both bearings thoroughly. Mount lower triple clamp, close the first ring nut, remove original rubber washer, close the second ring nut. (pic. 4) ;
NOTE: after the first 500 km or so, recheck the tightening of the ring nuts.



Insert the tapered sinteblock into the top triple clamp mount the raiser (tighten bolts only after mounted the handlebar. (pic. 5); Use the original cable bracket and add 2 washers \varnothing 8 per side (pic. 6-6a). Close the key block with 6x25 Allen bolts.



7



8

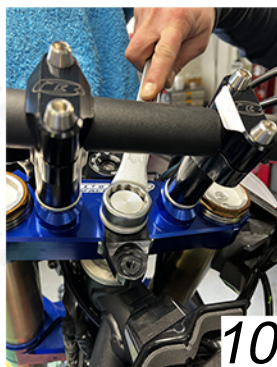


8a

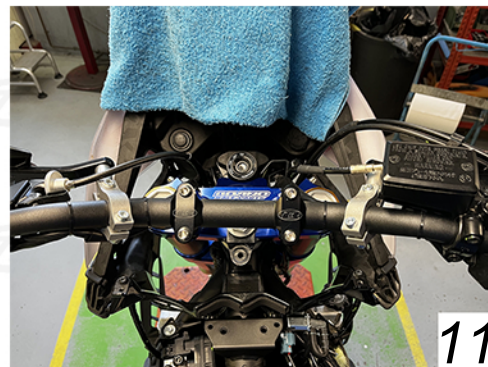
Aim hex bolt 27 and do not close, use the shock absorber bracket as a washer (pic.7); take right-hand forks and align to the edge of the cap (pic. 8) and the bike will be more stable, or to the first marked notch (pic.8a) and the bike is more steerable at low speed.



9



10



11

Position it with the air outlet screw towards the rear of the bike (pic.9) and then tighten the lower triple clamp; same procedure with left fork. (tighten lower plate in two stages, the first at 10Nm and the second at 12Nm from top to bottom).at 12Nm from top to bottom). Tighten the 27 hexagonal nut pointed at earlier (pic.10) Tighten the upper triple clamp (in two steps, the first at 15Nm and the second at 17Nm); mount the handlebar and tighten the U-bolts (pic.11)



12

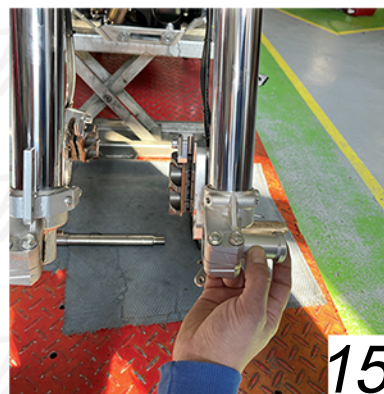
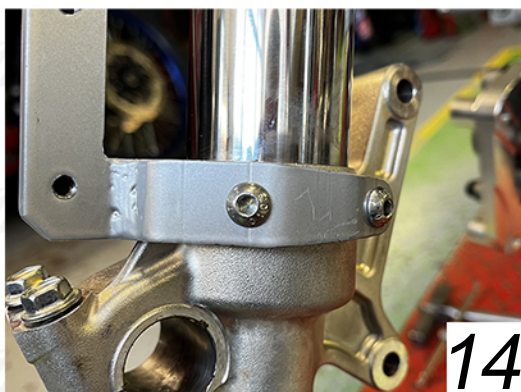


13

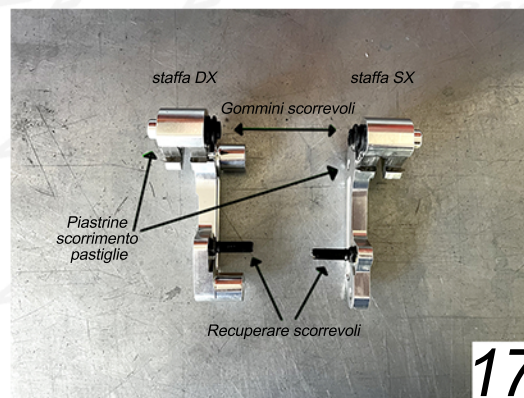
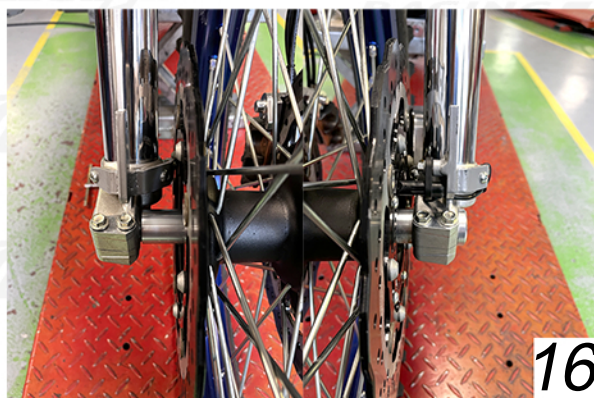


13a

Tighten the raiser bolts under the top triple clamp (imm 14); position the cables, checking that the handlebar movements are not hindered by them (pic 13 right-hand side pic. 13a left-hand side)



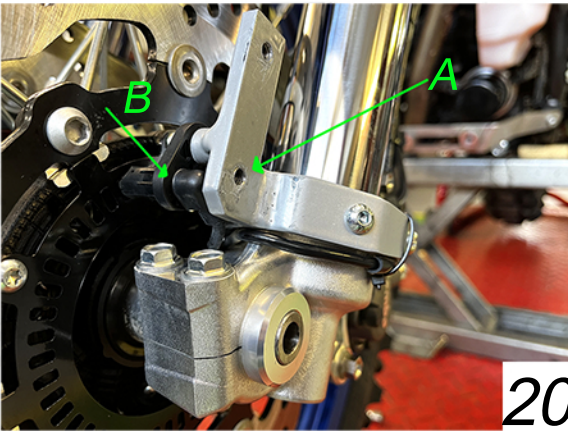
Fit mudguard brackets using 6x12 socket head Allen screws and screw in (left-hand side speed sensor) (pic.14)
 To mount the wheel put the threaded bushing of the wheel axle in the left foot and close the foot (pic.15)



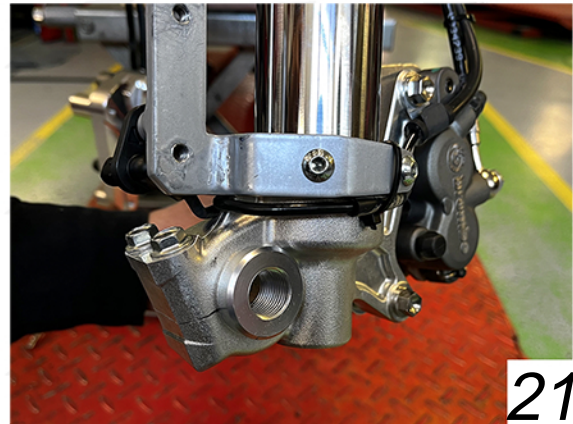
Position the wheel with the spacers (pic.16) screw in the pin and tighten the screws on the RIGHT foot,
 Dismantle the left brake calliper and retrieve the components to mount on the new brake calliper bracket



Mount the calliper on the new bracket (pic.18); Put Ø8 tube passes on the high bolt of the calliper to secure the speed cable. (pic.19)

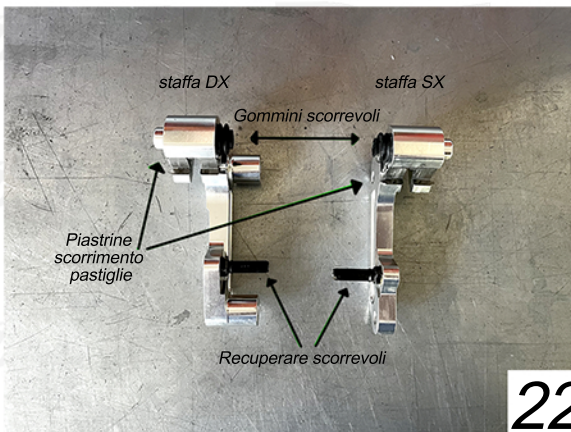


20



21

Route the speed cable as in the photo (pic.20), secure the speed sensor by means of a hexagonal bolt $\varnothing 6$ mm(pic.21) Check that when screwing A, with the wing bolt, the bolt does not interfere with the speed sensor B(check that the sensor is in line with the phonic wheel on the front wheel)



22



23

Take the right brake calliper bracket and recover the components as just done with the left brake calliper (pic.22) Position the front mudguard with the wheel raised and point the 6x16 allen bolts + washers $\varnothing 6$ to close the bolts. (pic.23)



24



25

Remove original brake hoses and fit new, longer brake hoses, upper cable part (pic.24) goes to ABS (or to the front master cylinder) and the other end to the RIGHT brake calliper via the double-ended brake bolt (pic.25);



26

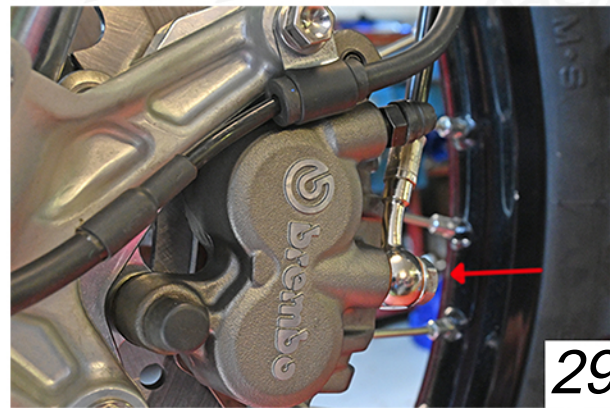


27

The hose to the ABS will be the outer hose (pic.25 green arrow) and the short hose on the inside connecting both calipers (pic.25 red arrow); from the brake bolt first plastic clamp to join the 2 pipes at 14cm (pic.26); use double metal clamp, align the rubber grommets and attach to the mudguard using Allen bolt 6x16 with washer and self-locking nut (pic.27)



28



29

Take single closed metal clamp, align grommet and secure to mudguard with Allen bolt 6x16 with washer and self-locking nut (pic.28); close the two bolts first SX with single $\varnothing 8$ clamp (pic.29)

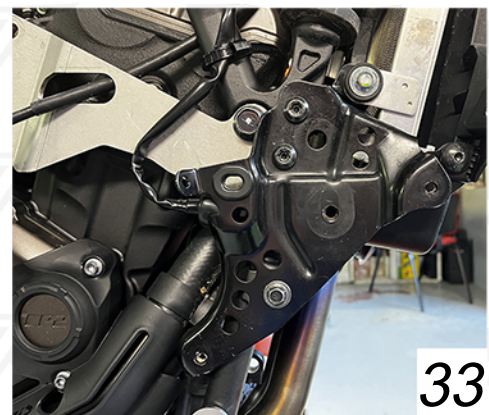
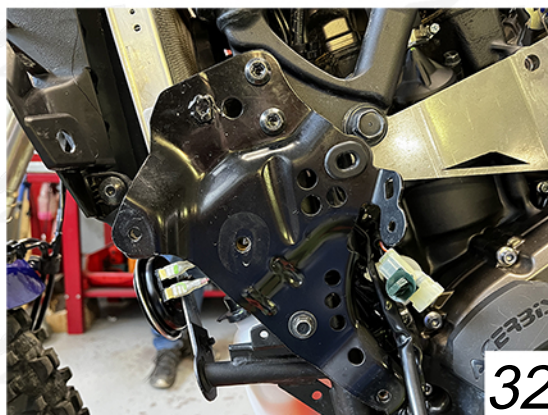
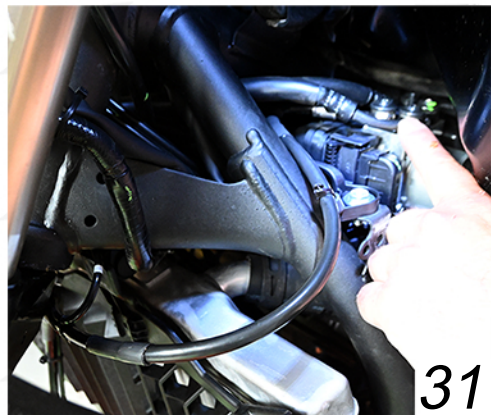


30



30a

Take the last double metal fairlead and mount it behind the bottom plate, position it horizontally if you have connected the brake hose directly to the pump (pic.30) or vertically (pic.30a)



Brake cable connection to ABS (pic.31); Replace the radiator brackets with those supplied in the kit, right side (pic.32) left side (pic.33)



Open the water hose clamp and slide it 5 cm downwards to eliminate the bend in the hose due to the radiator's of the radiator (pic.34); take the radiator grille spacers (pic.35)



Mount the grille spacers (pic.36 + 36a) on both sides; refit the fairings, side panels and tank.



Remove the unibol from the steering damper deflection arm to fit the new one (pic.37); use the original bolt to fix the new arm, grease the OR (pic.38)



Fit the shock absorber extension brackets (pic.39 +39a); secure the brackets with new Allen screws, mount the steering damper.