



CBF 600 / 1000 FAIRING

Removing the Half Fairing for Side Light replacement

[PRINT](#)

Written by Vlassishlk

Friday, 30 January 2009

REMOVING THE HALF FAIRINGS



1. Remove upper and lower hex (allen) screws



a). Upper (blue arrow - No 1)

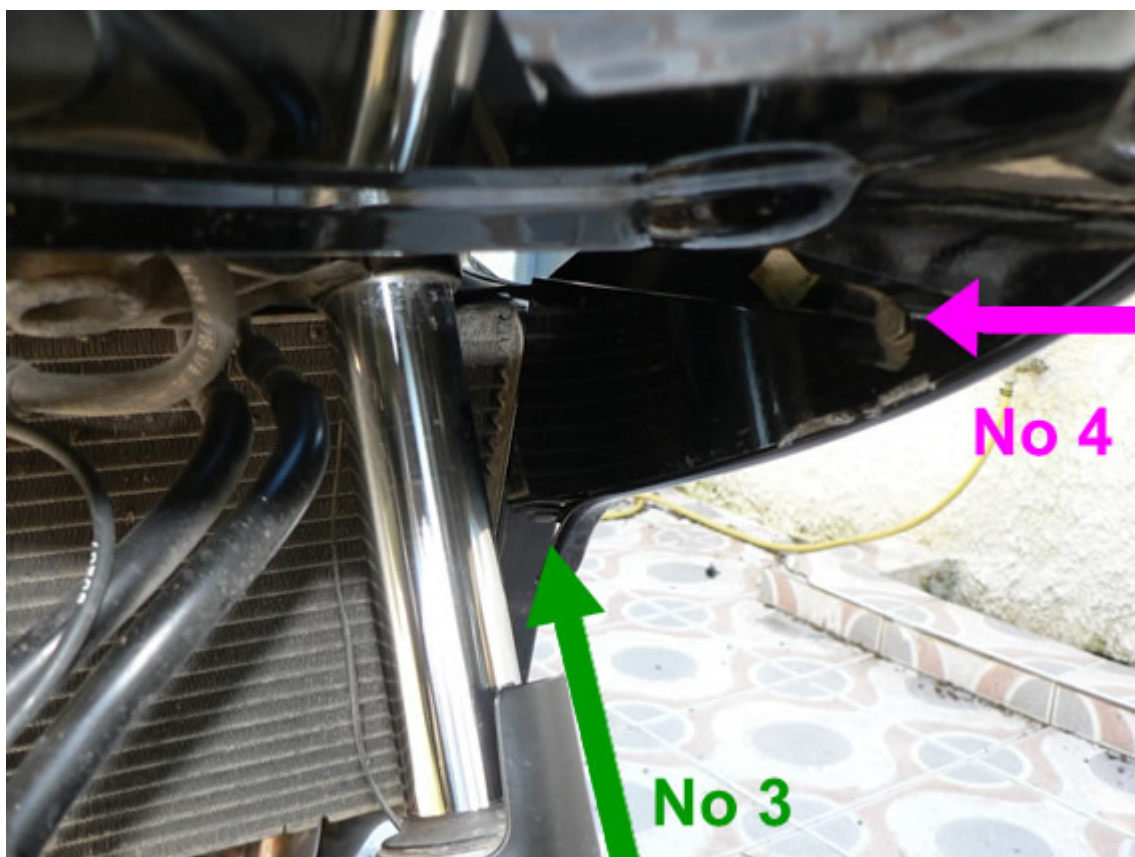
b). Lower (red arrow - No 2)



2. Remove the small plastic clip (pin) by pressing it in the center and then withdraw it. (Green Arrow No 3 – look also at next picture)

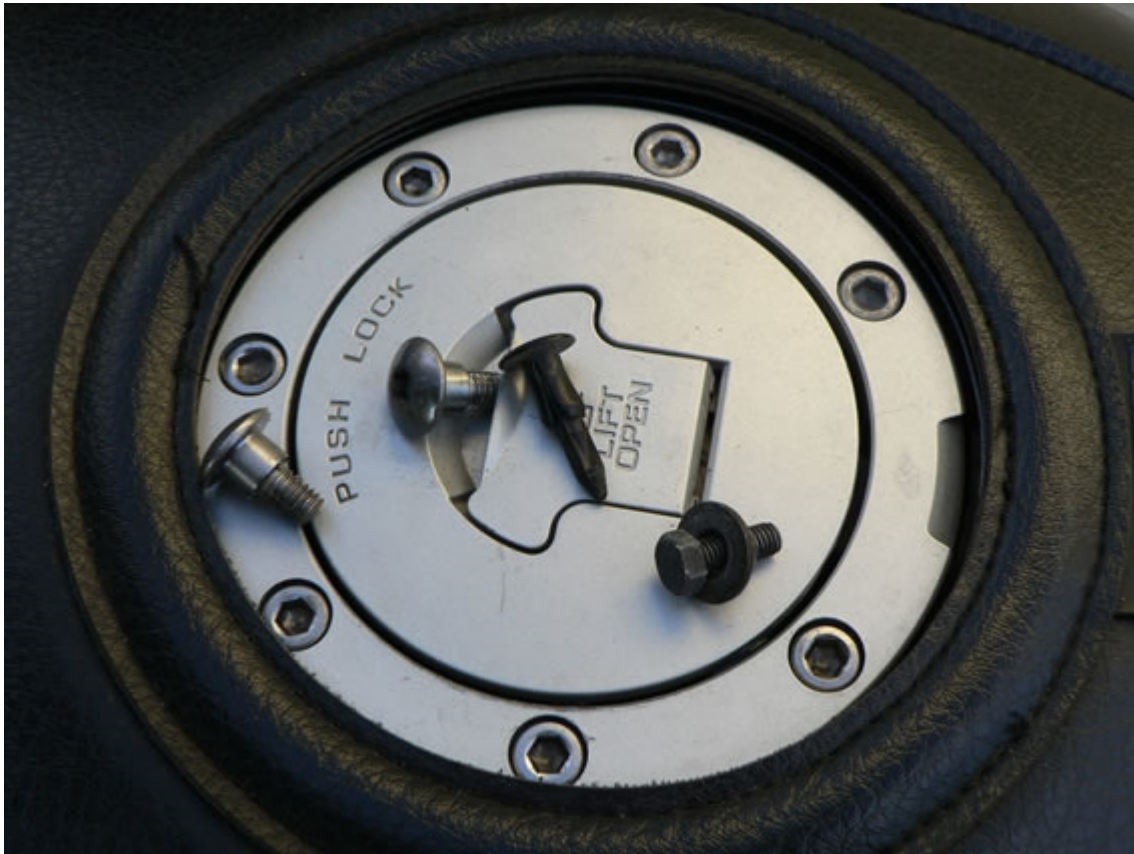


3. Remove the inside bolt (magenta arrow No4)



(what you see below the bolt is tape fitted inside this plastic cowl to get rid of fairing rattle)

Now if you have done everything correctly, then you should have removed 2 allen bolts a hex (?) one and a plastic pin



4. Disengage the tabs from their locations and slide the half fairing forward until it's freed from the front locking mechanism.

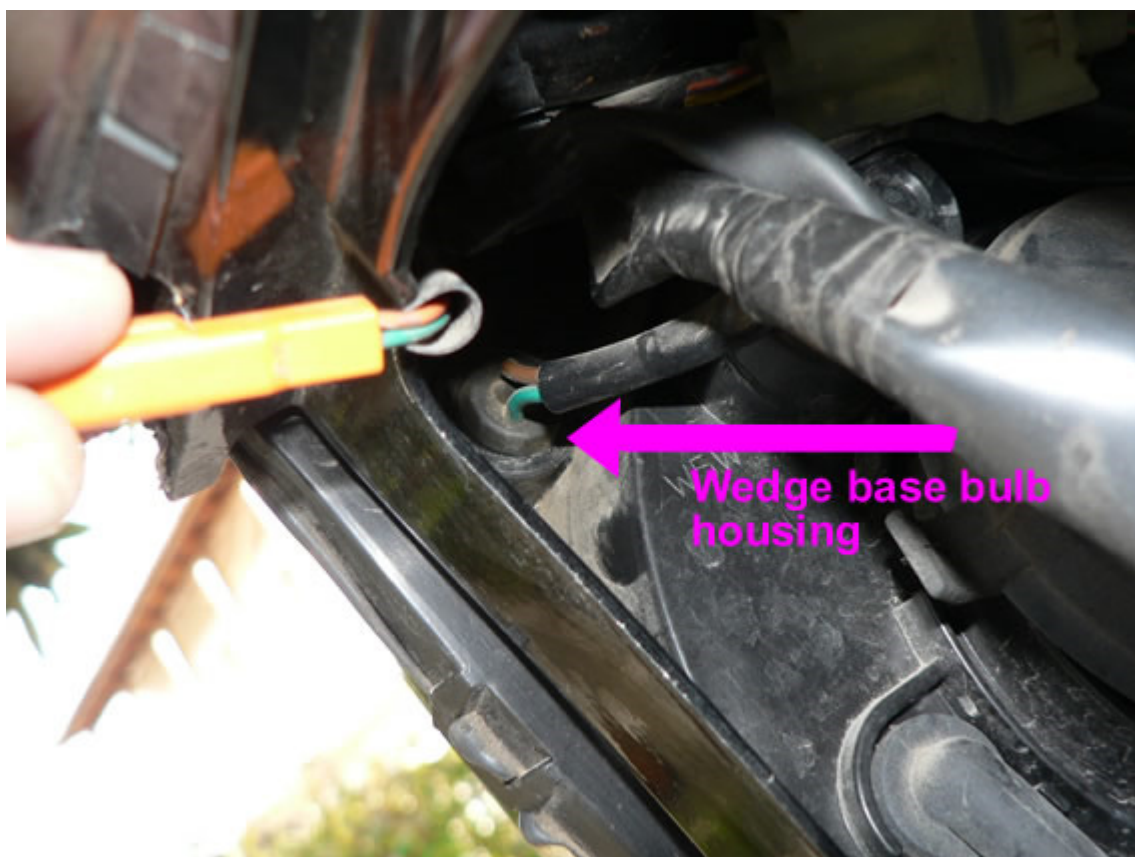


(The front locking mechanism is nothing special, once you have disengaged the tabs slide forward and you're done)

5. Disconnect the turn signal cables (orange color for left hand side and cyan for right hand side)

REPLACING THE 5W SIDELIGHTS

Now you have removed the half fairings let's spot the bulbs. Look at the following photo



The magenta arrow shows the base where the bulb is fitted. You just pull it out and then you'll see the bulb



Next thing to do is to pull the old bulb out and fit the new one. If you are replacing with leds there are two kinds of bulbs available polarized or not polarized. If the new bulb is polarized and you fit it the wrong way around then it will not light up. Just remove it turn it around and presto. If the bulbs are not polarized any way you fit them they'll work nicely.



Before you put them back inside the housing check if all works well



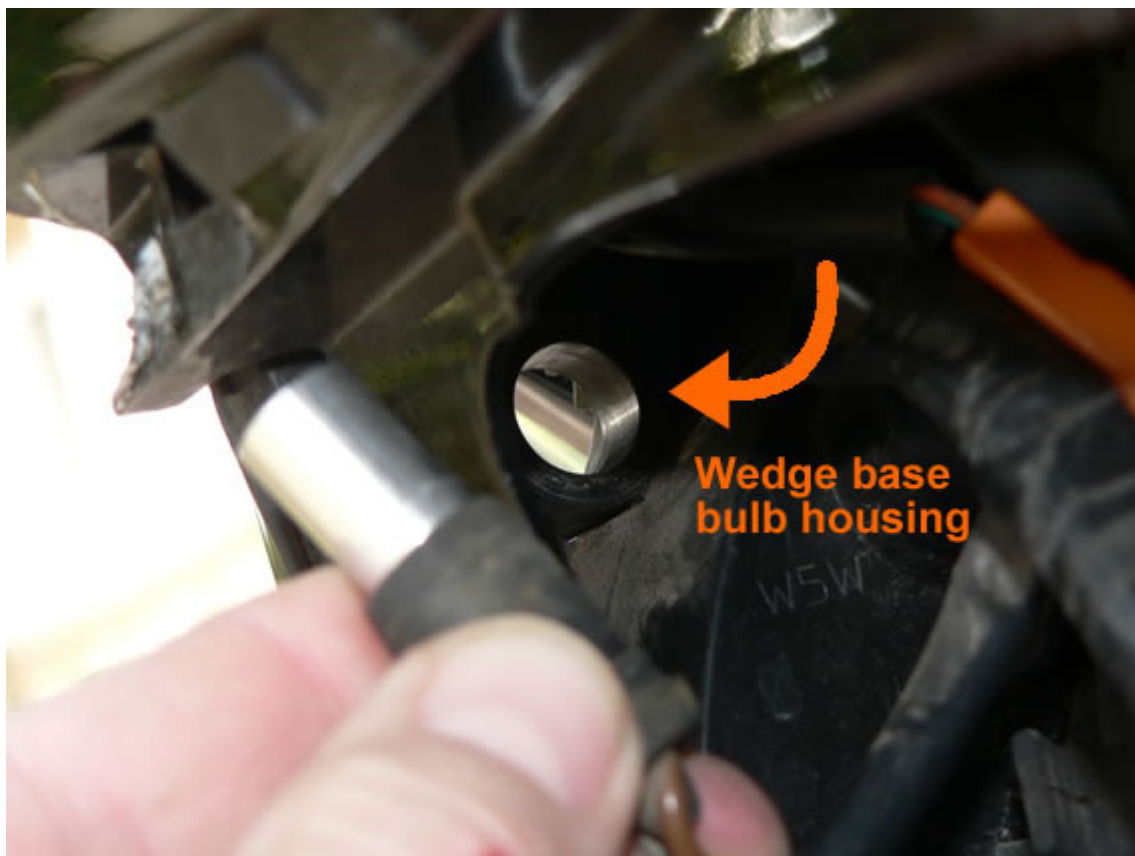
(Before you start commenting on the plastic tie raps. What you see is the HID ballast on it's support base. I

have also used tie wraps to be on the safe side although it is supposed to be fitted without them. But I chose to be on the safe side. It's not pretty but it does the job nicely.)

If it's working all right, push the bulb inside the housing all the way and you're done.

(Before you start commenting on the plastic tie raps. What you see is the HID ballast on it's support base. I have also used tie wraps to be on the safe side although it is supposed to be fitted without them. But I chose to be on the safe side. It's not pretty but it does the job nicely.)

If it's working all right, push the bulb inside the housing all the way and you're done.



Before refitting the half fairing do another check that the bulb is ok.



Now it's time to refit the half fairing. Follow the exact opposite procedure. But first of all make sure the metal clips are aligned correctly. This will make things easier.





Connect the turn signal cables.

I have noticed that starting from the rear helps things so as you see in the following photo I try to align the rear part of the fairing over the support before trying to slide the tabs in place.



Now the tricky part for me is to slide the tabs in place. You have to pull the lower part of the fairing towards you a bit so that the tabs get in place. If you find it tricky try putting one hand inside the fairing from under the nose until you reach the

tab holes and align them with your hand. Don't push too hard. If you're doing it correctly they'll slide in place without much pressure.

Once the tabs are in place you also have to slide a small cylinder like plastic part in the correct place on the front of the nose.



When this is done, it's time to start bolting. I start from the inside bolt (No 4 – magenta). This is never correctly aligned with the nit inside so I have to push the whole half fairing towards the front and keep pushing while bolting in place. Once this bolt is in place the rest ones are easy.

Next comes No 1 blue, if the clip isn't exactly aligned you can just push it a bit in place with a small screwdriver and bolt the allen bolt.

Something similar goes for the No2 red.

Don't forget to clip the plastic pin (No3 green) in place and you are done.

!!! Congratulations you're done !!!



CONCLUSION

The whole procedure of replacing the side bulbs is very easy once you remove the half fairings. The first time I removed these half fairings, it took me more than an hour (and a lot of swearing) to refit them. First of all I could not slide the tabs in place, once I managed this it was really hard to align the bolts to the clip nuts. You have to get the feel of it and be patient so that you don't break a tab.

Once you've done it 2-3 times it won't take you more than 3-5 minutes to remove both and another 5-10 to refit them both.

Don't take the bike for a ride (even a small one) after removing the half fairings, without securing the clip nuts , they'll probably fall off and you'll have to order new ones.

Vlassishlk

[Close Window](#)



CBF 600 – 1000 (SA)

Dubbele koplamp laten branden CBF600S(A)

Zorg dat je (ongeveer) dit spul bij de hand hebt.

- Voltmeter
- Plakband (bij voorkeur zwart)
- Setje inbussleutels
- Zijknijptang
- Kleine schroevendraaier (om het pennetje in te drukken)
- Waterpomptang
- Kabelschoentang
- Dopsleutel 8



1 – De uitgangssituatie

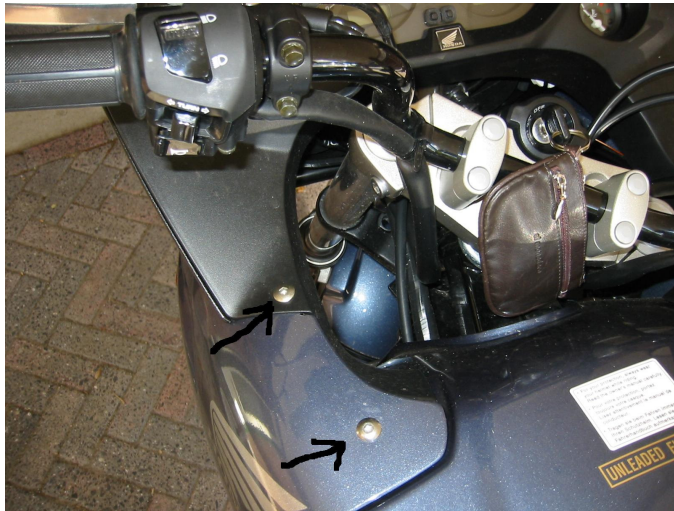


2 – Haal de “linker zijkap” van de kuip.

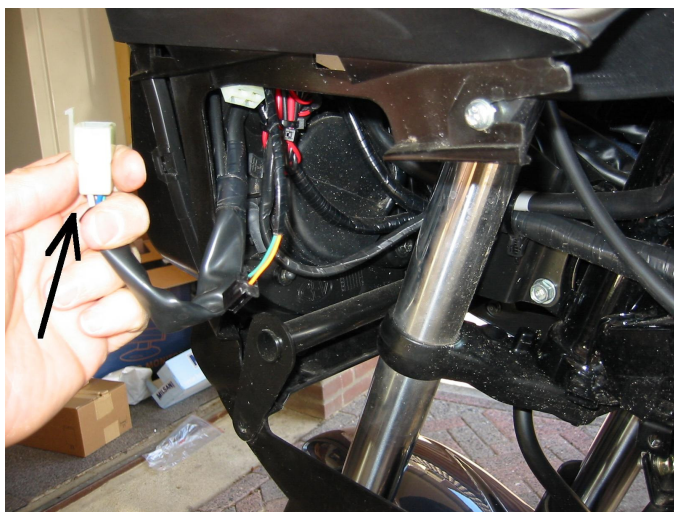
Verwijder deze 2 schroeven (imbus) Verwijder het moertje (sleutel 8) en het plastic dopje (pennetje indrukken en uitnemen) aan de onderkant van de zijkap.

Verwijder de zijkap door de 2 pennetjes uit de rubbers (bij de tank) te trekken.

Duw de zijkap “iets” naar voren en maak de stekker van het knipperlicht los.



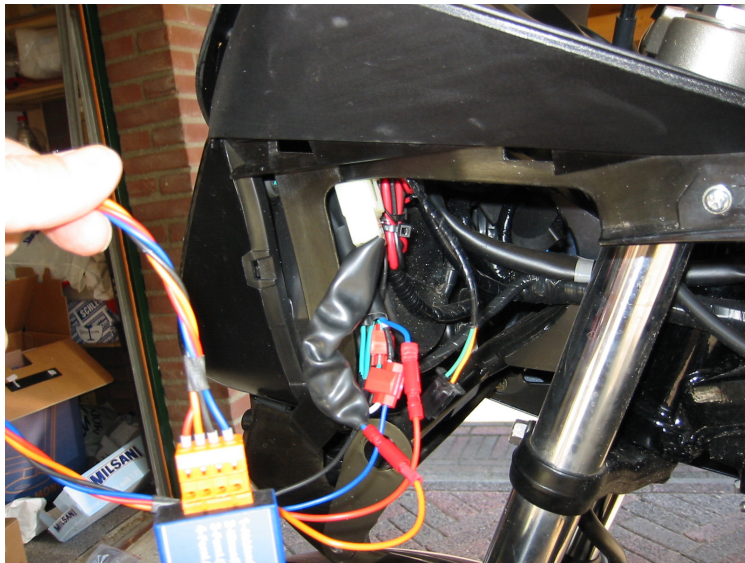
Maak de grote stekker (met 6 draden) los.



Sluit de draden aan:

<u>Motor</u>	<u>Module</u>	<u>Opmerkingen</u>
Wit	Blauw	Met "kabel-splitter".
Groen	Zwart	Met "kabel-splitter".
Blauw (draad doorknippen)	Oranje (in) en Rood (uit)	Module komt dus tussen "blauwe-draad" in.

Steek de grote witte stekker weer in elkaar en test het geheel.



"Tape" het geheel weer in en bind het geheel, met wat bundel-bandjes, vast



Plaats de "Linker-zijkap" weer terug, en bekijk of het er zo uitziet.



Tip: Vervang de lamp voor “groot licht” voor een Philips Bleuvision lamp, dan komt de “kleur licht” dichterbij de kleur van het “dimlicht”.

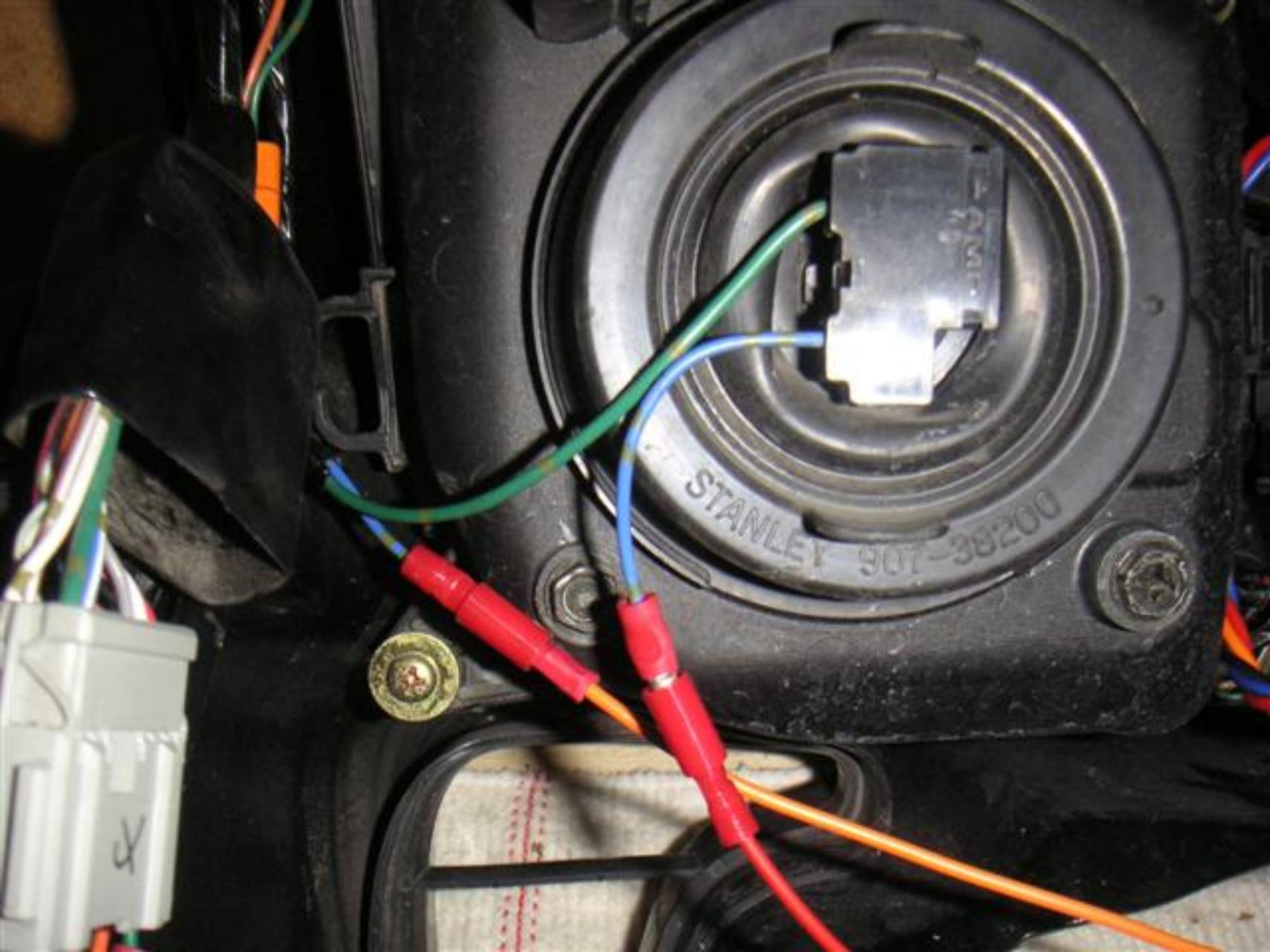
ANDERE OPTIE

In het dimlicht kan ook een Philips Motovision met gele uitstraling gemonteerd worden, de gelere uitstraling van het gedimde grootlicht komt dan nagenoeg overeen. De eindsituatie wordt dan als volgt:



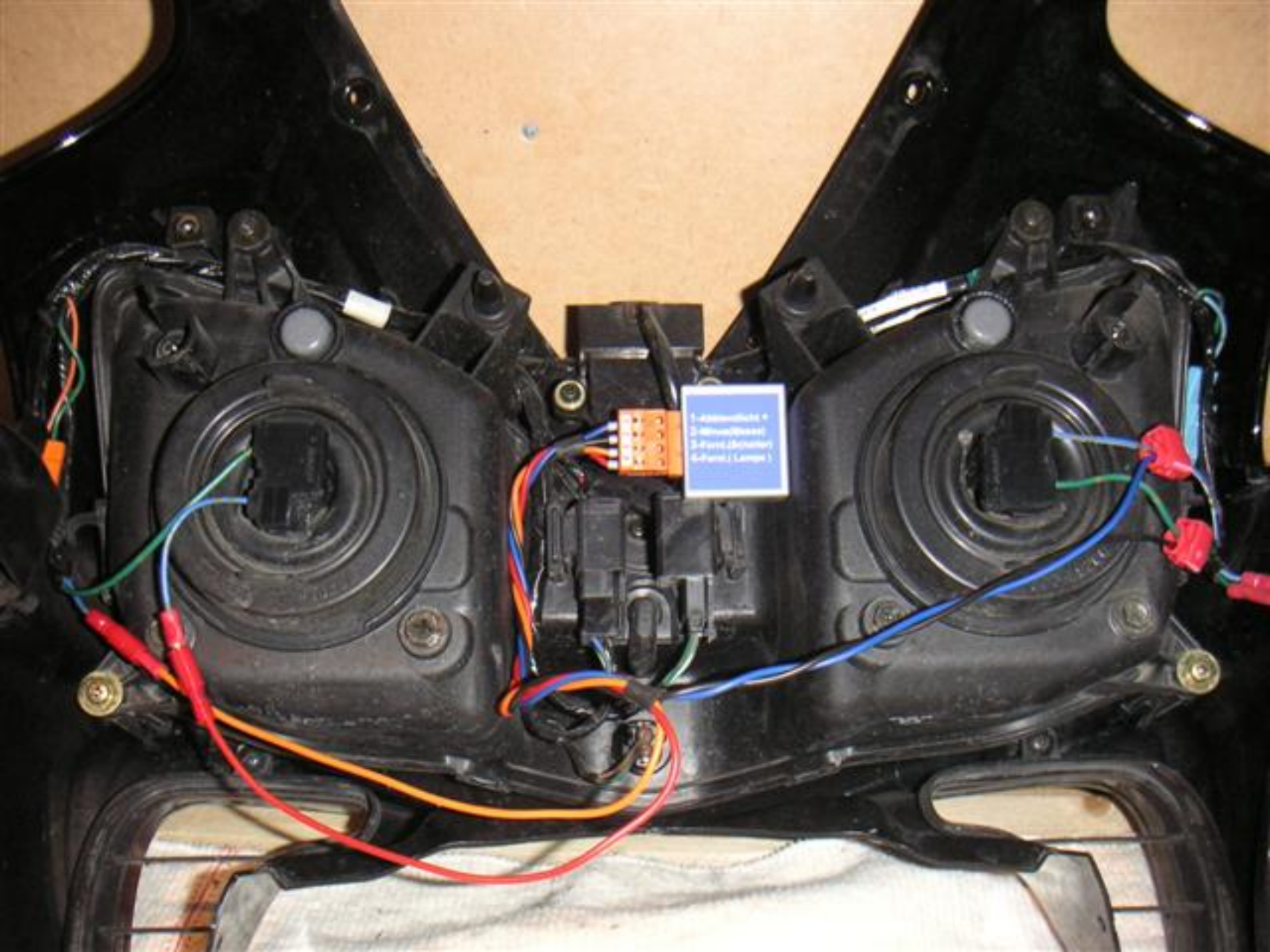


CBR 600f



Abblendlicht +
Minus(Masse)
Fernl.(Schalter)
Fernl.(Lampe)









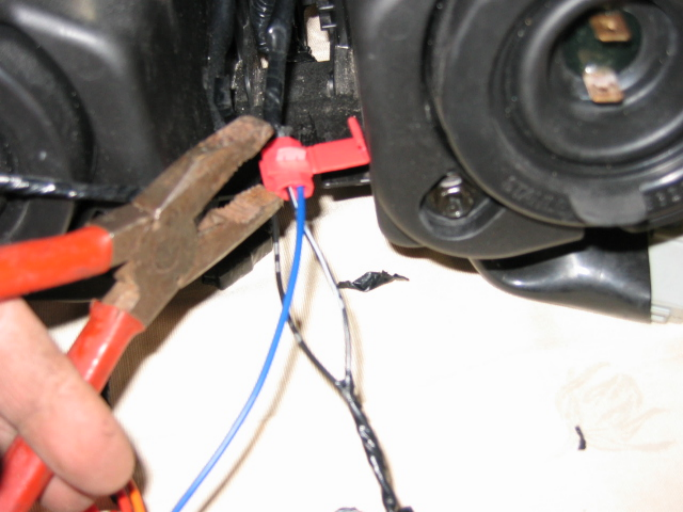


CBR 600/1000 RR

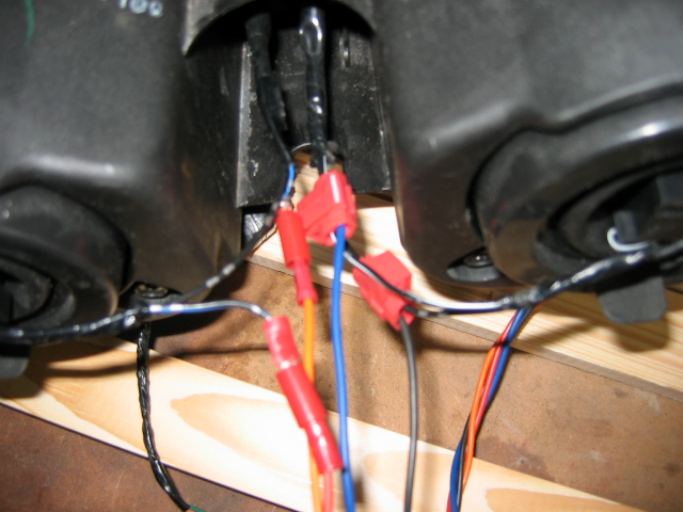












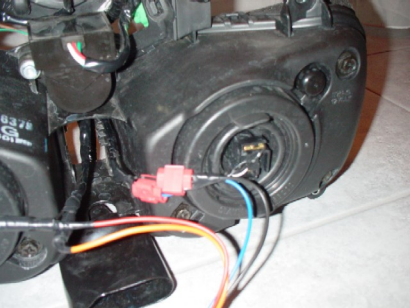


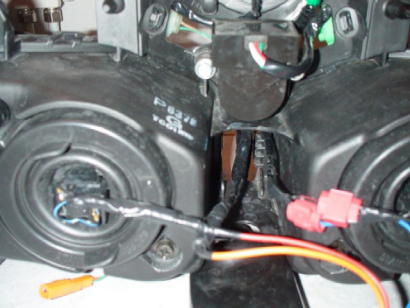


















SP1



