



## FITTING INSTRUCTIONS FOR CP0052BL/WH CRASH PROTECTORS Honda VFR800 '98-'01



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

Remove both fairing panels and expose engine.  
Remove water bottle (n/s).  
Replace with R&G supplied water bottle (refill).  
Undo nut on engine bolt, (can be seen under water bottle).  
Paint/tippex other end (head end), in order to make a mark on the inside of the fairing.  
Refit fairing panel for that side.  
Push engine bolt until it touches fairing (inside and makes a mark).  
Remove fairing.  
Pilot drill from inner to outer fairing.  
Refit and make sure hole lines up with centre of bolt.  
Remove fairing and drill 16mm diameter hole (tank cutter best/cone cutter), working from outside towards the inside.  
Use sharp knife to deburr hole.  
Remove engine bolt and repeat for other side.  
Now both fairings have been drilled, remove engine bolt completely.  
Take R&G tie bar, remove bobbins, then remove one end (22mm spanner fits) on the stainless steel extension.  
Push bar right the way through engine (in bolt's original position).  
Put on end of tie bar and tighten extension.  
Refit fairings (make sure water bottle is filled up).  
Fit bobbins.  
Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

*Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.*

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0052BL/WH**  
**Honda VFR800 '98-'01**

**LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.**

**Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.**

Enlever les carénages.  
Enlever le bocal de refroidissement.  
Remplacer le par le modèle R&G livré dans le kit et le remplir de liquide de refroidissement.  
Enlever l'écrou de la fixation moteur ( visible sous le bocal de liquid de refroidissement).  
Peindre la tête de la vis avec de la peinture ou du tippex. Ceci afin de faire une marque dans l'intérieur du carénage pour effectuer un perçage .  
Remettre le carénage pour le côté en cours de modification.  
Pousser la vis vers l'intérieur du carénage pour faire une marque ( cette marque détermine le perçage, il est donc nécessaire d'être attentif à cette opération).  
Enlever le carénage.  
Perçage du carénage:  
A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.  
Remettre le carénage et vérifier le bon alignement.  
Enlever le carénage. A l'aide d'une scie cloche de 16 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)

Enlever la vis et refaire les mêmes opérations pour le côté opposé.  
Dés lors que les carénages sont percés, Enlever la vis complètement.  
Prendre la barre R&G, Enlever les tampons, puis Enlever une des deux pièces en inox. (hexagonale de 22mm)  
Glisser alors le barre à travers le cadre. Reprendre la position d'origine.  
Placer la pièce en inox (celle précédemment enlevée) et la visser sur l'axe.  
Remonter les carénages (vérifier que le bocal est bien rempli de liquide de refroidissement).  
Monter les tampons.  
Serrer la vis jusqu'a ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.  
Ne pas trop serrer, couple de serrage Maxi 40nm.

*Nous vous conseillons de faire monter ce produit par un professionnel, merci de prendre contact avec votre revendeur.*