



## FITTING INSTRUCTIONS FOR CP0075 CRASH PROTECTORS Honda VTR-1000 SP2



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 side fairings
- Remove nut of engine bolt located front just below radiators
- Using white paint cover end of engine bolt (head end)
- Replace fairing on that side
- Push bolt through until it touches fairing, remove fairing, pilot drill hole from inside out on fairing. Offer fairing back up, make sure hole in the right place, remove fairing again and drill 16 mm hole.

Repeat for other side.

- Fit R&G Crash Protectors
- Insert rod.
- Nearside (left side as you sit on bike) end of assembly fits into frame, screw on first.
- Put on offside end. Needs original engine bolt washer this end. Tighten.
- Refit fairings, ends should come through holes. Put on 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.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS**  
**CP0075 -Honda VTR-1000 SP2**

**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 latéraux.
- Enlever l'écrou de fixation moteur (localisé à l'avant juste derrière le radiateur)
- A l'aide de peinture ou de Tippex, couvrir l'extrémité de la vis d'origine.
- Remonter le carénage de ce côté
- Pousser la vis d'origine contre l'intérieur du carénage, de manière à marquer le carénage et faire le point de repère pour le perçage du carénage.
- 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)

Refaire les mêmes opérations pour le côté opposé

- Placer les tampons R&G
- Insérer la barre R&G
- Commencer le montage par le côté Gauche puis finir par le côté droit.
- Utiliser les rondelles d'origine; puis serrer
- Remonter les carénages.
- Serrer la vis jusqu'à 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.