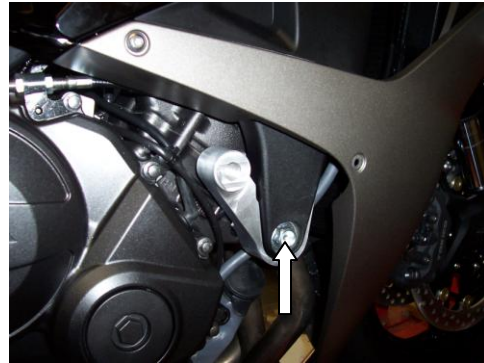
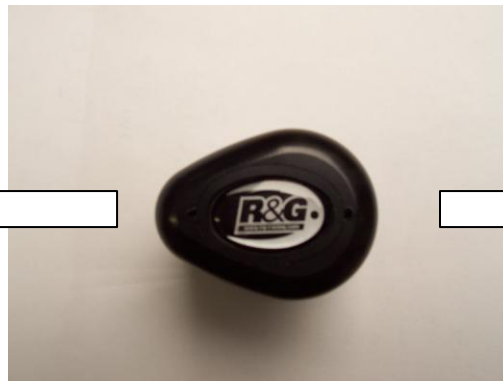




FITTING INSTRUCTIONS FOR CP0199BL/WH AERO CRASH PROTECTORS HONDA CBR600RR 2007-2008



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



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!*

Left-hand side (as you sit on bike)

- Remove lower (webbed) fairing as shown above left
- Remove the engine bolt arrowed above left
- Remove aluminium spacer from between frame spar and engine mount
- Slide block with deeper nesting shape between frame spar and engine mount as shown above
- Replace OEM bolt through frame into engine mount (in effect replacing spacer with new block) and tighten
- Replace fairing
- Install the longer M12 (80mm) bolt and a washer, followed by a shake proof washer, into bobbin counter bore, place the spacer over the free end of bolt and fit to bobbin spigot and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter

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turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque. Insert bobbin cap so logo is as shown above

Right-hand side (as you sit on bike)

- Remove fairing
- Remove the engine bolt arrowed above right
- Repeat above procedure using remaining block but no spacer on the shorter bobbin bolt as shown above right.

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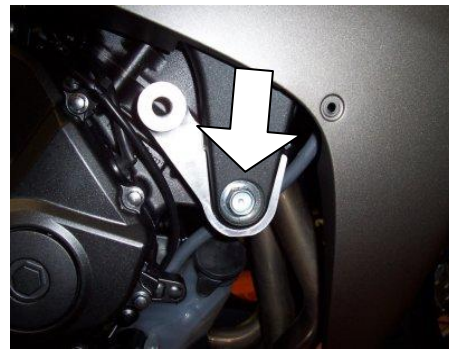
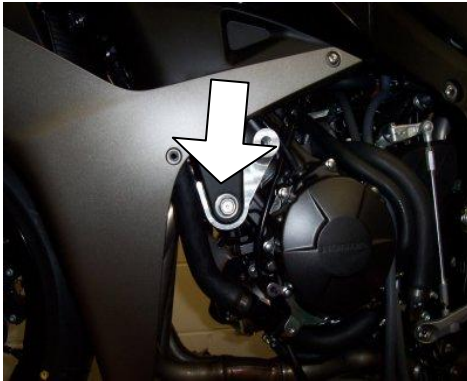
Notice de montage

CP0199 HONDA 600 CBR RR 2007-2008

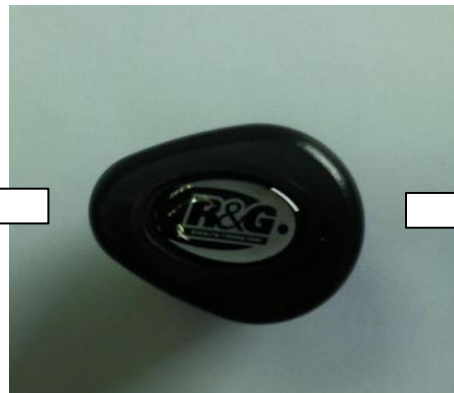
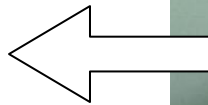
MOTEUR

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.



ARRIERE DE
LA MOTO



AVANT DE LA
MOTO



Conseil de montage:

GAUCHE (assis sur la moto):

- Démontez le bas de carénage.(voir photo en haut à gauche.)
- Démontez la vis de fixation moteur.

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- Enlevez l'entretoise en aluminium se trouvant entre le moteur et le cadre.
- Placez ensuite la pièce en aluminium R&G ayant une petite collerette sur l'arrière, à la place de l'entretoise précédemment retirée.
- Remontez la vis d'origine dans le cadre et serrez.
- Remontez le carénage d'origine sur la moto.
- Passez la vis R&G M12 x 80 mm (La plus longue), à travers une rondelle M12 puis passez l'ensemble dans l'une des protections. Placez l'entretoise épaisseur 16 mm entre le tampon et la pièce en aluminium puis fixez l'ensemble sur la moto
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la pièce en aluminium Ne pas exéder 40nm de couple de serrage.

ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.

DROITE(assis sur la moto):

- Démontez le bas de carénage.(voir photo en haut à droite.)
- Démontez la vis de fixation moteur.
- Enlevez l'entretoise en aluminium se trouvant entre le moteur et le cadre.
- Placez ensuite la deuxième pièce en aluminium R&G (sans collerette sur l'arrière), à la place de l'entretoise précédemment retirée. Voir photo à droite
- Remontez la vis d'origine dans le cadre et serrez.
- Remontez le carénage d'origine sur la moto.
- Passez la vis R&G M12 (La plus petite), à travers une rondelle M12 puis passez l'ensemble dans l'une des protections, puis fixez l'ensemble sur la moto
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la pièce en aluminium Ne pas exéder 40nm de couple de serrage.