



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

Fitting Instructions CP0238BL Crash Protectors, Honda CBF 1000 GT



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!*

Offside (right side as you sit on bike)

- Remove the fairing panel.
- Remove front engine bolt ,keep hold of spacer so that it does not drop onto the ground.
- Screw in the marking tool so that the point is just touching the inside of the fairing panel.
- Fix the fairing panel back in position and bang it with the palm of your hand over the marking tool, so that it makes a mark on the inside of the fairing.
- Remove the fairing panel and drill a 6mm pilot hole on the mark left by the marking tool
- Offer the fairing back up to the bike to check the hole position.
- When happy that hole is in the right position use a 28mm hole saw and drill through from the outside to inside.
- Refit the fairing panel.
- Take the M12x120 mm long bolt and slide one of the washers up to the head of the bolt
- Take one of the shakproof washers and slide over the bolt up to the other washer
- Install bolt through one of the protectors and slide the longer spacer up to the protector
- Fit to the bike making sure that the original spacer is in its place.(The large diameter of the protector faces towards the front of the bike)
- 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.
- When fully tightened fit the cap to the protector

Nearside

- Remove the fairing panel.
- Remove front engine bolt ,keep hold of spacer so that it does not drop onto the ground.
- Screw in the marking tool so that the point is just touching the inside of the fairing panel.
- Fix the fairing panel back in position and bang it with the palm of your hand over the marking tool, so that it makes a mark on the inside of the fairing.
- Remove the fairing panel and drill a 6mm pilot hole on the mark left by the marking tool
- Offer the fairing back up to the bike to check the hole position.

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- When happy that hole is in the right position use a 28mm hole saw and drill through from the outside to inside.
- Refit the fairing panel.
- Take the M12x130 mm long bolt and slide one of the washers up to the head of the bolt
- Take one of the shakproof washers and slide over the bolt up to the other washer
- Install bolt through one of the protectors and slide the short spacer up to the protector
- Fit to the bike making sure that the original spacer is in its place. (The large diameter of the protector faces towards the front of the bike)
- 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
- When fully tightened fit the cap to the protector

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FRANCE

Instructions de montage des protections CP0238BL Honda CBF 1000 GT

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.

DROIT

- Enlever le carénage latéral.
- Enlever la vis de fixation moteur, veiller à conserver l'entretoise entre le cadre et le moteur en place.
- Visser l'outil de marquage R&G de manière à ce que la pointe puisse toucher l'intérieur du carénage.
- Remonter le carénage sur la moto et presser à l'aide de votre paume de main à l'endroit où est positionné l'outil de marquage.
- Enlever le carénage.
- Enlever l'outil de marquage.
- **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 28 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)
- Remonter le carénage.
- Prendre une rondelle M12 et la glisser sur la vis M12x120 mm
- Placer ensuite l'entretoise crantée sur la vis M12 contre la rondelle lisse.
- Glisser le tout dans l'un des tampons R&G, puis placer l'entretoise la plus longue sur la vis contre le tampon.
- Placer le tout sur la moto (attention au sens du montage des tampons. La partie la plus large vers l'avant- voir photos)
- 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.
- Clipper le cache R&G sur le tampon.

GAUCHE

- Enlever le carénage latéral.
- Enlever la vis de fixation moteur, veiller à conserver l'entretoise entre le cadre et le moteur en place.
- Visser l'outil de marquage R&G de manière à ce que la pointe puisse toucher l'intérieur du carénage.
- Remonter le carénage sur la moto et presser à l'aide de votre paume de main à l'endroit où est positionné l'outil de marquage.
- Enlever le carénage.
- Enlever l'outil de marquage.
- **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 28 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)
- Remonter le carénage.
- Prendre une rondelle M12 et la glisser sur la vis M12x130 mm
- Glisser une rondelle crantée et glisser le tout dans l'un des tampons.
- Glisser le tout dans le tampon R&G, puis placer l'entretoise la plus courte sur la vis contre le tampon.

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- Placer le tout sur la moto (attention au sens du montage des tampons. La partie la plus large vers l'avant- voir photos)
- 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.
- Clipper le cache R&G sur le tampon.