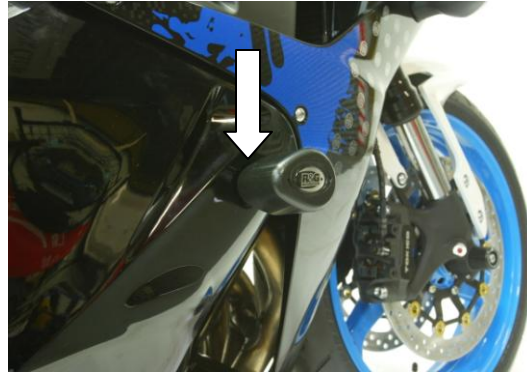
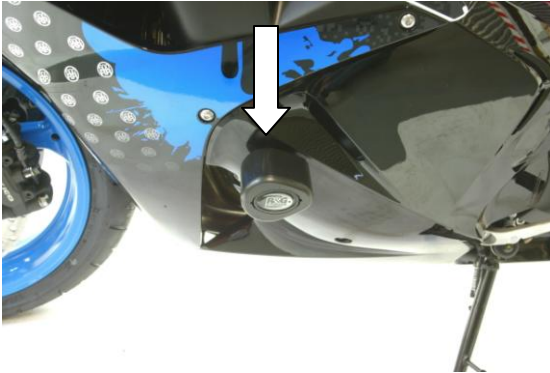
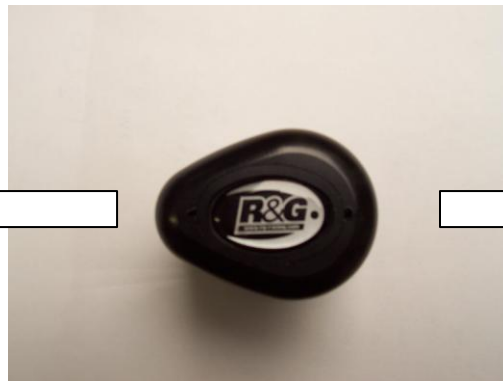




FITTING INSTRUCTIONS FOR CP0245BL/WH CRASH PROTECTORS HONDA CBR600RR 2009-



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!*

You will need the following tools to complete this job.

Set of metric allen keys.

Socket set to include 17mm and 19mm A/F socket and wrench.

Torque wrench to be used at 40NM.

Phillips and flat screwdrivers.

Left-hand side (as you sit on bike)

- Remove lower fairing (solid coloured piece only).
- Loosen the engine bolt in position arrowed above left, paint or tippex bolt head and loosen so when fairing is offered into position the inside of fairing is marked by paint (you may have to remove a small amount of fairing padding from around the area the fairing is to be drilled).

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- Offer the fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the engine bolt ensure engine to frame spacer does not move or fall out of position (if the spacer does fall out of position a dab of glue on face of spacer may solve this problem).
- Replace the fairing.
- Install the longer M12 (130mm) bolt with a washer, followed by a shake proof washer, into the bobbin counter bore (either bobbin), place the longer spacer over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole (ensure the engine to frame spacer is still in correct position) 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 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 lower fairing (solid coloured piece only).
- Loosen the engine bolt in position arrowed above right, paint or tippex bolt head and loosen so when fairing is offered into position the inside of fairing is marked by paint (you may have to remove a small amount of fairing padding from around the area the fairing is to be drilled).
- Offer the fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the engine bolt ensure engine to frame spacer does not move or fall out of position (if the spacer does fall out of position a dab of glue on face of spacer may solve this problem).
- Replace the fairing.
- Install the shorter M12 (110mm) bolt with a washer, followed by a shake proof washer, into the remaining bobbin counter bore, place the shorter spacer over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole (ensure the engine to frame spacer is still in correct position) 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

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compression increase slightly. Then apply a quarter 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.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0245BL/WH HONDA CBR600RR 2009-

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.

Outils nécessaires.

Jeu de clé Allen.

Clés de 17 et 19 mm (à douilles).

Clé dynamométrique 40NM.

Tournevis plat et cruciforme .

Gauche

- Enlever le carénage latéral inférieur.
- Desserrer la vis de fixation moteur (voir photo de gauche),
- Peindre la tête de vis à l'aide de peinture blanche ou de tippex.
- Remettre le carénage
- Pousser légèrement le carénage pour marquer le carénage (marque de peinture à l'intérieur)
- Enlever le carénage.

PERCAGE 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)
- Enlever la vis. Attention à ne pas "perdre" l'entretoise située entre le cadre et le moteur. (celle-ci doit restée en place)
- Remettre le carénage
- Glisser une rondelle lisse puis une rondelle crantée sur la vis M12x130mm, puis glisser le tout dans l'un des tampons R&G.
- Glisser l'entretoise la plus longue sur la vis contre le tampon.
- Positionner le tout sur la moto. (ne pas oublier l'entretoise d'origine positionnée entre le cadre et le moteur-attention au sens de montage de la protection R&G, la partie la plus large vers l'avant de la moto)
- 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.

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Droit

- Enlever le carénage latéral inférieur.
- Desserrer la vis de fixation moteur (voir photo de droite)
- Peindre la tête de vis à l'aide de peinture blanche ou de tippex.
- Remettre le carénage
- Pousser légèrement le carénage pour marquer le carénage (marque de peinture à l'intérieur)
- 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 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)
- Enlever la vis. Attention à ne pas "perdre" l'entretoise située entre le cadre et le moteur. (celle-ci doit restée en place)
- Remettre le carénage
- Glisser une rondelle lisse puis une rondelle crantée sur la vis M12x110mm, puis glisser le tout dans l'un des tampons R&G.
- Glisser l'entretoise la plus petite sur la vis contre le tampon.
- Positionner le tout sur la moto. (ne pas oublier l'entretoise d'origine positionnée entre le cadre et le moteur-attention au sens de montage de la protection R&G, la partie la plus large vers l'avant de la moto)
- 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.

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