



FITTING INSTRUCTIONS FOR CP0325BL
AERO CRASH PROTECTORS
BENELLI 1130 CAFÉ RACER '05-



Picture A

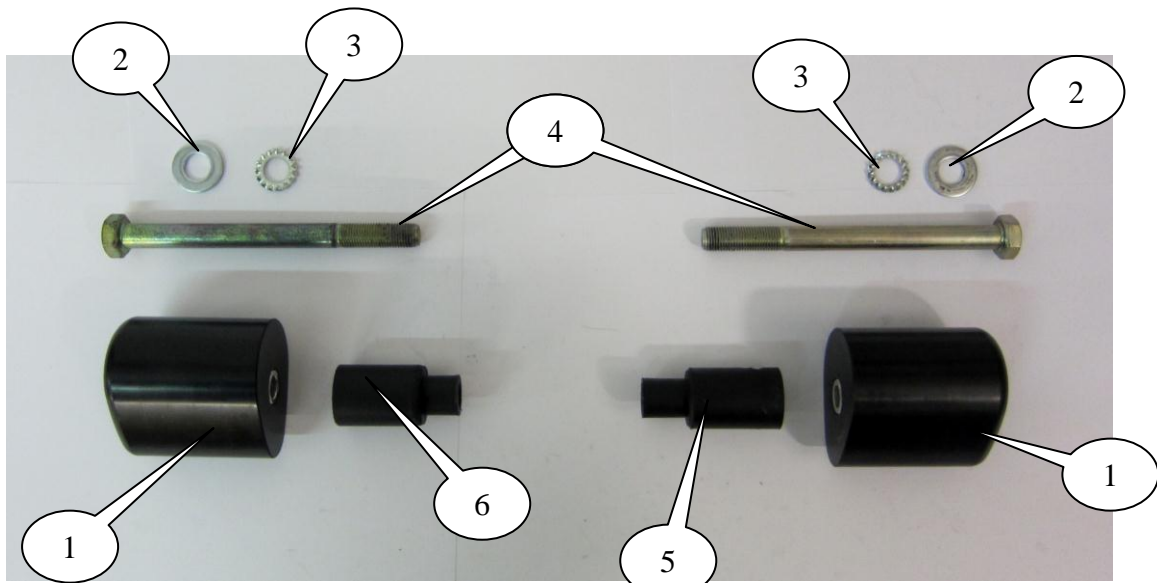


Picture B

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT

RIGHT



LEGEND

- ITEM 1= CRASH PROTECTOR (B0431 with CS340) (x2).
ITEM 2= M12 PLAIN WASHERS (x2).
ITEM 3= LOCK-WASHERS (LW0001) (x2).
ITEM 4= M12x1.25x1400mm LONG HEX HEADED BOLTS (x2).
ITEM 5= SPACER (S0556) (63mm long) (x1).
ITEM 6= SPACER (S0555) (59mm long) (x1).
ITEM 7= CRASH PROTECTOR CAPS (BC0002) (x2). (NOT SHOWN)

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!*

TOOLS REQUIRED

- Socket set to include 17 & 19mm socket and wrench.
 - 17mm Spanner
 - 5mm A/F Allen key.
- Torque wrench (up to 40Nm).



FITTING INSTRUCTIONS

Off side (right side as you sit on bike)

- Remove the bolt from the engine/frame mount. To do this, loosen the pinch bolt and use a large Allen key (ideally on a socket attachment) to loosen the bolt. There is a nut on the rear which can be accessed with a spanner.
- With the bolt out, the crash protector can now be fitted. Slide one of the 12mm washers (item 2) onto the M12x140mm long hexagon headed bolt (item 4) so washer sits against head of bolt.
- Slide serrated locking washer (item 3) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector (item 1) so head of bolt and washers goes into counter-bore in bobbin.
- Place the longer spacer (item 5 – 63mm long) over the exposed end of bolt so the larger diameter sits against the crash protector.
- Offer the crash protector and spacer assembly into the frame mount hole (as shown in picture 'B') and fit the nut onto the exposed thread behind the frame mount. Hold in place with a spanner and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.

- Tighten the pinch bolt so that it clamps tight against the spacer. Do not overtighten.

Near side (left side as you sit on bike)

- Remove the bolt from the engine/frame mount. To do this, use a large Allen key (ideally on a socket attachment) to loosen the bolt. There is a nut on the rear which can be accessed with a spanner.
- With the bolt out, the crash protector can now be fitted. Slide one of the 12mm washers (item 2) onto the M12x140mm long hexagon headed bolt (item 4) so washer sits against head of bolt.
- Slide serrated locking washer (item 3) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 1) so head of bolt and washers goes into counter-bore in bobbin.
- Place the remaining shorter spacer (item 6 – 59mm long) over the exposed end of bolt so the larger diameter sits against the crash protector.
- Offer the crash protector and spacer assembly into the frame mount hole (as shown in picture 'A') and fit the nut onto the exposed thread behind the frame mount. Hold in place with a spanner and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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Instructions de montage
CP0325 Protections Crash
BENELLI 1130 CAFÉ RACER '05-

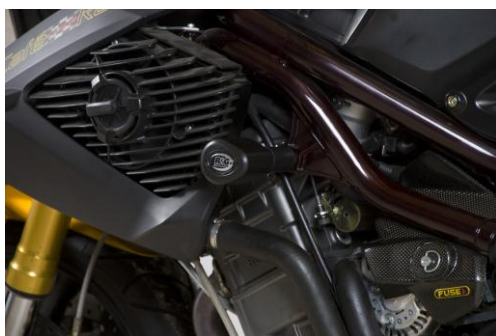


Photo A

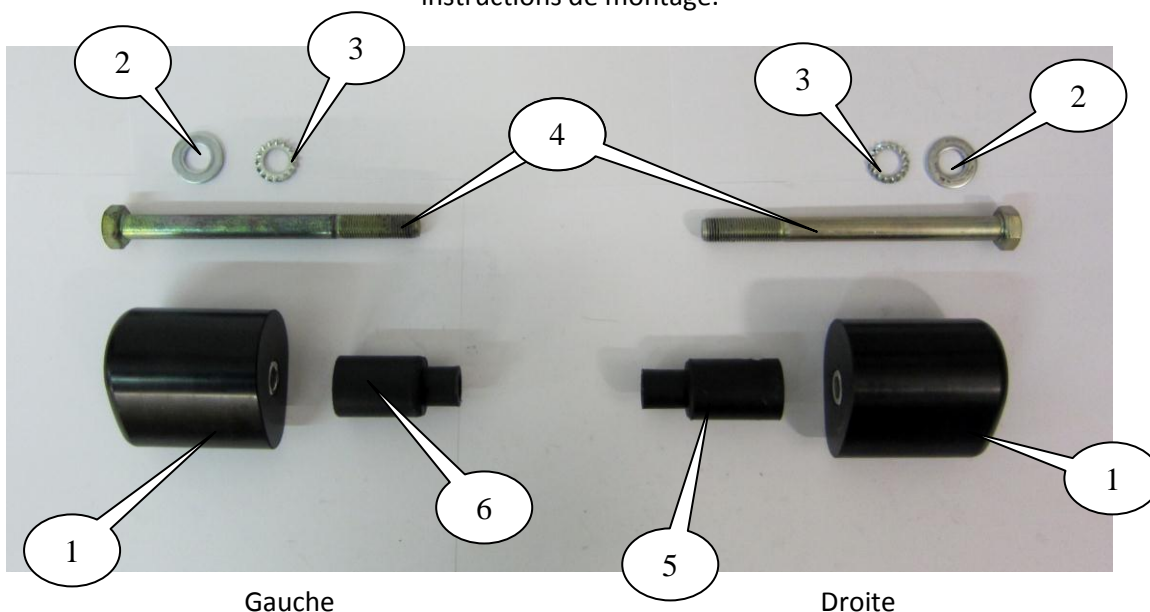


Photo B

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.





LEGENDE

- ARTICLE 1= Protection (B0431 avec CS340) (x2).
ARTICLE 2= M12 Rondelles plates (x2).
ARTICLE 3= Rondelles de blocage (LW0001) (x2).
ARTICLE 4= M12x1.25x140mm Longs boulons à tête hexagonale (x2).
ARTICLE 5= Entretoise (S0556) (63mm de long) (x1).
ARTICLE 6= Entretoise (S0555) (59mm de long) (x1).
ARTICLE 7= Capuchons de protection (BC0002) (x2). (non indiqués)

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

Outils requis

- Clé de 17mm et 19 mm.
 - Pince 17mm
 - Clé Allen 5mm
- Clé Dynamométrique (à 40Nm).

Arrière moto



PHOTO C

Avant moto

Coté droit assis sur la moto:

- Enlever le boulon du support moteur / cadre. Pour cela, desserrer le boulon de pincement en utilisant une large clé Allen. Il y a un écrou à l'arrière qui peut être accessible avec une pince.
- Avec le boulon retiré, vous pouvez maintenant installer la protection. Glisser une des rondelles de 12mm (Article 2) sur le long boulon à tête hexagonale M12x140mm de long (Article 4) de façon à ce que la rondelle aille contre la tête du boulon.
- Glisser la rondelle de blocage (Article 3) autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et les rondelles à travers la protection (Article 1) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage dans la protection.
- Placer la plus longue entretoise (Article 5 – 63mm de long) autour de l'extrémité du boulon de façon à ce que le diamètre le plus large aille contre la protection.
- Mettre l'ensemble de la protection dans le trou présent sur le support de cadre (Photo 'A') et passer l'écrou sur le filetage exposé derrière le support de cadre. Tenir en place avec une pince et serrer le boulon jusqu'à ce que vous sentiez une pression depuis l'intérieur de la protection, en utilisant une clé de 19m. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.**

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- Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple
- Placer le logo en caoutchouc dans le creux de la protection.
- Serrer le boulon de pincement de sorte qu'il soit contre l'entretoise. Ne serrez pas trop.

Coté gauche assis sur la moto:

- Enlever le boulon du support moteur / cadre. Pour cela, desserrer le boulon de pincement en utilisant une large clé Allen. Il y a un écrou à l'arrière qui peut être accessible avec une pince.
- Avec le boulon retiré, vous pouvez maintenant installer la protection. Glisser une des rondelles de 12mm (Article 2) sur le long boulon à tête hexagonale M12x140mm de long (Article 4) de façon à ce que la rondelle aille contre la tête du boulon.
- Glisser la rondelle de blocage (Article 3) autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et les rondelles à travers la protection (Article 1) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage dans la protection.
- Placer la plus longue entretoise (Article 6 – 59mm de long) autour de l'extrémité du boulon de façon à ce que le diamètre le plus large aille contre la protection.
- Mettre l'ensemble de la protection en dans le trou présent sur le support de cadre (Photo 'A') et passer l'écrou sur le filetage exposé derrière le support de cadre. Tenir en place avec une pince et serrer le boulon jusqu'à ce que vous sentiez une pression depuis l'intérieur de la protection, en utilisant une clé de 19m. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.**
- Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple
- Placer le logo en caoutchouc dans le creux de la protection.

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