



FITTING INSTRUCTIONS FOR CP0317BL CRASH PROTECTORS
HONDA CROSSTOURER 2012

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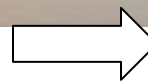
PICTURE A



PICTURE B



REAR OF BIKE



FRONT OF BIKE

PICTURE C

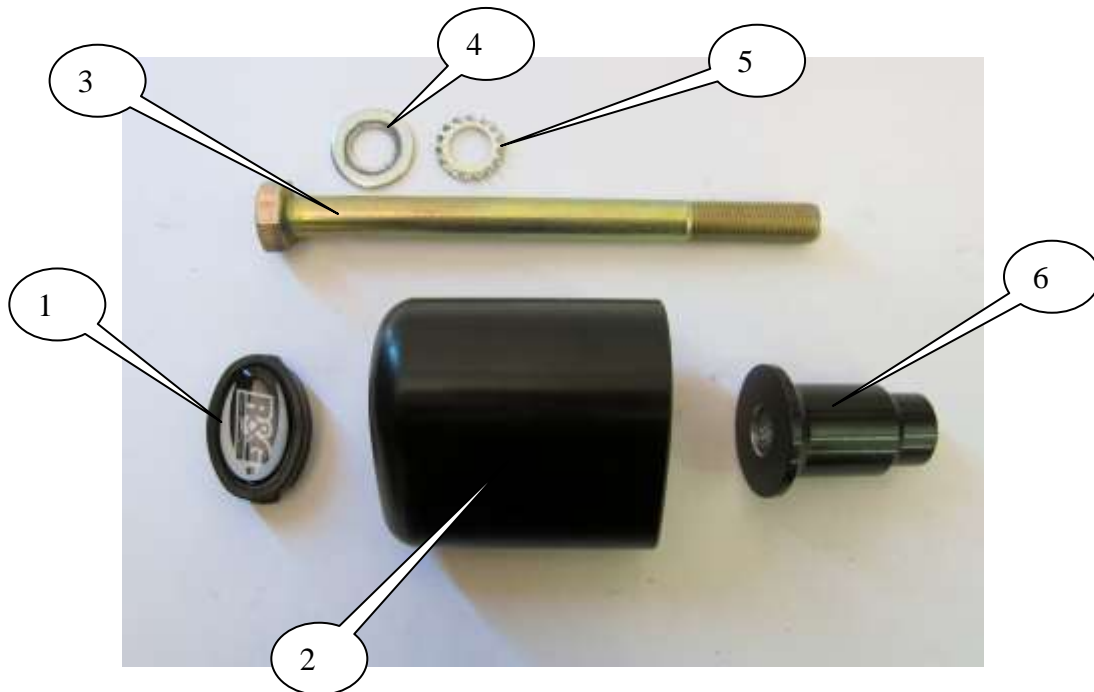
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

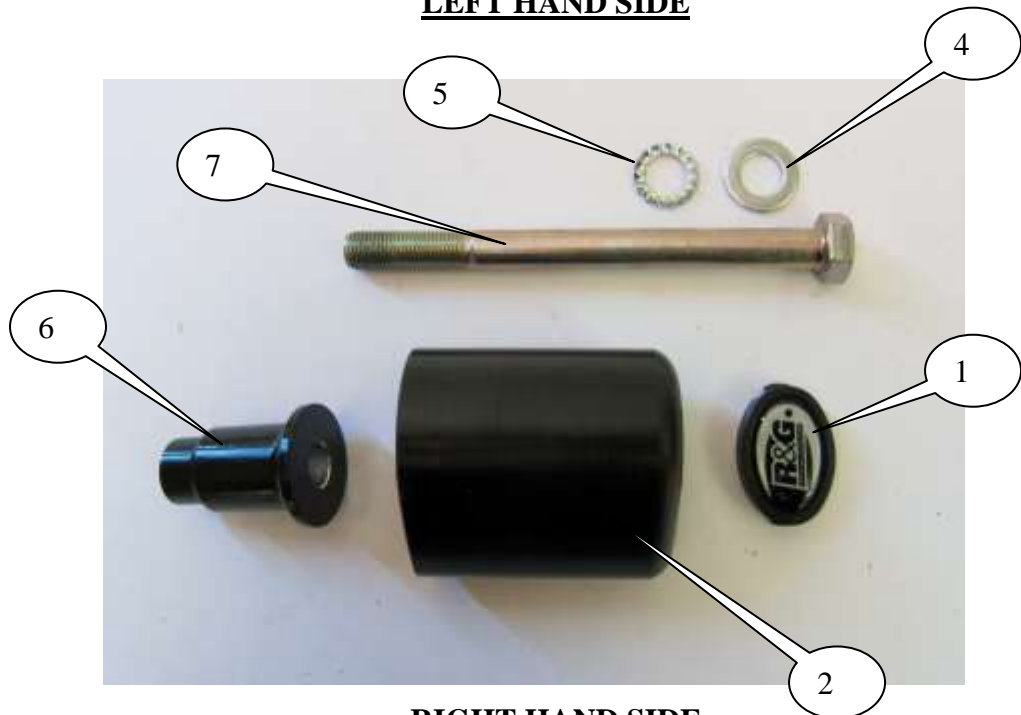
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



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



LEFT HAND SIDE



RIGHT HAND SIDE



TOOLS REQUIRED

- Socket set to include 17 and 19mm sockets and wrench.
 - Torque wrench (up to 40 Nm).

LEGEND

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ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0061 with CS340 (12mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = M12x1.25x180mm LONG HEX HEAD BOLTS (L/H SIDE FRAME/ENGINE BOLT) (x1).

ITEM 4 = M12 PLAIN WASHERS (x2).

ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 6 = S0487 SPACER (x2).

ITEM 7 = M12x1.25x140mm LONG HEX HEAD BOLTS (R/H SIDE FRAME/ENGINE BOLT) (x1).



PICTURE 1

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine/frame bolt in position arrowed in picture 1 (using 17mm socket).
- Slide one of the 12mm washers (item 4) onto the M12 hexagon headed bolt (item 3=180mm long) so washer sits against head of the bolt. Now slide on one of the shake proof washers (item 5)
- Place the bolt with washers through crash bobbin (item 2) and through the spacer (item 6) (ensure the widest end sits against the crash bobbin).
- With the thread of the bolt protruding from the spacer, offer the assembly up to the engine mount where the original bolt was removed from.
- Tighten the bolt in the hole (there is a spacer between the frame and the engine which may need to be aligned. This can be done by accessing from underneath using your hand)

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- Finally tighten the crash protector bolt until you feel some compression from inside the protector using 17mm 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 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.



PICTURE 2

Off side (right side as you sit on bike)

- Remove the engine/frame bolt in position arrowed in picture 1 (using 17mm socket).
- Slide one of the 12mm washers (item 4) onto the M12 hexagon headed bolt (item 7=140mm long) so washer sits against head of the bolt. Now slide on one of the shake proof washers (item 5)
- Place the bolt with washers through crash bobbin (item 2) and through the spacer (item 6) (ensure the widest end sits against the crash bobbin).
- With the thread of the bolt protruding from the spacer, offer the assembly up to the engine mount where the original bolt was removed from.
- Finally tighten the crash protector bolt until you feel some compression from inside the protector using 17mm 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 40 Nm of torque. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

Issue 1 14/06/2012 (AR)



Instructions de montage
CP0317BL Protections crash
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Photo A



Photo B



Arrière moto

Photo C

Avant moto

Vérifier le contenu de la boîte avant de déballer les pièces. Ne pas procéder au montage s'en s'être assuré au préalable que les articles soient bien présents.

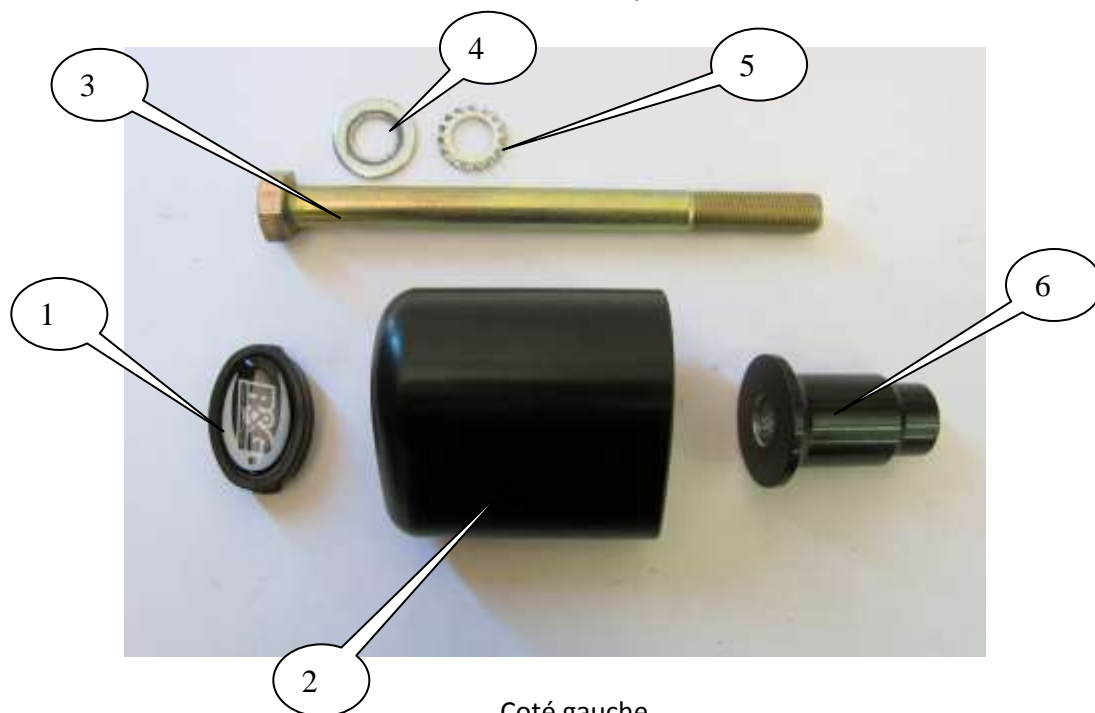
La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto.

Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - les rondelles en caoutchouc doivent être jetées !

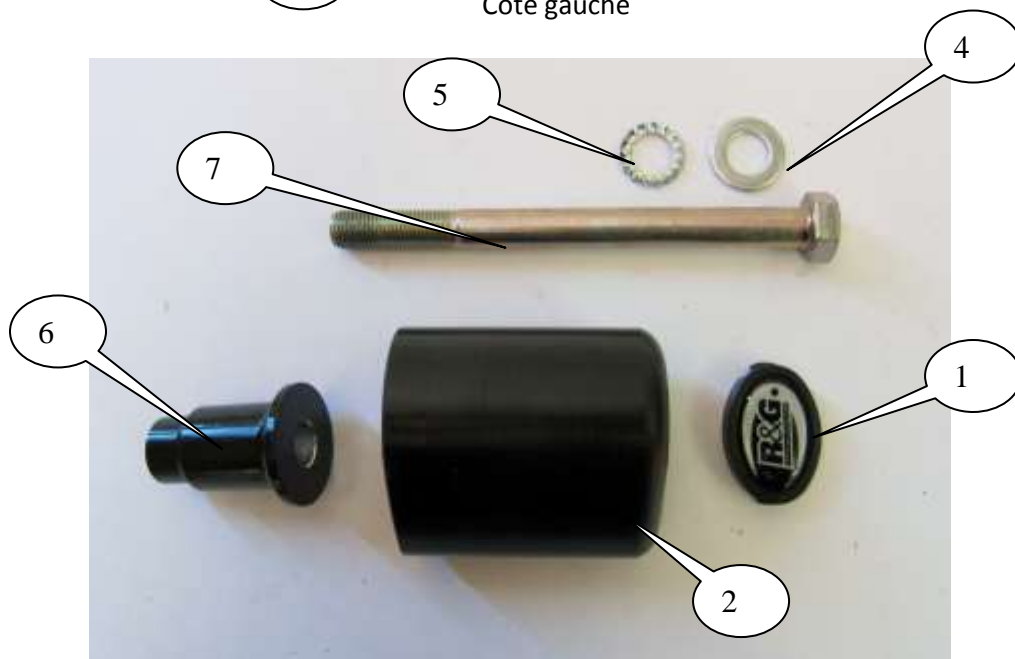


Les parties représentées peuvent parfois être uniquement représentatives
(Pour la clarté des explications).

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Coté gauche





Coté droit

Outils requis

- Jeu de clefs de 17 et 19mm
- Clef dynamométrique (réglable à 40 Nm).

Page | 7 **LEGENDE**

Article 1 = BC0002 Capuchons de protections (x2).

Article 2 = B0061 avec CS340 (12mm) (Les 2 protections) (x2).

Article 3 = M12x1.25x180mm Long boulons à tête hexagonale (Boulon moteur coté gauche) (x1).

Article 4 = M12 Rondelles plates (x2).

Article 5 = LW0001 (M12 Rondelles Shake proof) (x2).

Article 6 = S0487 Entretoise (x2).

Article 7 = M12x1.25x140mm Longs boulons à tête hexagonale (Boulon moteur coté droit) (x1).



Photo 1

Instructions de montage

Coté gauche assis sur la moto

- Enlever le boulon moteur (photo 1) avec une clef de 17mm.
- Glisser une des rondelles de 12mm (article 4) sur le boulon M12 à tête ronde (article 3=180mm de long) de façon à ce que la rondelle se place contre la tête du boulon. Glisser à présent une des rondelles Shake proof (article 5).
- Placer le boulon avec rondelles à travers la bobine (article 2) et à travers l'entretoise (article 6).

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- Avec le filetage du boulon qui dépasse de l'entretoise, mettre l'ensemble en place sur le support moteur où le boulon d'origine a été extrait.
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 17mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO « C » AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.** Tourner un peu plus pour accroître la compression. Faire un quart de tour. → NE PAS SERRER A PLUS DE 40nm au risque d'endommager le système.
- S'assurer que la protection n'entre pas en contact avec le carénage puis s'assurer également que l'axe est bien en place.
- Mettre les capuchons R&G en gomme sur la protection.



Photo 2

Coté droit assis sur la moto

- Enlever le boulon de cadre (photo 1) avec une clef de 17mm.
- Glisser une des rondelles de 12mm (article 4) sur le boulon à tête hexagonale M12 (article 7=140mm de long) de façon à ce que la rondelle se place contre la tête du boulon. Glisser à présent une des rondelles Shake proof (article 5)
- Placer le boulon avec rondelles à travers la bobine (article 2) et à travers l'entretoise (article 6).
- Avec le filetage du boulon qui dépasse de l'entretoise, mettre l'ensemble en place sur le support moteur où le boulon d'origine a été extrait.
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 17mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO « C » AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.** Tourner un peu plus pour accroître la compression. Faire un quart de tour. → NE PAS SERRER A PLUS DE 40nm au risque d'endommager le système.

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- S'assurer que la protection n'entre pas en contact avec le carénage puis s'assurer également que l'axe est bien en place.
- Mettre les capuchons R&G en gomme sur la protection.

Issue 1 14/06/2012 (AR)

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