



FITTING INSTRUCTIONS FOR CP0351BL CRASH PROTECTORS
HONDA CBR 650F 2013

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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

Digital copies of these instructions are available to download from www.rg-racing.com

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)

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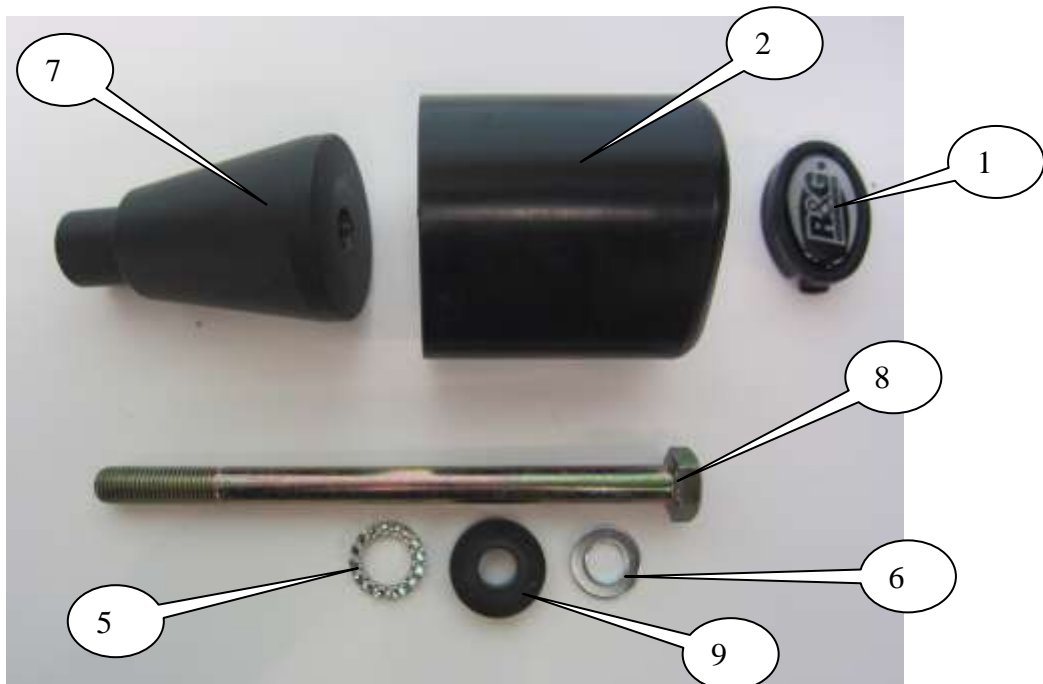
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LEFT HAND SIDE

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



RIGHT HAND SIDE



TOOLS REQUIRED

- Socket set to include 17mm socket and wrench
 - Metric Allen key 8mm A/F
 - Torque wrench (up to 40Nm)

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LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = S0716 (SPACER 60mm LONG) (x1).

ITEM 4 = M10x1.25x130mm LONG HEX HEAD BOLT (LHS) (x1).

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

ITEM 6 = M10 PLAIN WASHERS (x2).

ITEM 7 = S0717 (SPACER 75mm LONG) (x1).

ITEM 8 = M10x1.25x150mm LONG HEX HEAD BOLT (RHS) (x1).

ITEM 9 = S0253 (SPACER 6mm WIDE (INSIDE THE CRASH PROTECTOR) (x1).



PICTURE 1



PICTURE 2

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine bolt arrowed in picture 1.
- Slide one of the 10mm washers (item 6) onto the shorter M10 hexagon headed bolt (item 4=130mm long) so the washers sit against head of bolt as shown in picture 2.
- Slide one of the serrated locking washer (item 5=LW0001) over the bolt so it sits against the washers just fitted as shown in picture 2.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in the crash protector (item 2) as shown in picture 2.
- Next slide the shorter of the larger spacers (item 3=60mm long) over the exposed end of bolt as shown in picture 2.
- Offer this assembly into engine-mount/frame hole and tighten 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

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PICTURE 3



PICTURE 4

Off side (right side as you sit on bike)

- Remove the engine bolt arrowed in picture 3.
- Slide one of the 10mm washers (item 6) onto the longer M10 hexagon headed bolt (item 48=150mm long) so the washers sit against head of bolt as shown in picture 4.
- Slide the smallest spacer (item 9=6mm wide) over the bolt so it sits against the washer just fitted as shown in picture 4.
- Slide one of the serrated locking washer (item 5=LW0001) over the bolt so it sits against the spacer just fitted as shown in picture 4.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in the crash protector (item 2) as shown in picture 4.
- Next slide the longer of the larger spacers (item 7=75mm long) over the exposed end of bolt as shown in picture 4.
- Offer this assembly into engine-mount/frame hole and tighten 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

Issue 1 29/11/2013 (NSY)

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INSTRUCTIONS DE MONTAGE POUR CP0351BL PROTECTIONS CRASH
HONDA CBR 650F 2013

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PHOTO 'A'

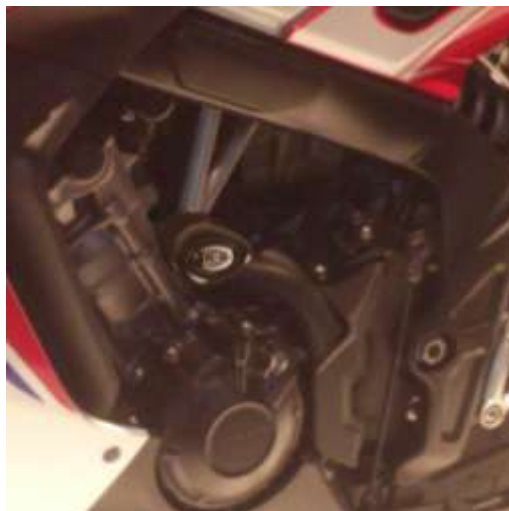


PHOTO 'B'



ARRIÈRE MOTO

AVANT MOTO

PHOTO 'C'

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

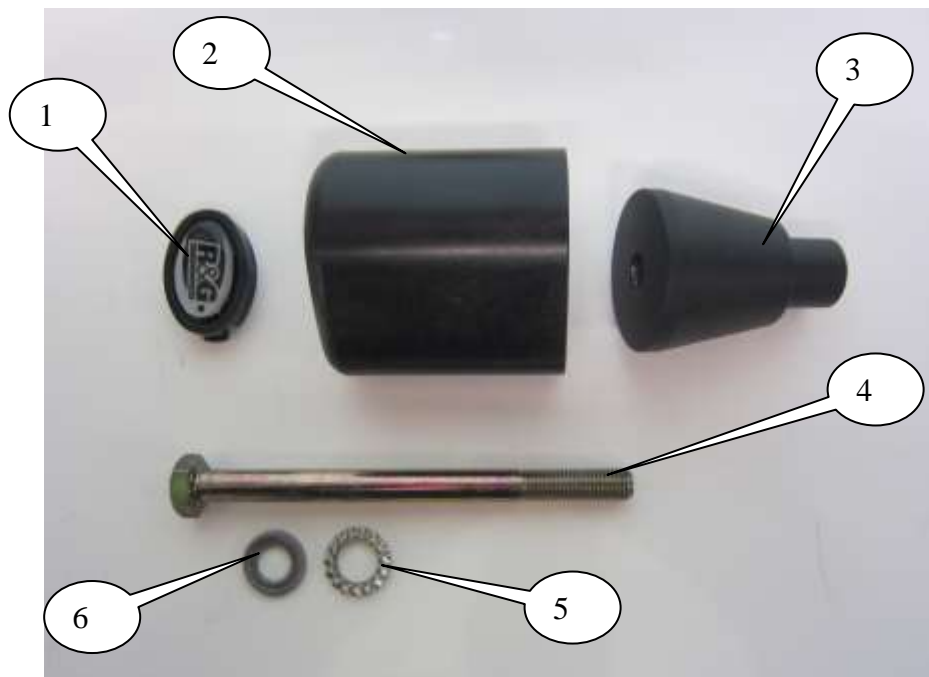
Ces instructions de montage sont disponibles sur www.rg-racing.com

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



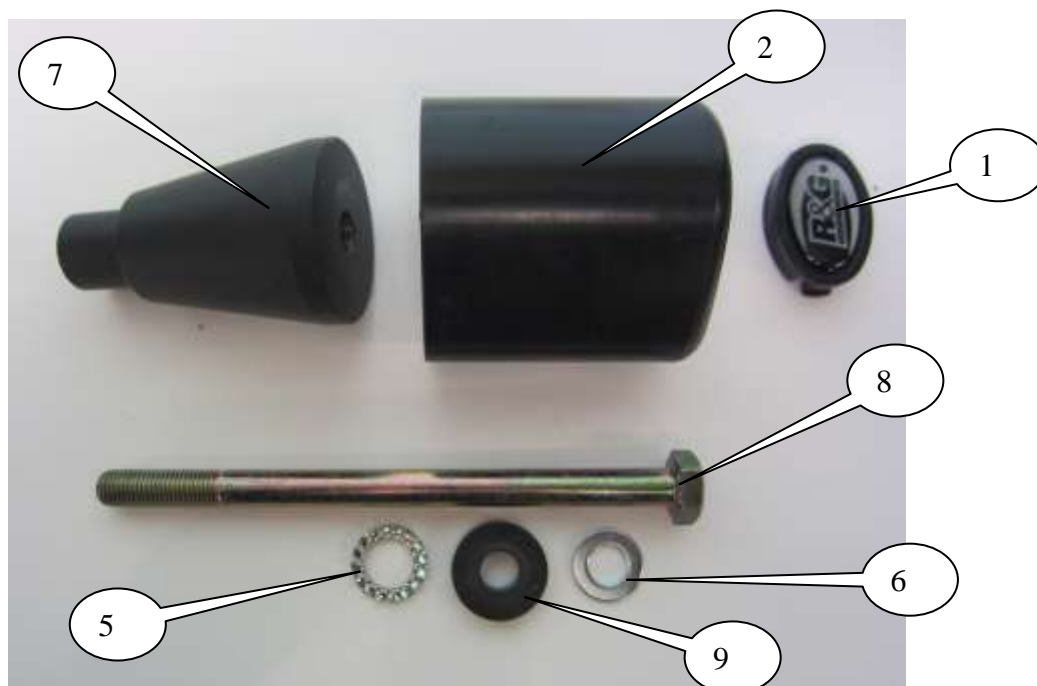
LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

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COTÉ GAUCHE

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.





COTÉ DROIT

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OUTILS REQUIS

- Jeu de clés 17mm
- Clé Allen 8mm
- Clé dynamométrique (à 40Nm)

LEGENDE

ARTICLE 1 = BC0002 Capuchons de protection crash (x2).

ARTICLE 2 = B0061 avec CS341 (10mm) (Les 2 protections crash) (x2).

ARTICLE 3 = S0716 (Entretoise 60mm de long) (x1).

ARTICLE 4 = M10x1.25x130mm Boulon (gauche) (x1).

ARTICLE 5 = LW0001 (M12 Rondelles anti vibration) (x2).

ARTICLE 6 = M10 Rondelles (x2).

ARTICLE 7 = S0717 (Entretoise 75mm de long) (x1).

ARTICLE 8 = M10x1.25x150mm Boulon (droit) (x1).

ARTICLE 9 = S0253 (Entretoise 6mm de large (à l'intérieur de la protection crash) (x1).



PHOTO 1



PHOTO 2

INSTRUCTIONS DE MONTAGE

Coté gauche (assis sur la moto)

- Enlever le boulon moteur (Photo 1).
- Glisser une des rondelles 10mm (Article 6) sur le boulon M10 le plus court (Article 4=130mm de long) de façon à ce que les rondelles se placent contre la tête du boulon (Photo 2).
- Glisser une des rondelles de blocage (Article 5=LW0001) sur le boulon de façon à ce qu'il se place contre les rondelles tout juste installées (Photo 2).
- Glisser le boulon avec rondelles dans la protection crash pour que la tête du boulon se place dans le contre alésage de la protection crash (Article 2) (Photo 2).

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- Glisser ensuite la plus courte des entretoises (Article 3=60mm de long) sur l'extrémité du boulon (Photo 2).
- Serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **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.
- Mettre les capuchons de protection crash (Photo 1)



PHOTO 3



PHOTO 4

Coté droit (assis sur la moto)

- Enlever le boulon moteur (Photo 3).
- Glisser une des rondelles 10mm (Article 6) sur le boulon M10 le plus court (Article 48=150mm de long) de façon à ce que les rondelles se placent contre la tête du boulon (Photo 4).
- Glisser la plus petite entretoise (Article 9=6mm de large) sur le boulon pour qu'elle se place contre la rondelle tout juste installée (Photo 4).
- Glisser une des rondelles de blocage (Article 5=LW0001) sur le boulon de façon à ce qu'il se place contre l'entretoise tout juste installée (Photo 4).
- Glisser le boulon avec rondelles dans la protection crash pour que la tête du boulon se place dans le contre alésage de la protection crash (Article 2) (Photo 4).
- Glisser ensuite la plus longue des entretoises (Article 7=75mm long) sur l'extrémité du boulon (Photo 4).
- Serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **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.
- Mettre les capuchons de protection crash (Photo 1)