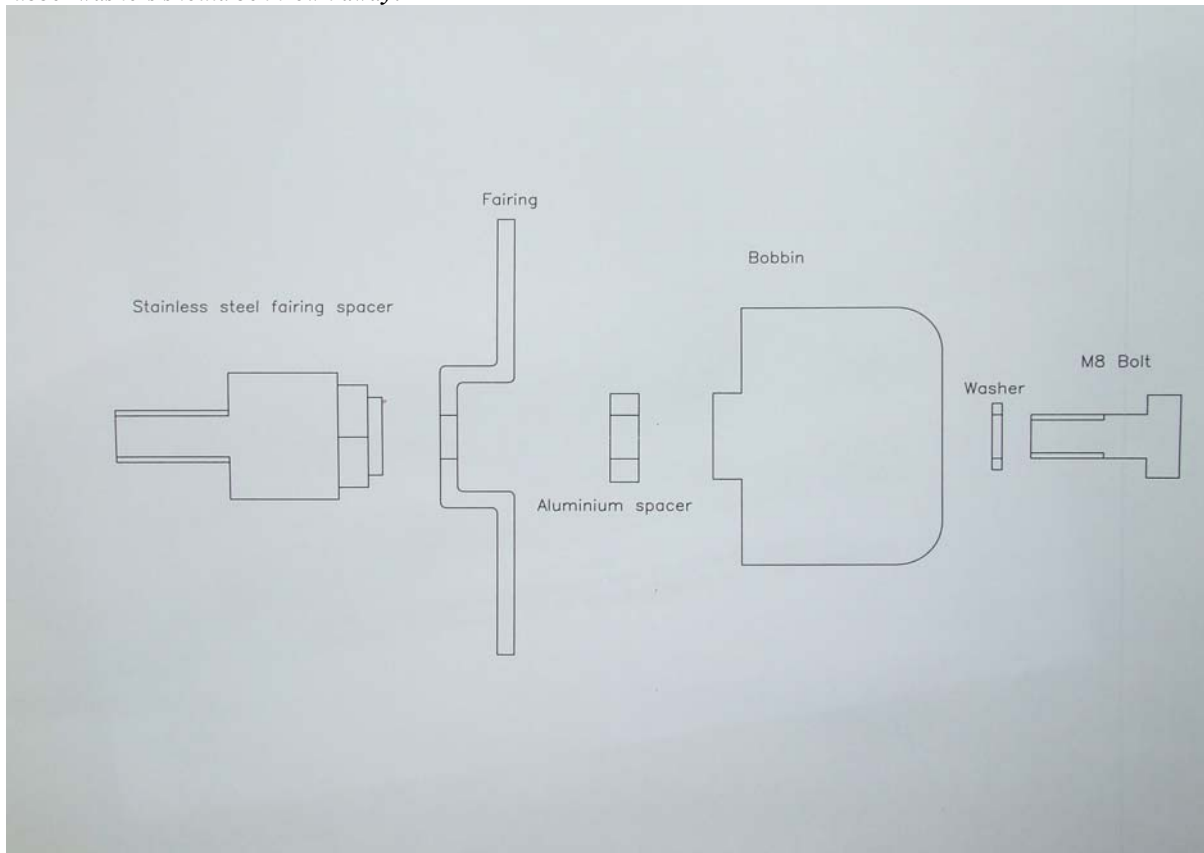




PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE

**FITTING INSTRUCTIONS FOR CP0012BL/WH CRASH PROTECTORS
Honda CBR600F '99-'08 Aluminium Frame**

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!*



- Remove fairing screw nearest front of seat.
- Unscrew steel frame-to-fairing spacer.
- Screw the R&G stainless steel frame to fairing spacer into the frame and tighten.
- Slide one of the washers on to one of the M8 x 50 bolts .
- Insert M8 x 50 mm high tensile steel bolt through crash protector.
- Slide one of the small aluminium spacers over the bolt and up to the crash protector.
- Pass the assembly through the fairing and screw into the R&G frame spacer.
- 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.
- Repeat other side.

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.

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Notice de montage

CP0012 HONDA 600F CBR '99-'08

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

- œ Démontez la vis de fixation de carénage à l'avant de la selle.
- œ Enlevez l'entretoise en acier se trouvant dans l'entretoise du carénage.
- œ Placez la vis M8x 80mm à travers un tampon R&G.
- œ Fixez ensuite le tampon sur la moto (cf schéma suivant.)

VOCABULAIRE:

BOBBIN *Tampon*

ENGINE SPACER *Entretoise de moteur*

FAIRING *Carénage*

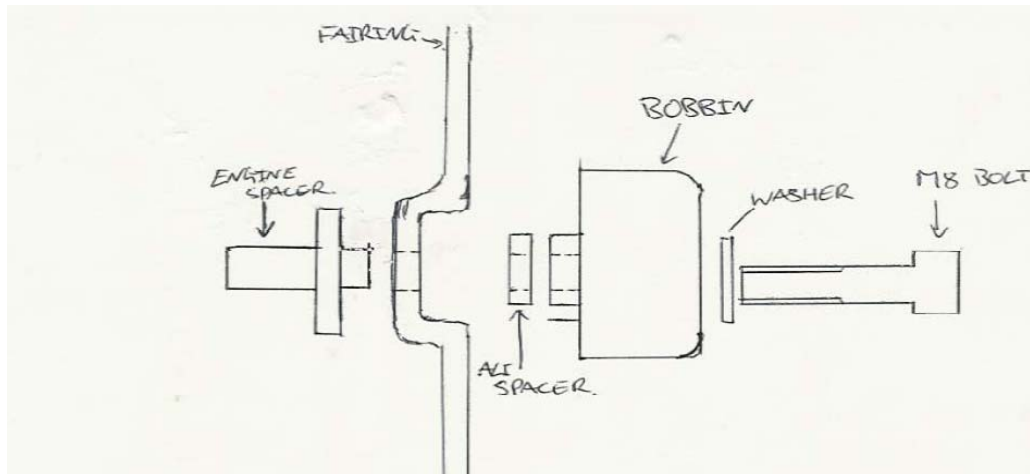
ALI SPACER *Entretoise en aluminium*

WASHER *Rondelle*

BOLT *VIS*

- œ Une fois monté, Serrez la vis M8. Serrez jusqu' au serrage complet de la protection, ne pas serrez trop fort car cela peut abimer le deux roues. Ne pas serrer à plus de 40nm.

REFAIRE LES MEMES OPERATIONS POUR L'AUTRE CÔTE.



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