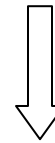
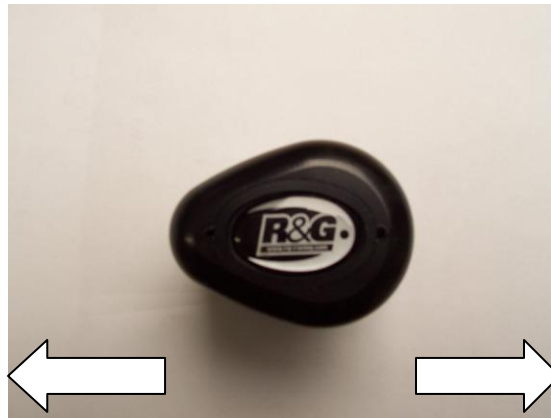
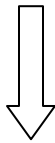




FITTING INSTRUCTIONS FOR CP0265 CRASH PROTECTORS
HONDA VFR1200 2010



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

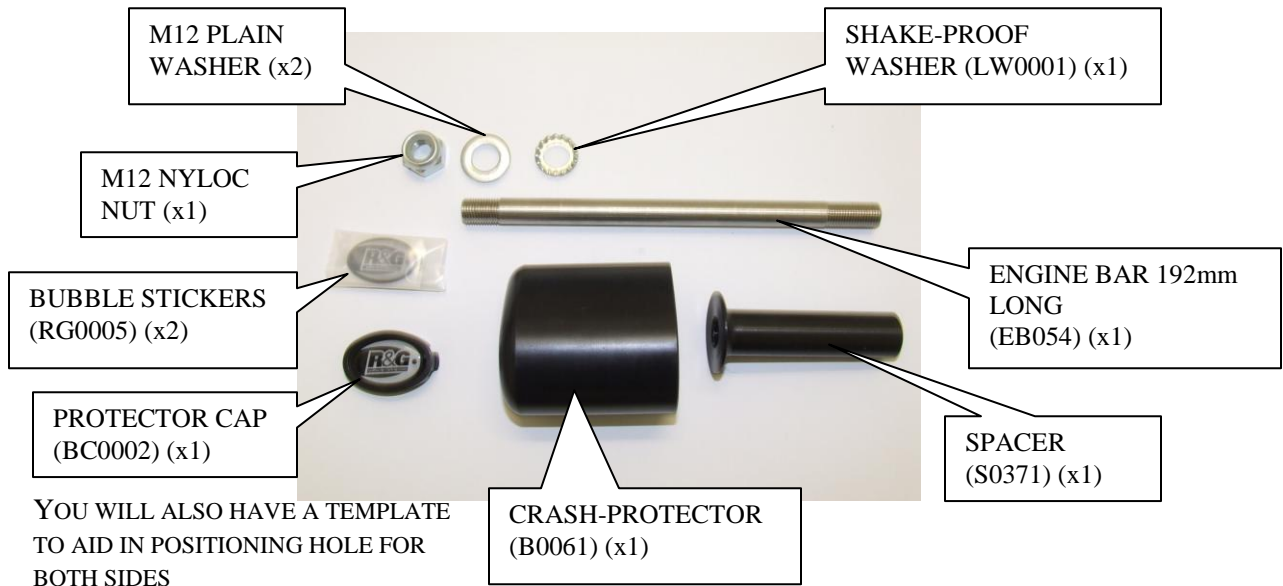
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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!*

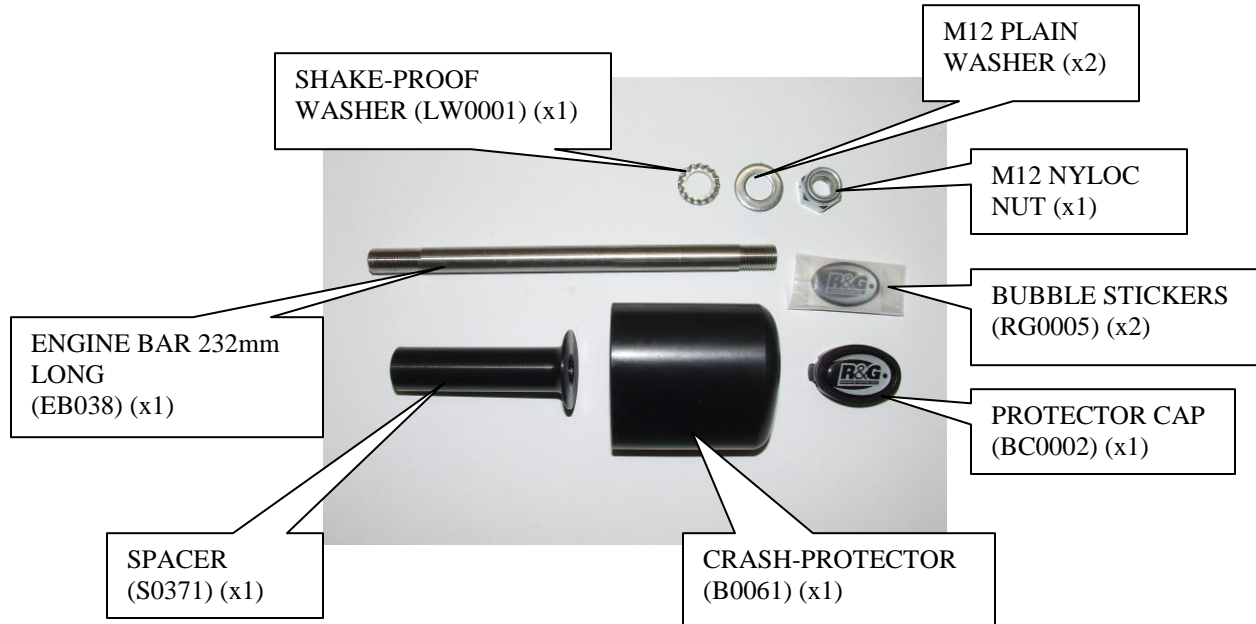


THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND SIDE

**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 and 19mm sockets and wrench.
 - Torque wrench (up to 40Nm).
- 28mm Hole-saw and/or dremmel type tool.
 - Masking tape.



Near side (left side as you sit on bike)

- Cut out line of template for left-hand side and using masking tape secure in position as shown above (using edges and cut-out as a guide).
- Carefully mark centre position of hole, remove template and pilot drill (approximately 6mm diameter).
- Check the pilot hole is aligned with engine mounting bolt.
- Using a dremmel or similar tool or hole-saw open hole out to 28mm (care must be taken as there is a web that you will cut through), deburr hole using sharp knife or fine emery paper.
- Using 17mm socket you can now undo and remove engine mounting bolt, leave spacer/washer in position against frame mounting face.
- Fit one of the nyloc nuts to the shorter engine-bar, ensure thread goes through the nylon by three-four threads (it may be required to secure nut in place using a semi-permanent thread locking glue).
- Slide one of the 12mm plain washers onto one the engine-bar so washer sits against nut just fitted.
- Slide serrated locking washer over the bolt so it sits against the plain washer just fitted.
- Next slide engine-bar, washer and locking washer through either bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide either spacer over engine-bar so larger diameter sits against bobbin (the amount of engine-bar protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount (at this stage check neither bobbin or spacer is in contact with the fairing, if it is touching use one of the extra washers between the spacer and frame to remedy) and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' 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.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

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Off side (right side as you sit on bike)

- Cut out line of template for right-hand side and using masking tape secure in position as shown above (using edges and cut-out as a guide).
- Carefully mark centre position of hole, remove template and pilot drill (approximately 6mm diameter).
- Check the pilot hole is aligned with engine mounting bolt.
- Using a dremmel or similar tool or hole-saw open hole out to 28mm (care must be taken as there is a web that you will cut through), deburr hole using sharp knife or fine emery paper.
- Using 17mm socket you can now undo and remove engine mounting bolt, leave spacer/washer in position against frame mounting face.
- Fit one of the nyloc nuts to the longer engine-bar, ensure thread goes through the nylon by three-four threads (it may be required to secure nut in place using a semi-permanent thread locking glue).
- Slide one of the 12mm plain washers onto one the engine-bar so washer sits against nut just fitted.
- Slide serrated locking washer over the bolt so it sits against the plain washer just fitted.
- Next slide engine-bar, washer and locking washer through the remaining bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the remaining spacer over engine-bar so larger diameter sits against bobbin (the amount of engine-bar protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount (please at this stage check neither bobbin or spacer is in contact with the fairing, if it is touching use one of the extra washers between spacer and frame to remedy) and tighten bolt until you feel some compression from inside the protector using 19mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' 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.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

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