



**FITTING INSTRUCTIONS FOR CP0340 CRASH PROTECTORS**  
**HONDA CBR 500 R 2013**

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PICTURE 'A'



PICTURE 'B'



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

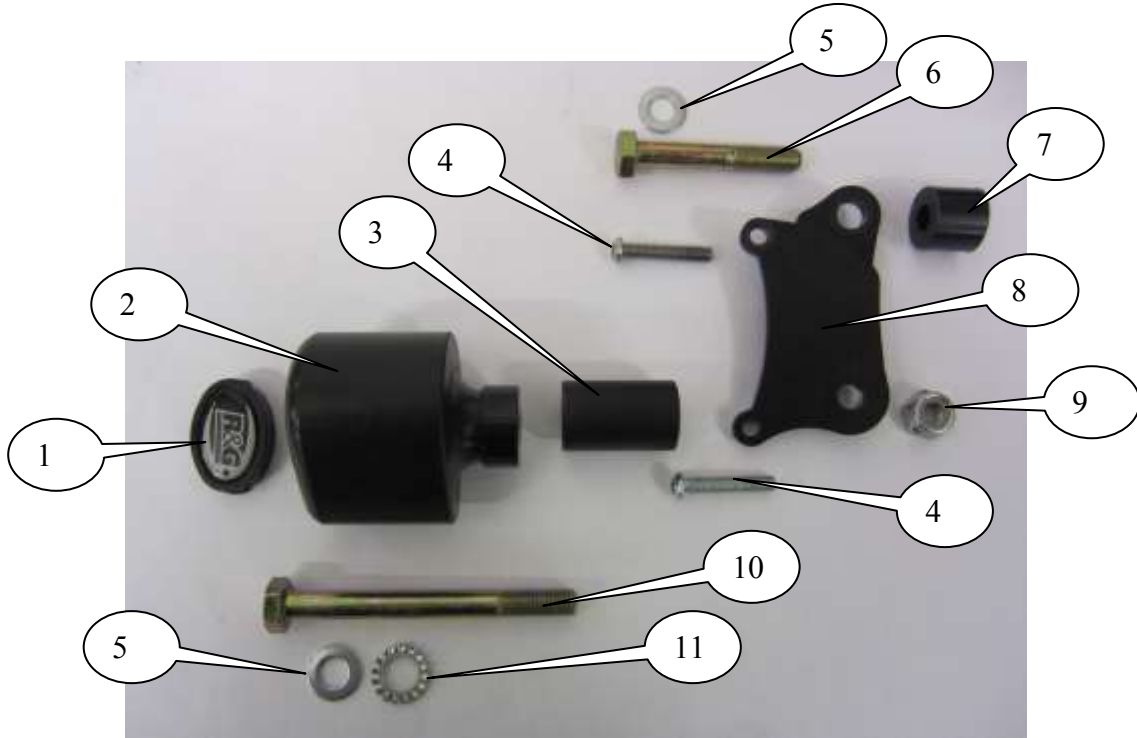
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

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!*

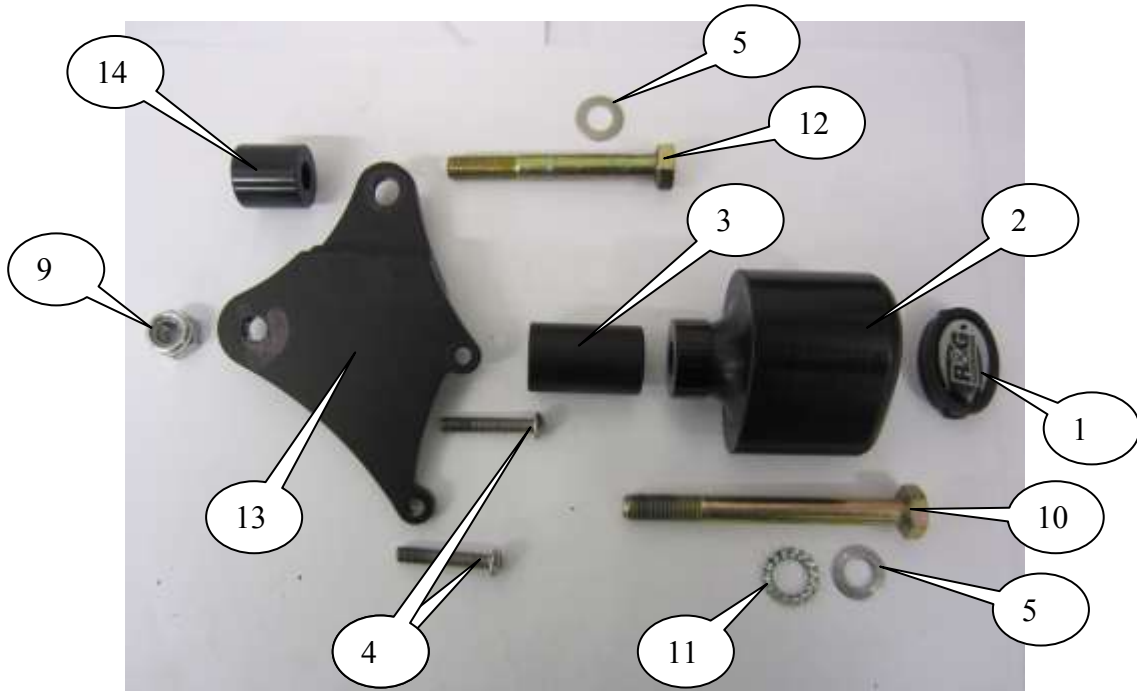
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**TOOLS REQUIRED**

- Socket set to include a 14 and 17mm A/F socket and wrench.
  - 17mm spanner.
- Set of metric Allen keys to include 4 and 5mm A/F.
  - Phillips driver.
- Torque wrench (up to 40Nm).



**LEFT HAND SIDE**



**RIGHT HAND SIDE**



**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0431 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = S0640 CRASH PROTECTOR SPACERS (40mm LONG) (x2).
- ITEM 4 = M6x35mm LONG BUTTON HEADED BOLTS (x4).
- ITEM 5 = M10 PLAIN WASHERS (x4).
- ITEM 6 = M10x1.25x65mm LONG HEX HEADED BOLT (L-H-S ASSEMBLY BOLT) (x1).
- ITEM 7 = S0641 MOUNTING PLATE SPACER (19.5mm LONG) L-H-S (x1).
- ITEM 8 = MP0061 LEFT HAND SIDE WELDED MOUNTING ASSEMBLY (x1).
- ITEM 9 = M10x1.25 NYLOC NUTS (x2).
- ITEM 10 = M10x1.25x100mm LONG HEX HEADED BOLT (CRASH PROTECTOR BOLTS) (x2).
- ITEM 11 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 12 = M10x1.25x80mm LONG HEX HEADED BOLT (R-H-S ASSEMBLY BOLT) (x1).
- ITEM 13 = MP0062 RIGHT HAND SIDE WELDED MOUNTING ASSEMBLY (x1).
- ITEM 14 = S0642 MOUNTING PLATE SPACER (32mm LONG) R-H-S (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



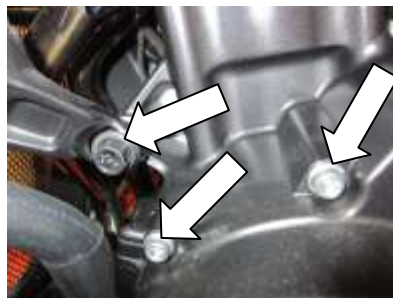
PICTURE 11



PICTURE 12



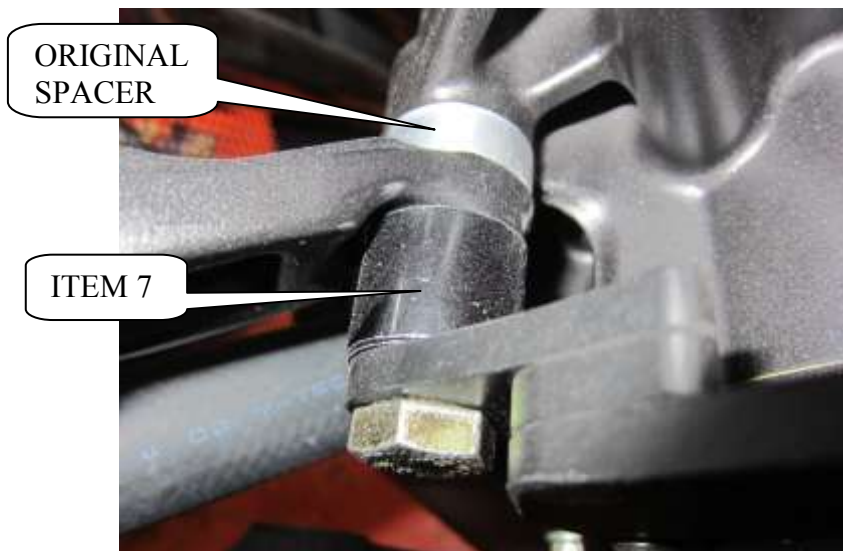
PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



## **FITTING INSTRUCTIONS**

### **Near side (left side as you sit on bike)**

- Remove the pillion seat using the key.
- Remove the two bolts arrowed and remove the rider's seat.



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- Remove all the bolts and push rivets arrowed in pictures 1 to 10.
- Remove the side panel (just below seat/tank) to allow access to remove the bolt arrowed in picture 11.
- Unclip and loosen the left hand side fairing.
- Disconnect the indicator plug socket arrowed in picture 12 and remove the side fairing.
- Remove the bolt arrowed in picture 13 to allow access to remove the engine bolt.
- Remove the three bolts arrowed in picture 14 (beware as the frame to engine spacer will drop as the bolt is removed (do not lose).
- Offer the left hand side mounting bracket (item 8) into position as shown in picture 15.
- Use the two M6 button head bolts (item 4) to secure the mounting bracket the engine casing as shown in picture 15 (do not tighten at this stage).
- Use the M10x65mm long bolt (item 6) with washer (item 5) and the 19.5mm long spacer (item 7) through the mounting plate and the original spacer as shown in picture 16.
- Tighten all bolts.
- Reconnect the indicator.
- Refit the side panel and fairing as original.



PICTURE 17



PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24



PICTURE 25



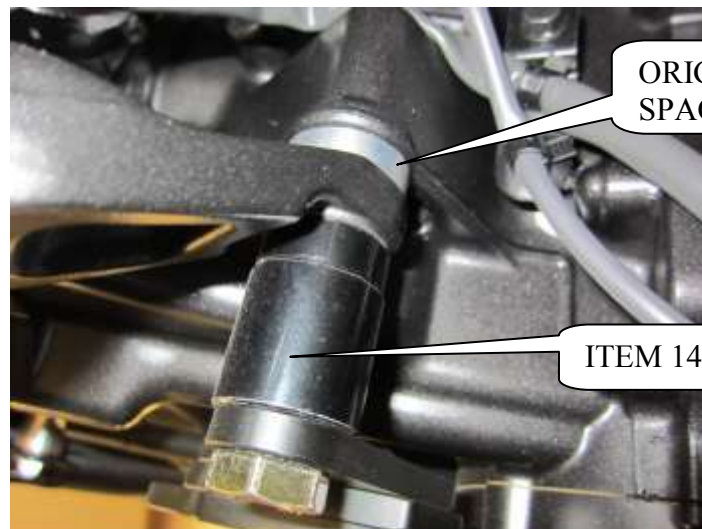
PICTURE 26



PICTURE 27



PICTURE 28



PICTURE 29

**Off side (right side as you sit on bike)**

- Remove all the bolts and push rivets arrowed in pictures 17 to 22.
- Remove the side panel (just below seat/tank) to allow access to remove the bolt arrowed in picture 23.
- Unclip and loosen the right hand side fairing.
- Disconnect the indicator plug socket arrowed in picture 24 and remove the side fairing.
- Remove the bolt arrowed in picture 25 to allow access to remove the engine bolt.
- Remove the three bolts arrowed in picture 26 (beware as the frame to engine spacer will drop as the bolt is removed (do not lose) as shown in picture 27).
- Offer the left hand side mounting bracket (item 13 into position as shown in picture 28).



- Use the two M6 button head bolts (item 4) to secure the mounting bracket the engine casing as shown in picture 28 (do not tighten at this stage).
- Use the M10x80mm long bolt (item 12) with washer (item 5) and the 32mm long spacer (item 14) through the mounting plate and the original spacer as shown in picture 29.
- Tighten all bolts.
- Reconnect the indicator.
- Refit the side panel and fairing as original.



PICTURE A



PICTURE B

**Near side (left side as you sit on bike)**

- Take one of the M10x100 hex headed bolt (item 10) and place one of the plain M10 washers (item 5) over the thread up to the head of the bolt.
- Take one of the locking washers (item 11) and place against plain washer just fitted.
- Place this assembly through either of the crash protectors (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place one of the spacers (item 3) over the exposed end of the bolt so it sits against the crash protector.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 'A'.
- Place the M10 nyloc onto the exposed end of the bolt as shown in picture 'B'.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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. 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 (item 1) into crash protector.



PICTURE D



PICTURE F

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**Off side (right side as you sit on bike)**

- Take the remaining M10x100 hex headed bolt (item 10) and place the remaining plain M10 washer (item 5) over the thread up to the head of the bolt.
- Take the remaining locking washer (item 11) and place against plain washer just fitted.
- Place this assembly through the remaining crash protector (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place the remaining spacer (item 3) over the exposed end of the bolt so it sits against the crash protector.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 'D'.
- Place the M10 nyloc onto the exposed end of the bolt as shown in picture 'F'.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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. 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 (item 1) into crash protector.

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**Instructions de montage CP0340 Protections Crash**  
**HONDA CBR 500 R 2013**

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PHOTO 'A'



PHOTO 'B'



PHOTO 'C'

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

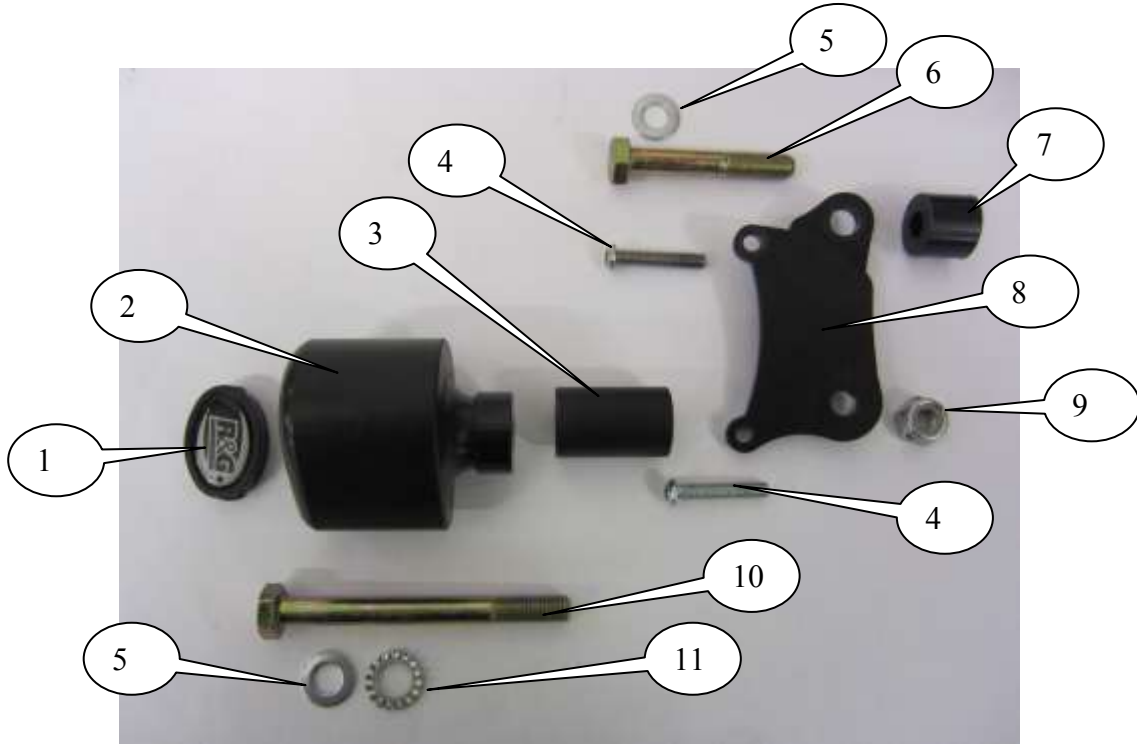
**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

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

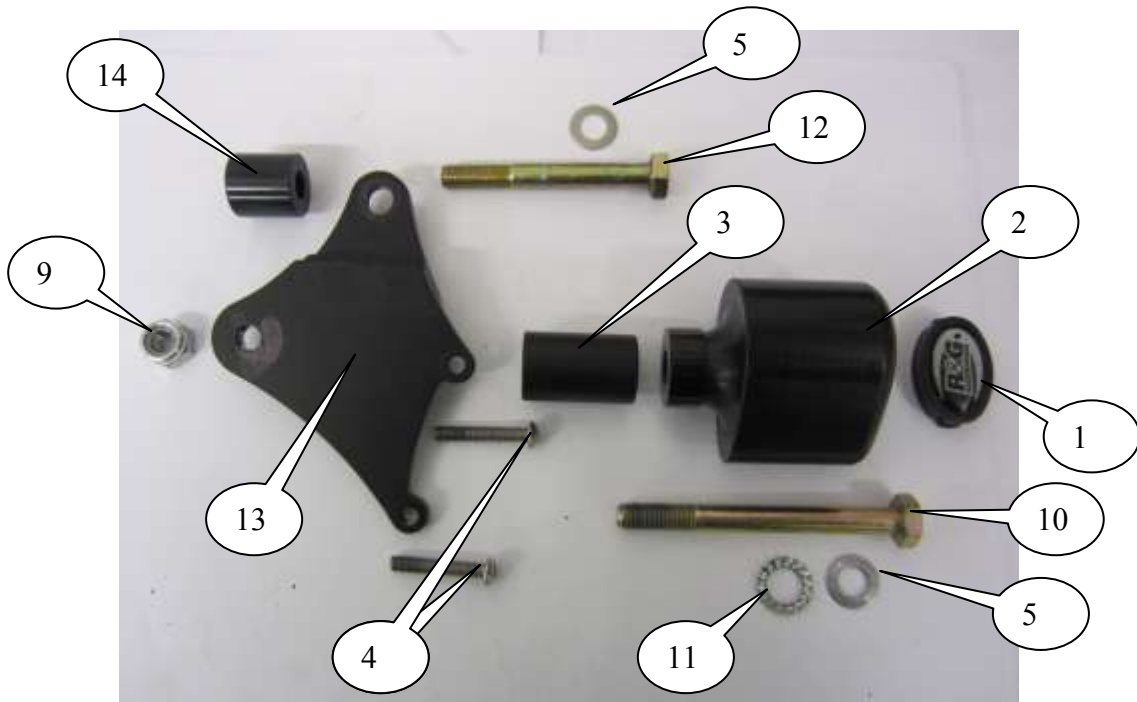
Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

**OUTILS REQUIS**

- Clés de 14 et 17mm.
  - Pince 17mm.
- Clés Allen 4 et 5mm.
- Tournevis cruciforme.
- Clé dynamométrique (à 40Nm).



**Coté gauche**



**Coté droit**



### LEGENDE

- ARTICLE 1 = BC0002 Capuchons de protection (x2).  
ARTICLE 2 = B0431 avec CS341 (10mm) (Les 2 protections) (x2).  
ARTICLE 3 = S0640 Entretoises de protection (40mm de long) (x2).  
ARTICLE 4 = M6x35mm Boulons (x4).  
ARTICLE 5 = M10 Rondelles (x4).  
ARTICLE 6 = M10x1.25x65mm Boulon à tête hexagonale (Boulon de l'assemblage coté gauche) (x1).  
ARTICLE 7 = S0641 Entretoise de plaque de fixation (19.5mm de long) coté gauche (x1).  
ARTICLE 8 = MP0061 Ensemble soudé coté gauche (x1).  
ARTICLE 9 = M10x1.25 Ecrous Nyloc (x2).  
ARTICLE 10 = M10x1.25x100mm Boulon à tête hexagonale (Boulons protection crash) (x2).  
ARTICLE 11 = LW0001 (Rondelles anti vibration) (x2).  
ARTICLE 12 = M10x1.25x80mm Boulon à tête hexagonale (Boulon assemblage coté droit) (x1).  
ARTICLE 13 = MP0062 **Ensemble soudé coté droit** (x1).  
ARTICLE 14 = S0642 Entretoise plaque de fixation (32mm de long) coté droit (x1).



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13

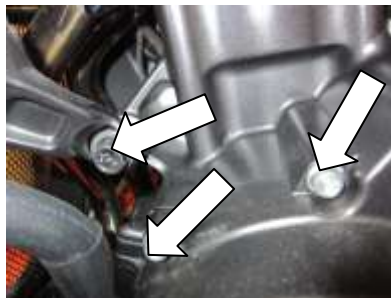


PHOTO 14



PHOTO 15

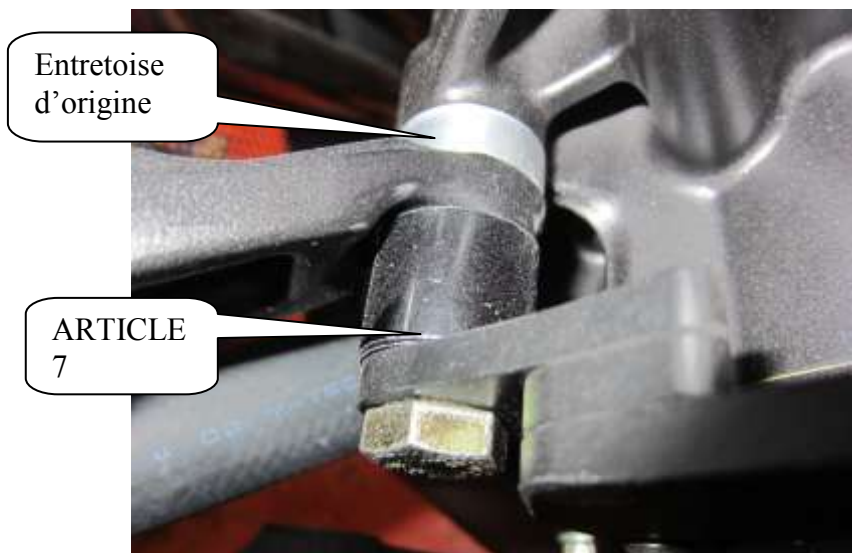


PHOTO 16



### Instructions de montage:

#### Coté gauche assis sur la moto

- Enlever le siège passager avec une clé.
- Enlever les 2 boulons fléchés et enlever le siège du pilote.



- Enlever tous les boulons et les rivets fléchés de la photo 1 à 10.
- Enlever le panneau latéral (juste en dessous du siège/réservoir) pour permettre l'accès nécessaire pour enlever le boulon fléché sur la photo 1.
- Déclipser le carénage coté gauche.
- Déconnecter la prise de clignotant fléchée en photo 12 et enlever le carénage latéral.
- Enlever le boulon fléché sur la photo 13 pour permettre l'accès nécessaire pour enlever le boulon moteur.
- Enlever les 3 boulons fléchés sur la photo 14 (Attention à ce que l'entretoise moteur ne tombe pas lorsque le boulon sera enlevé, ne pas le perdre).
- Monter le support de fixation coté gauche (ARTICLE 8) en position (Photo 15).
- Utiliser les 2 boulons M6 (ARTICLE 4) pour fixer le support de fixation au carter moteur (Photo 15) (ne pas serrer définitivement à ce stade du montage).
- Utiliser le boulon M10x65mm (ARTICLE 6) avec rondelle (ARTICLE 5) et l'entretoise 19.5mm (ARTICLE 7) à travers la plaque de fixation et l'entretoise d'origine (Photo 16).
- Serrer tous les boulons
- Reconnecter le clignotant.
- Remonter le panneau latéral et le carénage comme à l'origine.



PHOTO 17



PHOTO 18



PHOTO 19



PHOTO 20



PHOTO 21



PHOTO 22

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PHOTO 23



PHOTO 24



PHOTO 25

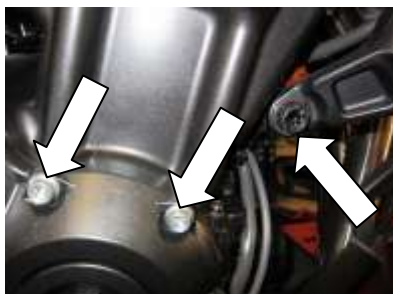


PHOTO 26



PHOTO 27



PHOTO 28

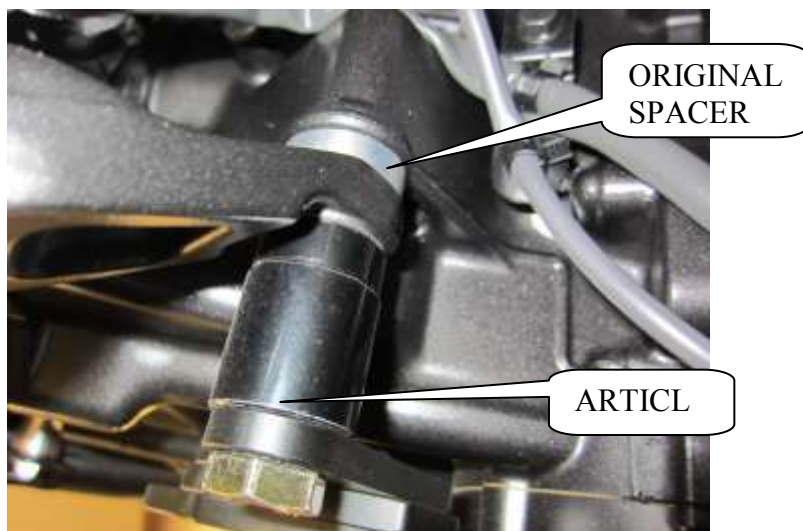


PHOTO 29

**Coté droit (assis sur la moto)**

- Enlever tous les boulons et les rivets fléchés de la photo 17 à 22
- Enlever le panneau latéral (juste en dessous du siège/réservoir) pour permettre l'accès nécessaire pour enlever le boulon fléché sur la photo 23
- Déclipser le carénage coté droit.
- Déconnecter la prise de clignotant fléchée en photo 24 et enlever le carénage latéral.
- Enlever le boulon fléché sur la photo 25 pour permettre l'accès nécessaire pour enlever le boulon moteur.



- Enlever les 3 boulons fléchés sur la photo 26 (Attention à ce que l'entretoise moteur ne tombe pas lorsque le boulon sera enlevé, ne pas le perdre), Photo 27.
- Monter le support de fixation coté gauche (ARTICLE 13) en position (Photo 28).
- Utiliser les 2 boulons M6 (ARTICLE 4) pour fixer le support de fixation au carter moteur (Photo 28) (ne pas trop serrer à ce stade du montage).
- Utiliser le boulon M10x80mm (ARTICLE 12) avec rondelle (ARTICLE 5) et l'entretoise 32mm (ARTICLE 14) à travers la plaque de fixation et l'entretoise d'origine (Photo 29).
- Fixer tous les boulons.
- Reconnecter les clignotants.
- Remonter le panneau latéral et le carénage comme à l'origine.



PHOTO A



PHOTO B

#### **Coté gauche (assis sur la moto)**

- Prendre un boulon M10x100 (ARTICLE 10) et insérer une rondelle M10 (ARTICLE 5) autour du filetage du boulon.
- Prendre une des rondelles de blocage (ARTICLE 11) et placez là contre la rondelle qui vient d'être insérée.
- Placer cet ensemble à travers la protection (ARTICLE 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash.
- Placer une des entretoises (ARTICLE 3) autour de l'extrémité du boulon pour qu'elle se place contre la protection crash.
- Monter l'ensemble dans le filetage du support de fixation (Photo 'A').
- Placer le Nyloc M10 sur l'extrémité du boulon (Photo 'B').
- Serrer le boulon avec une clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **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 risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- S'assurer que la protection crash ne viendra pas en contact avec le carénage lorsque le boulon est serré.
- Mettre les capuchons aux protections (ARTICLE 1)
- Coller les stickers R&G.



PHOTO D



PHOTO F

**Coté droit (assis sur la moto)**

- Prendre le boulon M10x100 restant (ARTICLE 10) et insérer la rondelle M10 restante (ARTICLE 5) autour du filetage du boulon.
- Prendre la rondelle de blocage restante (ARTICLE 11) et placez là contre la rondelle qui vient d'être insérée.
- Placer cet ensemble à travers la protection (ARTICLE 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash.
- Placer l'entretoise restante (ARTICLE 3) autour de l'extrémité du boulon pour qu'elle se place contre la protection crash.
- Monter l'ensemble dans le filetage du support de fixation (Photo 'D').
- Placer le Nyloc M10 sur l'extrémité du boulon (Photo 'F').
- Serrer le boulon avec une clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **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.
- S'assurer que la protection crash ne viendra pas en contact avec le carénage lorsque le boulon est serré).
- Mettre les capuchons aux protections (ARTICLE 1)
- Coller les stickers R&G.

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