



**FITTING INSTRUCTIONS FOR CP0341BL**  
**AERO CRASH PROTECTORS**  
**HONDA CBR600RR 2013**



Picture A

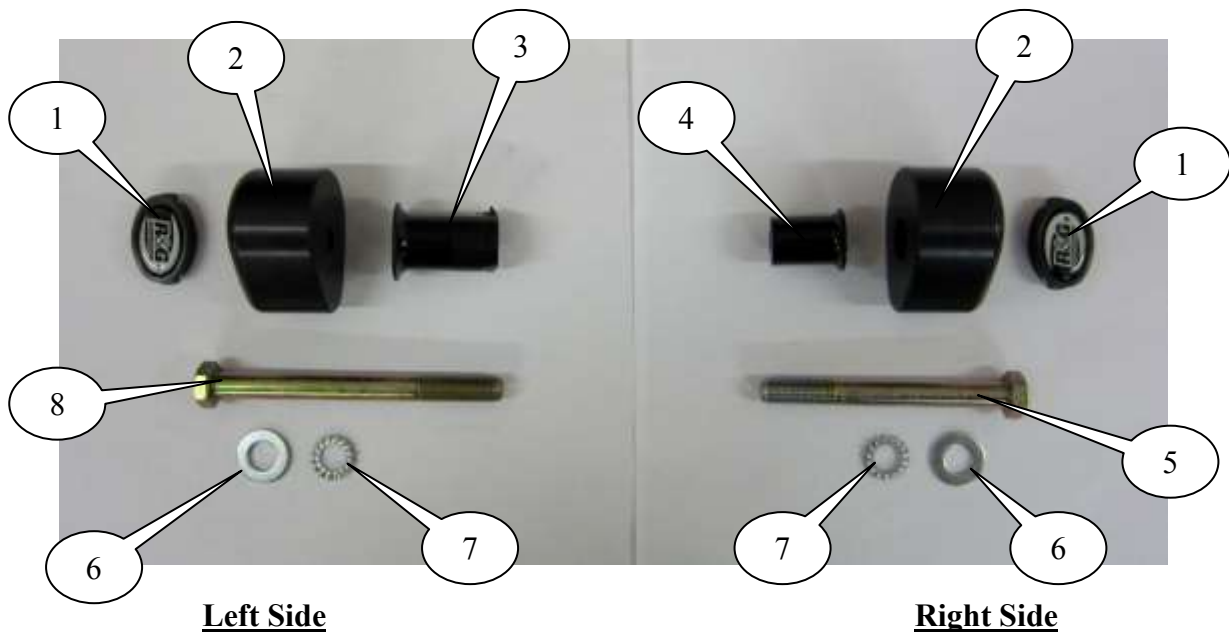


Picture B

**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**

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





### **LEGEND**

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).  
ITEM 2 = CRASH PROTECTOR (B0472 with CS452) (x2).  
ITEM 3 = SPACER (S0638) (54mm LONG) (x1).  
ITEM 4 = SPACER (S0639) (33mm LONG) (x1).  
ITEM 5 = M12x1.25x130mm LONG HEX HEADED BOLT (x1).  
ITEM 6 = M12 PLAIN WASHERS (x2).  
ITEM 7 = LOCK-WASHERS (LW0001) (x2).  
ITEM 8 = M12x1.25x110mm LONG HEX HEADED BOLT (x1).

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!*

### **TOOLS REQUIRED**

- Socket set to include 17 & 19mm socket and wrench.
  - Socket set to include 5mm A/F.
- 28mm Hole-saw and/or dremmel type tool.
  - Torque wrench (up to 40Nm).
  - Phillips screwdriver.



Picture 1



Picture 2



## **FITTING INSTRUCTIONS**

### **Left Side (as you sit on the bike)**

- Remove both the upper and lower side fairings (ensuring to disconnect the indicators whilst taking the upper fairing off).
- Loosen the engine bolt, then apply paint or Tippex onto the bolt head and loosen.
- Offer the lower fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the lower fairing from the bike
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the lower fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the lower fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller diameter of the spacers fit through the hole.
- Remove the engine bolt from the bike and re-fit the lower fairing.
- Install the longer M12 (130mm) bolt with a washer, followed by a shake proof washer, into the bobbin counter bore (either bobbin), place the longer spacer over the exposed thread (larger diameter first) and install the assembly through drilled hole and into the engine mounting hole and tighten bolt until you feel some compression from inside the protector.  
**PLEASE NOTE THE CRASH PROTECTOR 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 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 the crash protector cap.
- Fit the crash protector cap into the crash protector.
- Re-fit the upper fairing, ensuring to reconnect the indicator wiring.

### **Right Side (as you sit on the bike)**

- Remove the lower side fairing.
- Loosen the engine bolt, then apply paint or Tippex onto the bolt head and loosen.
- Offer the lower fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the lower fairing from the bike
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the lower fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the lower fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller diameter of the spacers fit through the hole.
- Remove the engine bolt from the bike and re-fit the lower fairing.
- Install the shorter M12 (110mm) bolt with a washer, followed by a shake proof washer, into the bobbin counter bore (either bobbin), place the shorter spacer over the exposed thread (larger diameter first) and install the assembly through drilled hole and into the engine mounting hole and tighten bolt until you feel some compression from inside the protector.  
**PLEASE NOTE THE CRASH PROTECTOR 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 over-tighten as damage can occur to the bike. Do not exceed 40nm of torque.

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- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

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**Instructions de montage pour CP0341BL**  
**PROTECTIONS CRASH LATERALES**  
**HONDA CBR600RR 2013**



Photo A

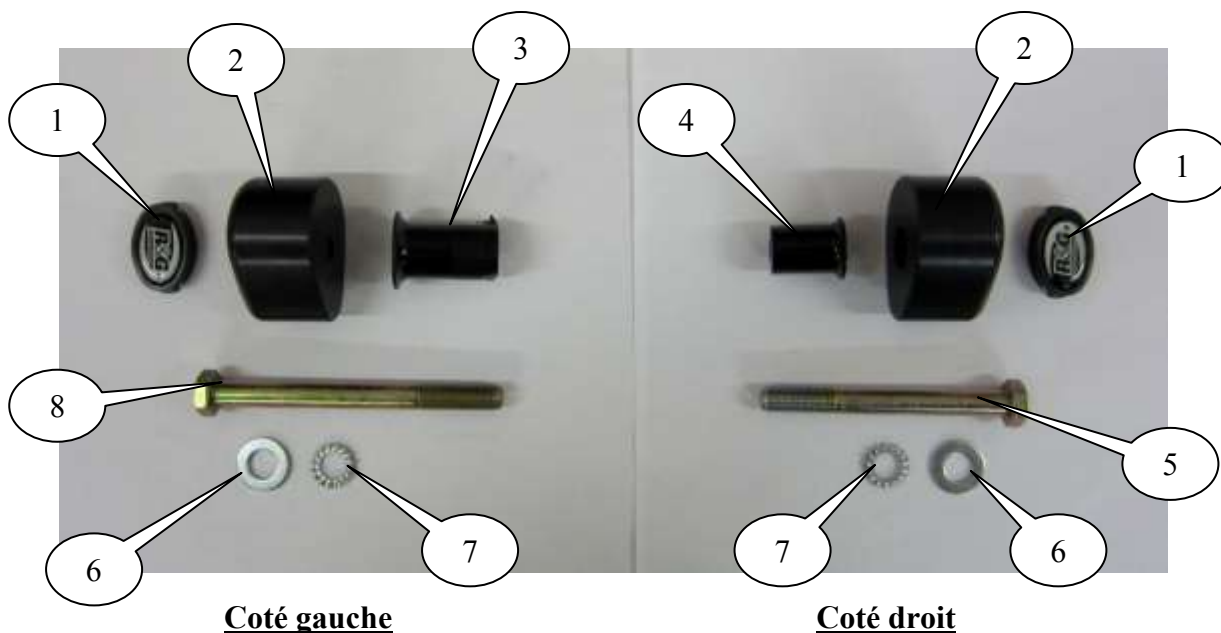


Photo B

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

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



**Coté gauche**

**Coté droit**



### **LEGENDE**

ARTICLE 1 = CAPUCHONS DE PROTECTIONS (BC0002) (x2).

ARTICLE 2 = PROTECTION (B0472 avec CS452) (x2).

ARTICLE 3 = ENTRETOISE (S0638) (54mm de long) (x1).

ARTICLE 4 = ENTRETOISE (S0639) (33mm de long) (x1).

ARTICLE 5 = M12x1.25x130mm BOULON (x1).

ARTICLE 6 = M12 RONDELLES PLATES (x2).

ARTICLE 7 = RONDELLES DE BLOCAGE (LW0001) (x2).

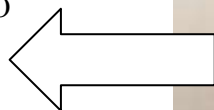
ARTICLE 8 = M12x1.25x110mm BOULON (x1).

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

### **OUTILS REQUIS**

- Clé de 17 & 19mm.
- Jeu de clé de 5mm.
- 28mm Trou-scie et / ou outil de type dremel.
  - Clé dynamométrique (à 40Nm).
  - Tournevis cruciforme.

ARRIERE MOTO



AVANT MOTO

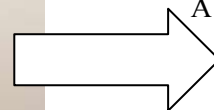


PHOTO C



Photo 1



Photo 2



## **Instructions de montage:**

### **Coté gauche assis sur la moto :**

- Enlever le carénage supérieur et le carénage inférieur (déconnecter les clignotants tout en enlevant le carénage supérieur).
- Desserrer le boulon moteur, puis appliquer un peu de tippex/peinture sur la tête du boulon.
- Offrir le carénage inférieur arrière en position, de façon à ce que la peinture marque la position sur la partie intérieure du carénage.
- Enlever le carénage inférieur de la moto.
- Utiliser un foret de 28mm à travers le carénage en utilisant uniquement le repère de peinture pour trouver la position du centre de la culasse du moteur.
- Remettre le carénage inférieur et assurez vous que le trou pilote est central sur le support moteur.
- Enlever le carénage inférieur tout en le supportant, percer à travers le carénage depuis l'extérieur avec le dispositif de coupe de réservoir
- Ebavurer le trou et assurez vous que le plus petit diamètre des entretoises passe à travers le trou.
- Enlever le boulon moteur de la moto et remettre le carénage inférieur.
- Insérer le boulon M12 (130mm) avec rondelle, suivi d'une rondelle anti vibration, dans le contre alésage de la bobine, placer l'entretoise la plus grande autour du filetage exposé (le plus grand diamètre en 1er) puis installer l'ensemble à travers le trou percé et dans le trou du support moteur et serrer le boulon jusqu'à ce que vous sentiez la 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.
- Placer le logo R&G en caoutchouc dans le creux de la protection
- Coller un sticker R&G.
- Remettre le carénage supérieur, sans oublier de reconnecter les fils de clignotants.

### **Coté droit assis sur la moto :**

- Enlever le carénage inférieur.
- Desserrer le boulon moteur, puis appliquer un peu de tippex/peinture sur la tête du boulon.
- Offrir le carénage inférieur arrière en position, de façon à ce que la peinture marque la position sur la partie intérieure du carénage.
- Enlever le carénage inférieur de la moto.
- Utiliser un foret de 28mm à travers le carénage en utilisant uniquement le repère de peinture pour trouver la position du centre de la culasse du moteur.
- Remettre le carénage inférieur et assurez vous que le trou pilote est central sur le support moteur.
- Enlever le carénage inférieur tout en le supportant, percer à travers le carénage depuis l'extérieur avec le dispositif de coupe de réservoir.
- Ebavurer le trou et assurez vous que le plus petit diamètre des entretoises passe à travers le trou.
- Enlever le boulon moteur de la moto et remettre le carénage inférieur.



- Insérer le boulon M12 (110mm) avec rondelle, suivi d'une rondelle anti vibration, dans le contre alésage de la bobine, placer l'entretoise autour du filetage exposé (le plus grand diamètre en 1er) puis installer l'ensemble à travers le trou percé et dans le trou du support moteur et serrer le boulon jusqu'à ce que vous sentiez la 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.
- Placer le logo R&G en caoutchouc dans le creux de la protection
- Coller un sticker R&G.

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