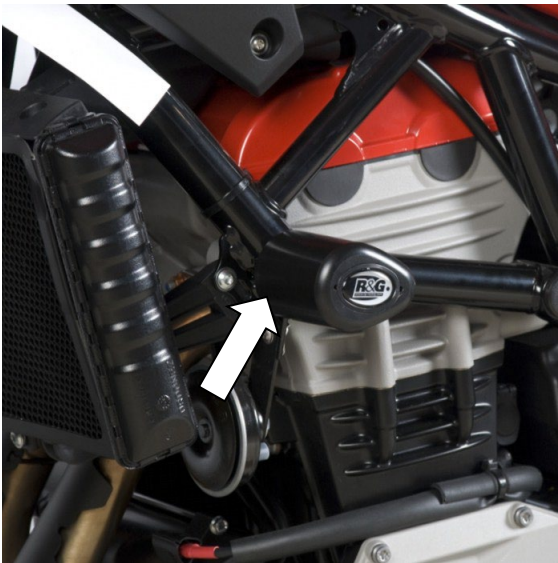




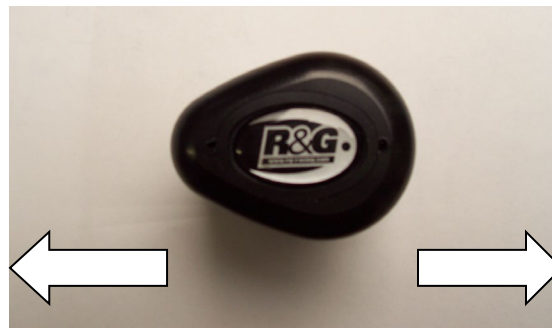
**Fitting Instructions for CP0306BL Aero Crash Protectors**  
**HUSQVARNA NUDA 900R 2012**



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**

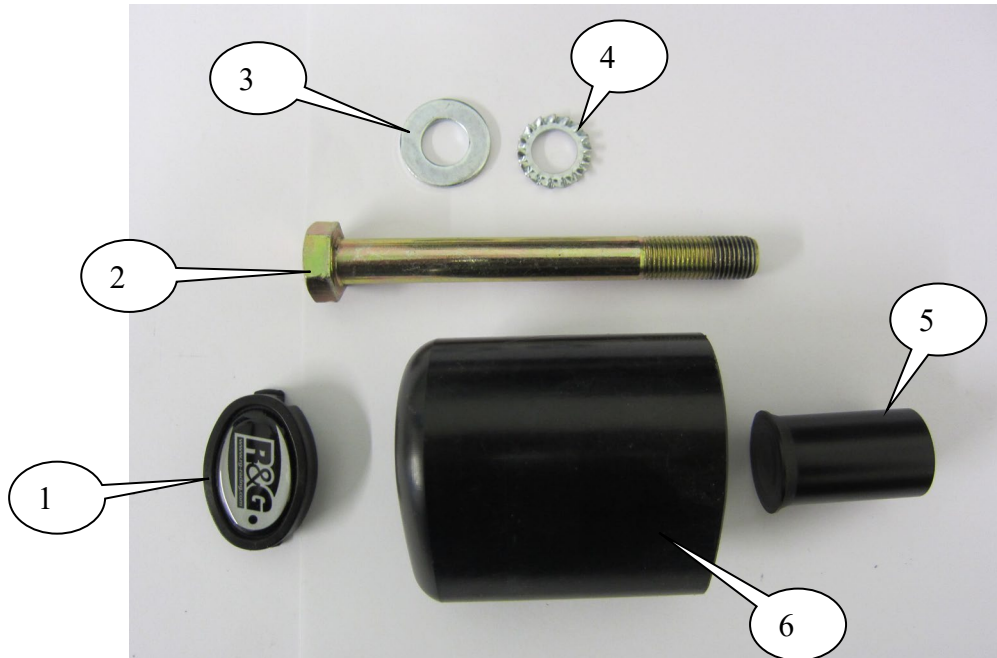
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

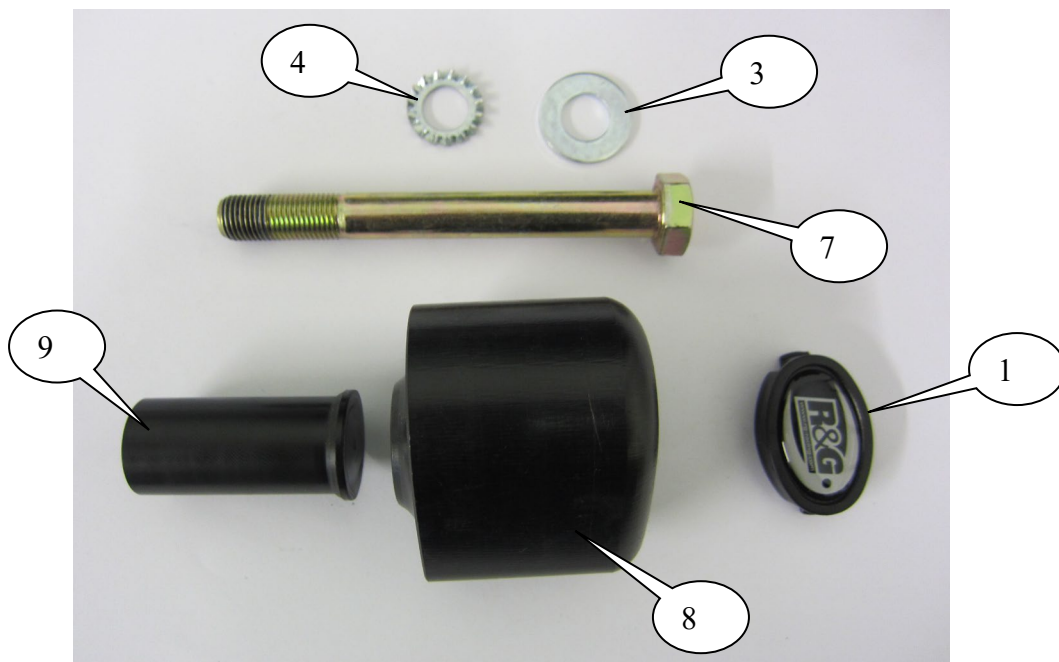
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**LEFT HAND SIDE**



**RIGHT HAND SIDE**

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### **TOOLS REQUIRED**

- Socket set to include T55 TORXS and 19mm A/F sockets and wrench.
  - Torque wrench (up to 40Nm).

### **LEGEND**

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = M12x1.75x130mm LONG HEX HEAD BOLTS (L-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 3 = M12 PLAIN WASHERS (x2).

ITEM 4 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 5 = S0469 SPACER (L-H-S= 39mm LONG) (x1).

ITEM 6 = B0061 with CS0340 (12mm) (L-H-S CRASH PROTECTOR) (x1).

ITEM 7 = M12x1.75x140mm LONG HEX HEAD BOLTS (R-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 8 = B0063 with CS0409 (12mm) (R-H-S CRASH PROTECTOR) (x1).

ITEM 9 = S0470 SPACER (R-H-S= 63.5mm LONG) (x1).

### **FITTING INSTRUCTIONS**

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

- Undo the engine bolt in position arrowed in picture 'A'.
- Slide one of the 12mm washers (item 3) onto the M12x130mm long hexagon headed bolt (item 2) so washer sits against head of bolt.
- Slide serrated locking washer (item 4) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the longer crash protector (item 6) so head of bolt and washers goes into counter-bore in bobbin.
- Place the shorter spacer (item 5) over the exposed end of bolt so the larger diameter sits against the crash protector.
- Offer the crash protector and spacer assembly through the frame and into the engine mounting hole (as shown in picture 'A') and tighten bolt until you feel some compression from inside the protector using 19mm 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 the crash protector cap.
- Fit crash protector caps into the crash protector.

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

- Undo the engine bolt in position arrowed in picture 'B'.
- Slide one of the 12mm washers (item 3) onto the M12x140mm long hexagon headed bolt (item 7) so washer sits against head of bolt.
- Slide serrated locking washer (item 4) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the shorter crash protector (item 8) so head of bolt and washers goes into counter-bore in bobbin.
- Place the longer spacer (item 9) over the exposed end of bolt so the larger diameter sits against the crash protector.
- Offer the crash protector and spacer assembly through the frame and into the engine mounting hole (as shown in picture 'B') and tighten bolt until you feel some compression from inside the protector using 19mm 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 the crash protector cap.
- Fit crash protector caps into the crash protector.

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### **Instructions de montage**

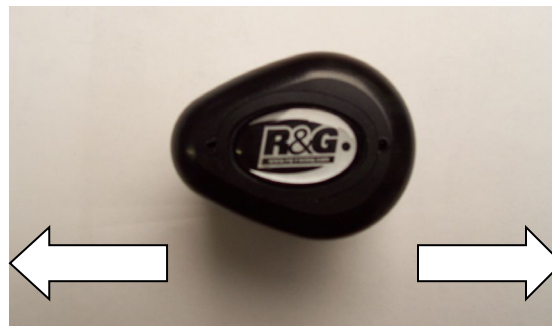
CP0306BL - Protection crash latérale - HUSQVARNA NUDA 900R 2012



Image A



Image B



Arrière de la moto

Avant de la moto

Image C

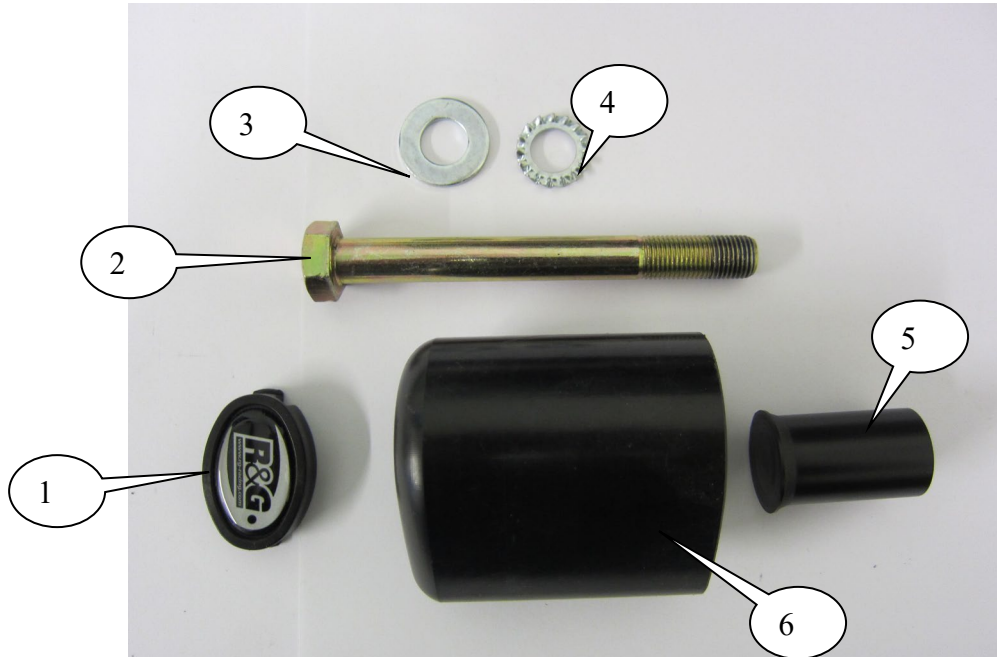
**Vérifier le contenu de la boîte avant de déballer les pièces. Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessous soient bien présents.**

La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto. Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composants du boulon - *les rondelles en caoutchouc doivent être jetées !*

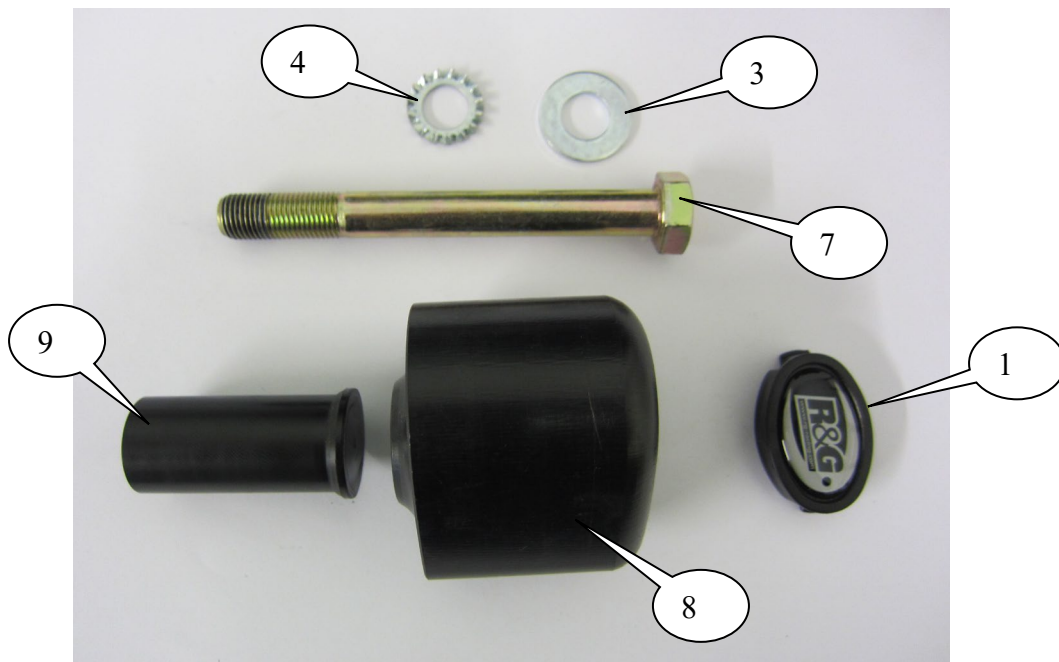
**Les parties représentées peuvent parfois être uniquement représentatives**  
(Pour la clarté des explications).

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**Coté gauche**



**Coté droit**

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### Outils requis

- Set de clefs T55 TORXS et 19mm A/F
- Clef dynamométrique (+ de 40Nm).

### LEGENDE

Article 1 = BC0002 Capuchons de protection (x2).

Article 2 = M12x1.75x130mm Longs boulons à tête ronde (Boulon de protection coté gauche) (x1).

Article 3 = M12 Rondelles plates (x2).

Article 4 = LW0001 (M12 Rondelles Shake Proof) (x2).

Article 5 = S0469 Entretoise (Coté gauche = 39mm de long) (x1).

Article 6 = B0061 avec CS0340 (12mm) (Protection coté gauche) (x1).

Article 7 = M12x1.75x140mm Longs boulons à tête ronde (Boulon de protection coté droit) (x1).

Article 8 = B0063 avec CS0409 (12mm) (Protection coté droit) (x1).

Article 9 = S0470 Entretoise (coté droit = 63.5mm de long) (x1).

### **Instructions de montage**

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

- Défaire le boulon de moteur (photo A).
- Glisser une des rondelles de 12mm (article 3) sur le long boulon à tête hexagonale M12x130mm (article 2) de façon à ce que la rondelle aille se loger contre la tête du boulon.
- Faire glisser la rondelle dentelée (article 4) autour du boulon de sorte à ce qu'elle aille se loger contre la rondelle tout juste installée.
- Faire glisser ensuite le boulon avec les rondelles à travers la plus grande protection (article 6) de sorte à ce que la tête du boulon et les rondelles aillent en contre alésage dans la bobine.
- Placer l'entretoise la plus courte (article 5) autour de l'extrémité visible du boulon de sorte à ce que le diamètre le plus large se mette contre la protection.
- Mettre l'ensemble protection crash + Entretoise à travers le cadre et dans le trou de fixation du moteur (photo A) puis serrer le boulon à l'aide d'une clef de 19mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tournez un petit peu plus de sorte à ce que la compression augmente légèrement. Faites ensuite un quart de tour.
- **NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.**  
→ **NE PAS SERRER A PLUS DE 40NM.**

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- Si cela n'a pas déjà été fait, mettre le logo (en gomme) « R&G Racing » dans le creux de la protection.

### **Coté droit assis sur la moto**

- Défaire le boulon de moteur (photo B).
- Glisser une des rondelles de 12mm (article 3) sur le long boulon à tête hexagonale M12x140mm (article 2) de façon à ce que la rondelle aille se loger contre la tête du boulon.
- Faire glisser la rondelle dentelée (article 4) autour du boulon de sorte à ce qu'elle aille se loger contre la rondelle tout juste installée.
- Faire glisser ensuite le boulon avec les rondelles à travers la plus courte protection (article 8) de sorte à ce que la tête du boulon et les rondelles aillent en contre alésage dans la bobine.
- Placer l'entretoise la plus courte (article 9) autour de l'extrémité visible du boulon de sorte à ce que le diamètre le plus large se mette contre la protection.
- Mettre l'ensemble protection crash + Entretoise à travers le cadre et dans le trou de fixation du moteur (photo B) puis serrer le boulon à l'aide d'une clef de 19mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tournez un petit peu plus de sorte à ce que la compression augmente légèrement. Faites ensuite un quart de tour.
- NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.  
→ NE PAS SERRER A PLUS DE 40NM.
- Si cela n'a pas déjà été fait, mettre le logo (en gomme) « R&G Racing » dans le creux de la protection.

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