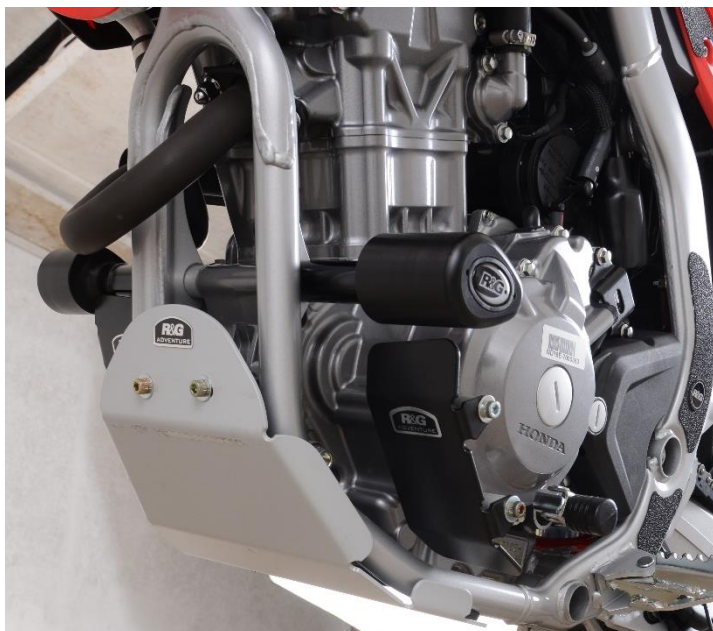




FITTING INSTRUCTIONS FOR CP0512 CRASH PROTECTORS
HONDA CRF 300L 2021-



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PRECEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

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).

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,

THESE RUBBER WASHERS CAN BE THROWN AWAY.

Digital copies of these instructions are available to download from
www.rg-racing.com



TOOLS REQUIRED

- Socket set to include 14mm & 17mm
 - Torque wrench to suit
 - Jack

MAXIMUM TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm
- M12 BOLT = 40Nm

AERO STYLE CRASH PROTECTOR ORIENTATION



Picture B

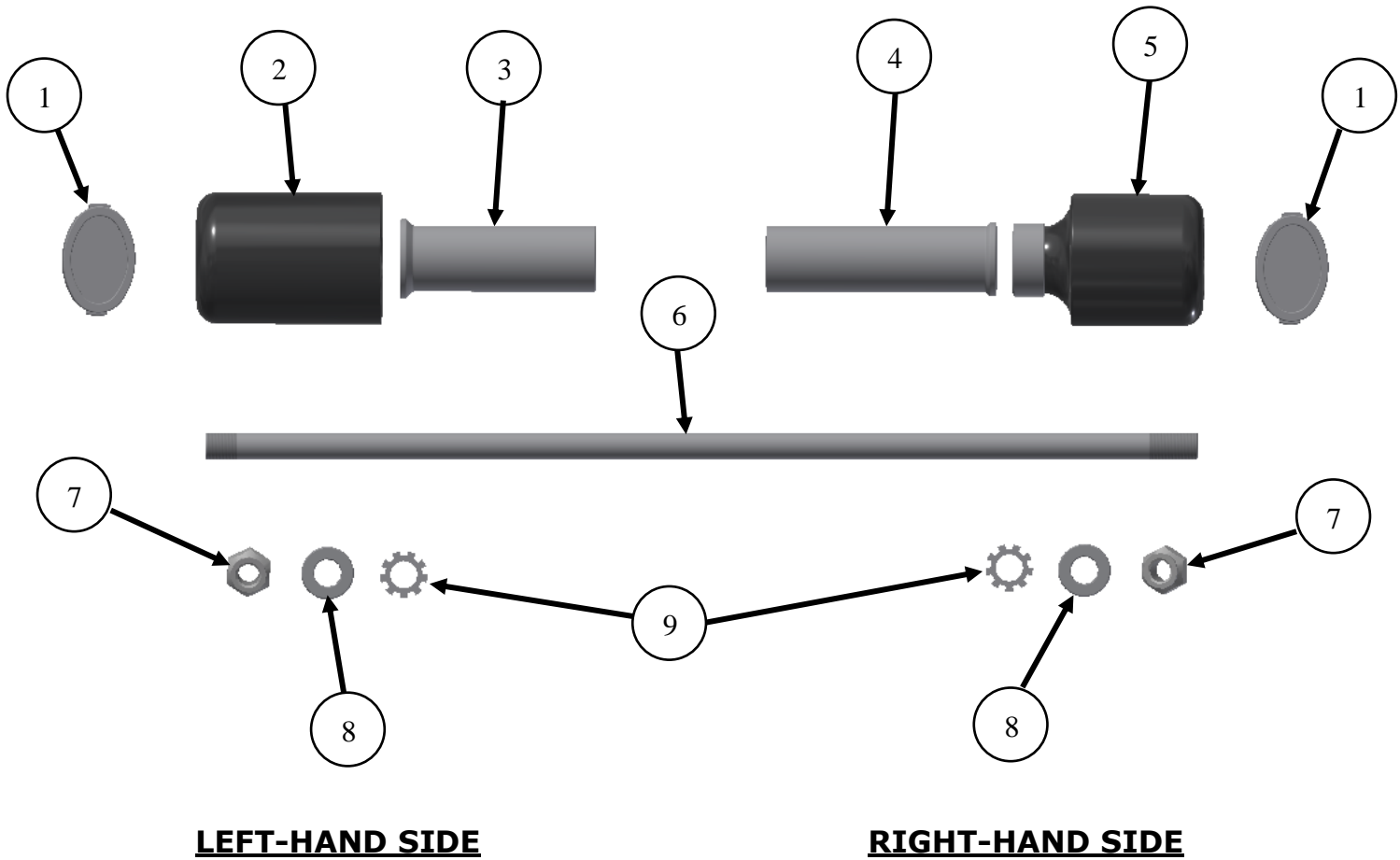
LEGEND

ITEM No	DESCRIPTION	QTY
ITEM 1	CRASH PROTECTOR CAP (BC0002)	2
ITEM 2	LEFT HAND SIDE CRASH PROTECTOR (B0061+CS341)	1
ITEM 3	LEFT-HAND SIDE CRASH PROTECTOR SPACER (S1334=74mm LONG)	1
ITEM 4	RIGHT-HAND SIDE CRASH PROTECTOR SPACER (S1335=87mm LONG)	1
ITEM 5	RIGHT HAND SIDE CRASH PROTECTOR (B0431+CS341)	1
ITEM 6	REPLACEMENT ENGINE BAR (EB101=M10x375mm LONG)	1
ITEM 7	M10 NYLOC NUT	2
ITEM 8	M10 WASHER	2
ITEM 9	SHAKE PROOF WASHER (LW0001)	2

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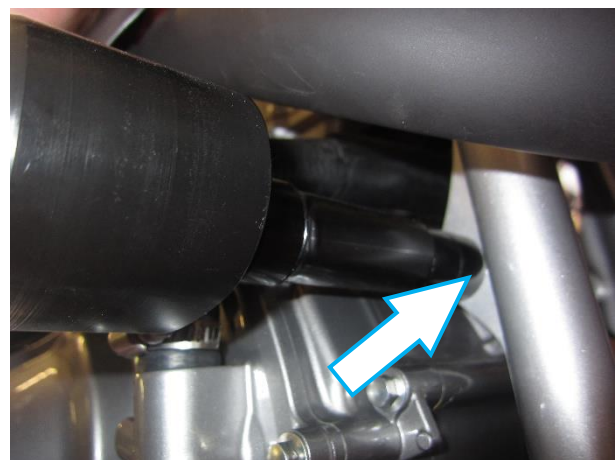
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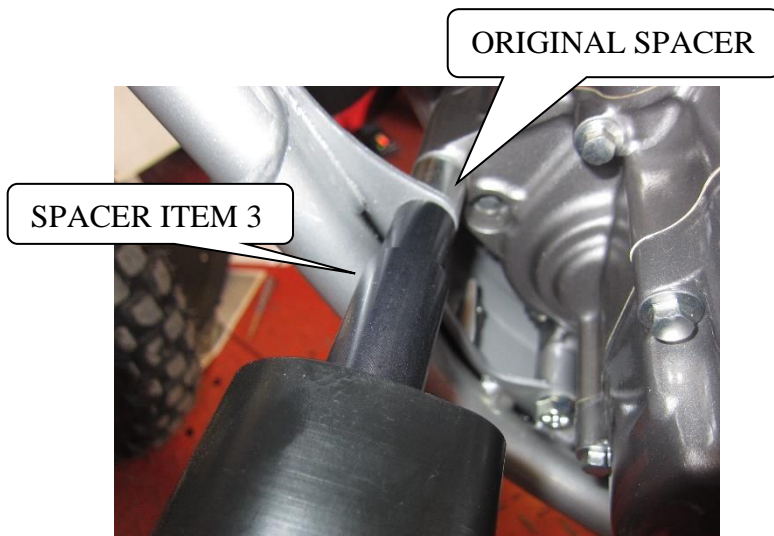
FITTING INSTRUCTION PICTURES



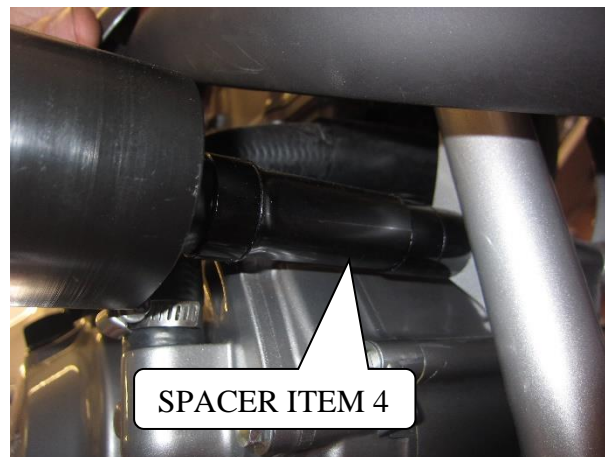
Picture 1



Picture 2



Picture 3



Picture 4

FITTING INSTRUCTIONS

Left Hand Side (as you sit on the bike)

- Before fitting the R&G crash protectors, it is advised that a scissor jack is positioned underneath the bike at a suitable mounting point to support the weight of the engine during fitment to prevent the engine moving. A small piece of wood should also be placed between the jack and the mounting point to help to spread the load.
- Undo and remove the nut in position arrowed in **picture 1**.
- Take R&G replacement stainless steel engine bar (**item 6**) in position arrowed in **picture 2** and use it to push out the original engine bolt (if the bolt is difficult to remove, use a soft hammer to help knock it through). Please leave equal amounts protruding from either side. **Please ensure the original engine spacers remain in place.**

Near side (left side as you sit on bike)

- Place the shorter spacer (**item 3**) over the exposed end of the engine bar on the left hand side as shown in **picture 3**.
- Place the longer crash protectors (**item 2**) over the exposed end of engine bar on the left hand side, so it sits against the spacer just fitted as shown in **picture 3**.
- Place one of the shake proof washers (**item 9**) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (**item 8**) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (**item 7**) onto the thread (please ensure the nut is fully engaged).

Off side (right side as you sit on bike)

- Place the remaining longer spacer (**item 4**) over the exposed end of the engine bar on the right hand side as shown in **picture 4**.

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- Place the remaining crash protectors (the protector with the reduced diameter and collar) (**item 5**) over the exposed end of engine bar on the right hand side, so it sits against the spacer just fitted as shown in **picture 4**.
- Place one of the shake proof washers (**item 9**) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (**item 8**) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (**item 7**) onto the thread (please ensure the nut is fully engaged).
- Finally tighten the nuts until you feel some compression from inside the protector using two 17mm sockets 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. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- Fit the crash protector caps as shown in picture B.

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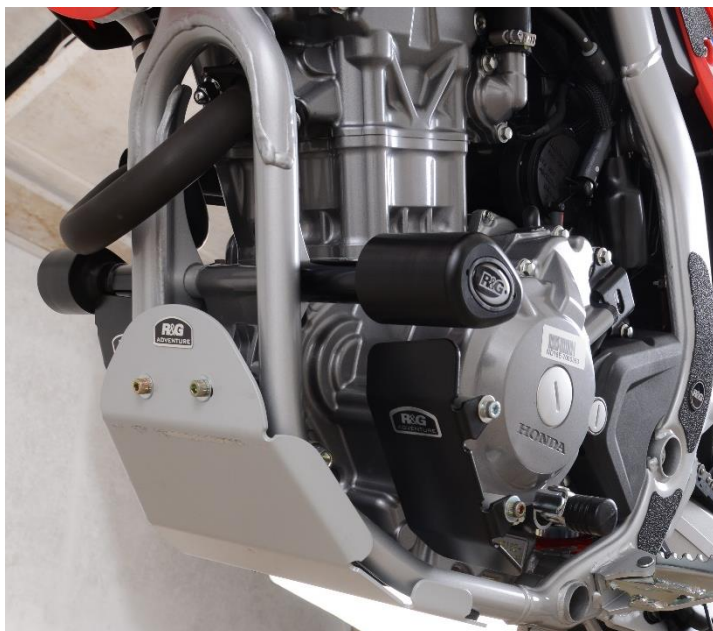
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NOTICE DE MONTAGE POUR CP0512 PROTECTIONS CRASH
HONDA CRF 300L 2021-



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR : WWW.RG-RACING.COM

**OUTILS REQUIS**

- Clé à cliquet + douilles 14mm & 17mm
 - Clé dynamométrique
 - Prise

VALEURS DE SERRAGE

M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm
 M12 BOULON = 40Nm

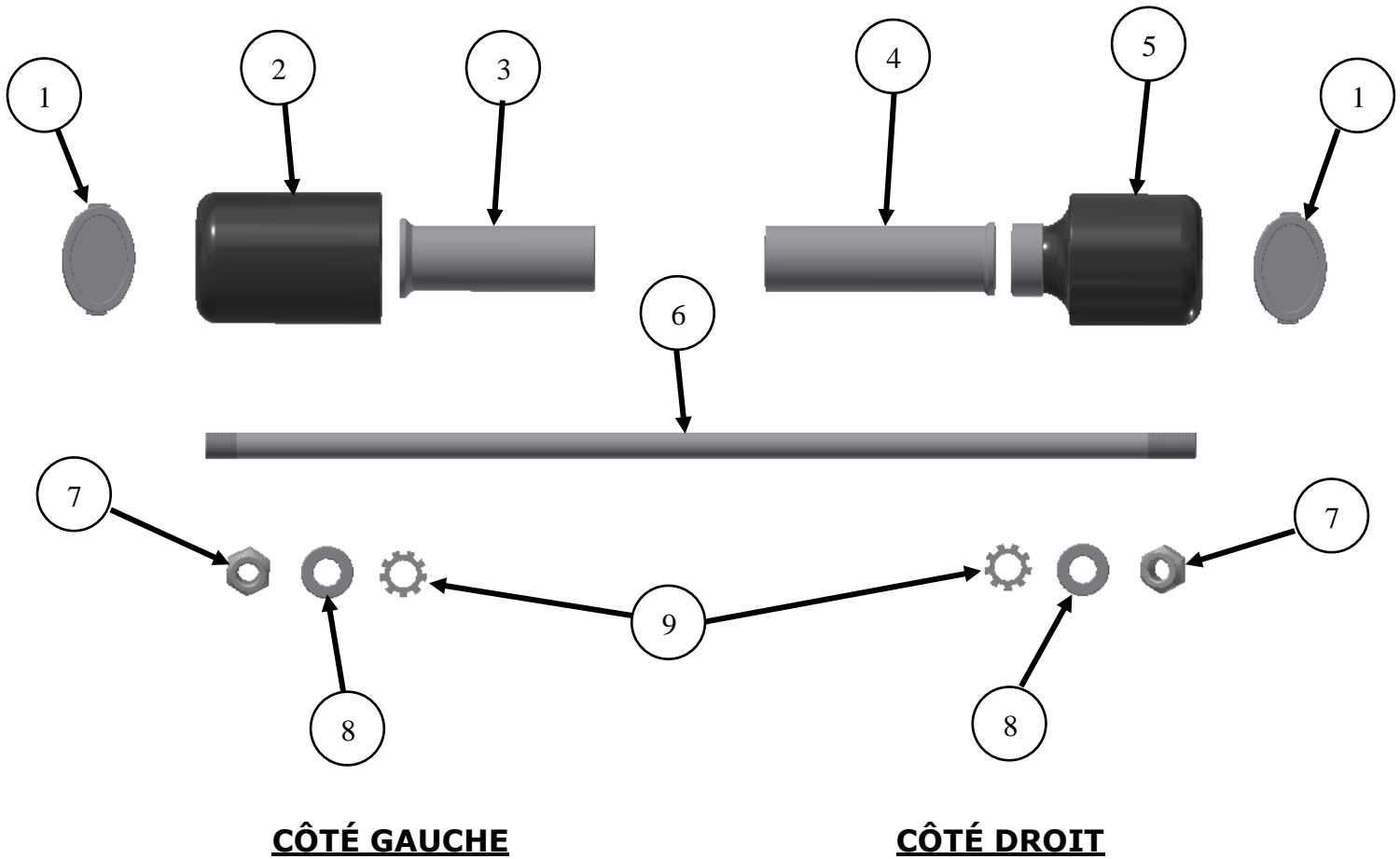
ORIENTATION DE LA PROTECTION CRASH**Photo B****LÉGENDE**

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ITEM 6	REPLACEMENT ENGINE BAR (EB101=M10x375mm LONG)	1
ITEM 7	M10 NYLOC NUT	2
ITEM 8	M10 WASHER	2
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PHOTOS DE MONTAGE



Photo 1

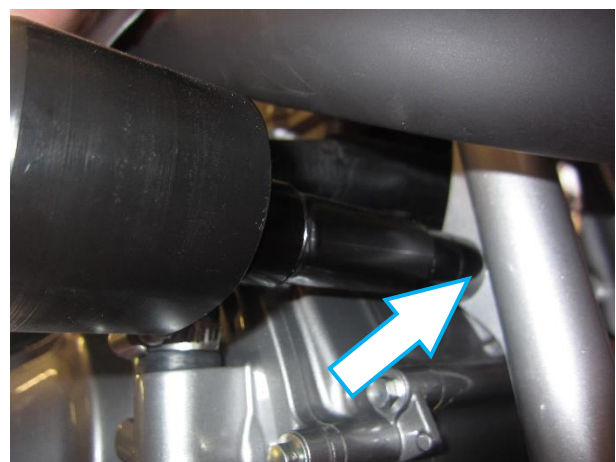


Photo 2

ENTRETOISE D'ORIGINE



ENTRETOISE
ARTICLE 3

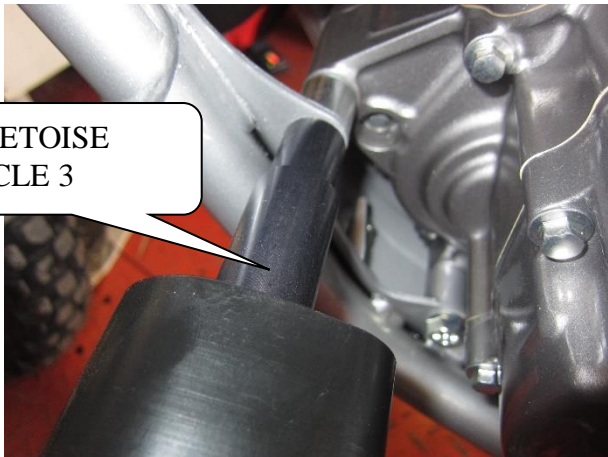


Photo 3

ENTRETOISE ARTICLE 4

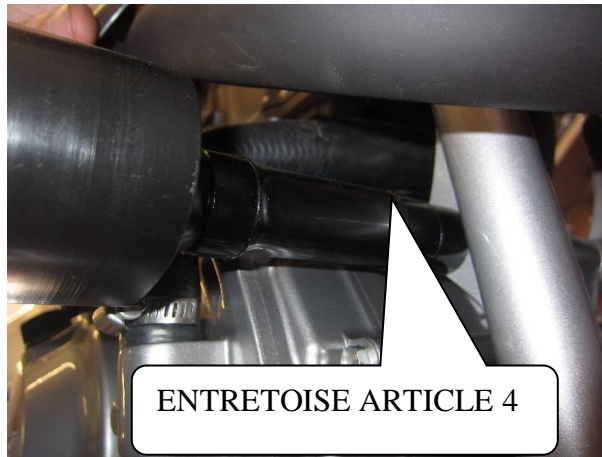


Photo 4

NOTICE DE MONTAGE

Côté gauche (lorsqu'on est assis sur la moto)

- **Avant d'installer les protections crash R&G, il est conseillé de placer un cric à ciseaux sous la moto à un point de montage approprié pour supporter le poids du moteur pendant le montage afin d'empêcher le moteur de bouger. Un petit morceau de bois doit également être placé entre le cric et le point de montage pour aider à répartir la charge.**
- Désérrez et retirez l'écrou dans la position indiquée par la flèche sur la photo 1.
- Prenez la barre de moteur en acier inoxydable de remplacement R&G (article 6) dans la position indiquée par la flèche sur la photo 2 et utilisez-la pour faire sortir le boulon du moteur d'origine (si le boulon est difficile à retirer, utilisez un marteau souple pour le faire passer). Veuillez laisser des quantités égales dépassant de chaque côté. Veuillez vous assurer que les entretoises de moteur d'origine restent en place.

Côté gauche (lorsqu'on est assis sur la moto)

- Placez l'entretoise la plus courte (article 3) sur l'extrémité exposée de la barre de moteur sur le côté gauche, comme illustré sur la photo 3.
- Placez les protections crash les plus longues (article 2) sur l'extrémité exposée de la barre de moteur sur le côté gauche, de manière à ce qu'ils soient contre l'entretoise juste installée comme indiqué sur la photo 3.
- Placer l'une des rondelles anti-vibration (article 9) sur l'extrémité exposée de la barre du moteur (afin qu'elle entre dans le contre-alésage).
- Placez l'une des rondelles plates M10 (élément 8) sur l'extrémité exposée de la barre de moteur (afin qu'elle repose contre la rondelle anti-vibration).
- Montez l'un des écrous nyloc M10 (élément 7) sur le filetage (veuillez vous assurer que l'écrou est complètement engagé).



Côté droit (lorsqu'on est assis sur la moto)

- Placez l'entretoise la plus longue restante (élément 4) sur l'extrémité exposée de la barre de moteur sur le côté droit, comme indiqué sur la photo 4.
- Placez les protections crash restantes (la protection avec le diamètre et le collier réduits) (article 5) sur l'extrémité exposée de la barre de moteur sur le côté droit, de sorte qu'elle repose contre l'entretoise juste montée comme indiqué sur la photo 4.
- Placer l'une des rondelles anti-vibration (article 9) sur l'extrémité exposée de la barre de moteur (afin qu'elle entre dans le contre-alésage).
- Placez l'une des rondelles plates M10 (élément 8) sur l'extrémité exposée de la barre du moteur (afin qu'elle repose contre la rondelle anti-vibration).
- Montez l'un des écrous nyloc M10 (article 7) sur le filetage (veuillez vous assurer que l'écrou soit complètement engagé).
- Enfin, serrez les écrous jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection crash à l'aide de deux douilles de 17 mm et d'une clé. **VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LA PHOTO «C» AVEC UNE PLUS GRANDE EXTRÉMITÉ VERS L'AVANT DE LA MOTO.** Tournez un peu plus pour sentir la compression augmenter légèrement. Ensuite, appliquez un quart de tour. Serrez à un couple de 40 Nm (ne dépassez pas ce chiffre, car la moto et le boulon peuvent endommager la moto).
- Montez les capuchons de protection comme indiqué sur la photo B.

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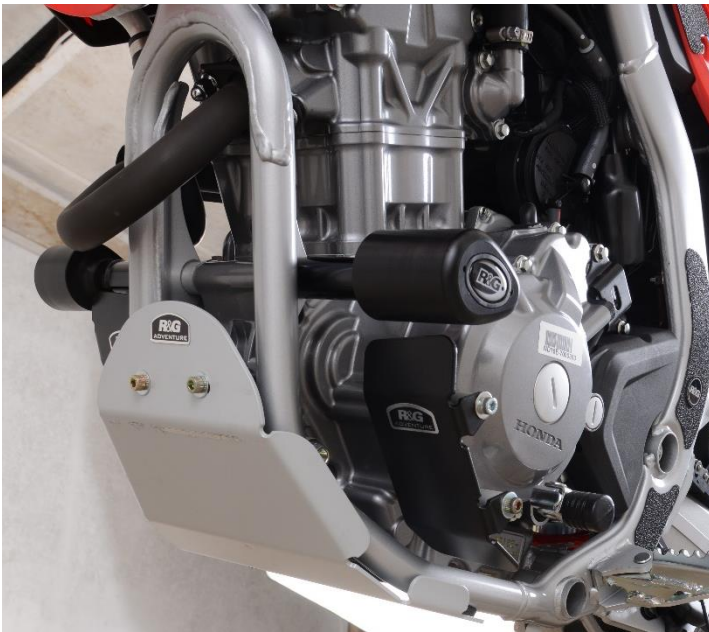
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MONTAGEANLEITUNG FÜR CP0512 STURZPADS
HONDA CRF 300L 2021-



ALLE KIT-TEILE SIND AUF DEN NACHFOLGENDEN SEITEN ABGEBILDET UND GEKENNZEICHNET:

ÜBERPRÜFEN SIE ZUERST, DASS ALLE TEILE VORHANDEN SIND.

LESEN SIE DIE MONTAGEANLEITUNG KOMPLETT DURCH, BEVOR SIE ANFANGEN.

WENN SIE BEI DER MONTAGE DIESES PRODUKTES UNSICHER SIND, BITTE EINEN UNSERER HÄNDLER KONTAKTIEREN ODER DAS KIT VON EINEM QUALIFIZIERTEN ZWEIRAD-MECHANIKER MONTIEREN LASSEN.

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

HINWEIS FÜR KITS MIT PLASTIKUNTERLEGSCHLEIBEN AN DEN SCHRAUBEN –
DIESE PLASTIK-UNTERLEGSCHLEIBEN WERDEN NICHT FÜR DEN EINBAU BENÖTIGT

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden:

www.rg-racing.com

**SIE BENÖTIGEN FOLGENDES WERKZEUG:**

- Satz Steckschlüssel inkl. 14mm & 17mm
 - Drehmomentschlüssel
 - Heber

MAX. ANZUGSDREHMOMENT:

- M4 SCHRAUBE = 8Nm
- M5 SCHRAUBE = 12Nm
- M6 SCHRAUBE = 15Nm
- M8 SCHRAUBE = 20Nm
- M10 SCHRAUBE = 40Nm
- M12 SCHRAUBE = 40Nm

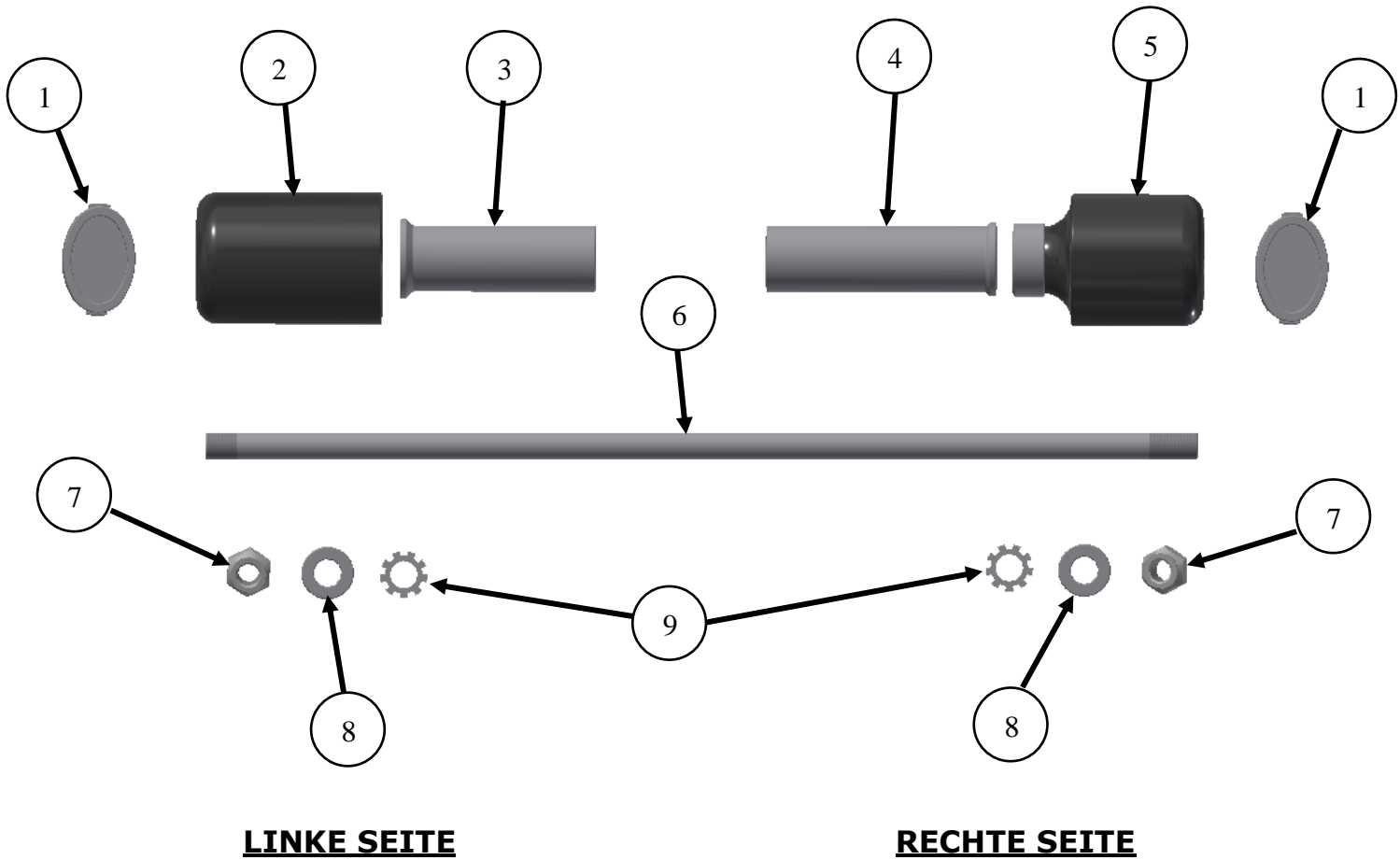
AERO STYLE STURZPAD - ORIENTIERUNG**Abbildung B****LIEFERUMFANG**

ARTIKEL Nr	BESCHREIBUNG	MENGE
ARTIKEL 1	STURZPAD-SCHUTZKAPPE (BC0002)	2
ARTIKEL 2	LINKE SEITE - STURZPAD (B0061+CS341)	1
ARTIKEL 3	DISTANZHALTER STURZPAD LINKE SEITE (S1334=74mm)	1
ARTIKEL 4	DISTANZHALTER STURZPAD RECHTE SEITE (S1335=87mm)	1
ARTIKEL 5	RECHTE SEITE - STURZPAD (B0431+CS341)	1
ARTIKEL 6	ERSATZ VERBINDUNGSSTANGE (EB101=M10x375mm LÄNGE)	1
ARTIKEL 7	M10 SELBSTSICHERNDE MUTTER	2
ARTIKEL 8	M10 UNTERLEGSCHIEBE	2
ARTIKEL 9	ZAHNSCHIEBE (LW0001)	2

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MONTAGEANLEITUNG - ABBILDUNGEN



Abbildung 1

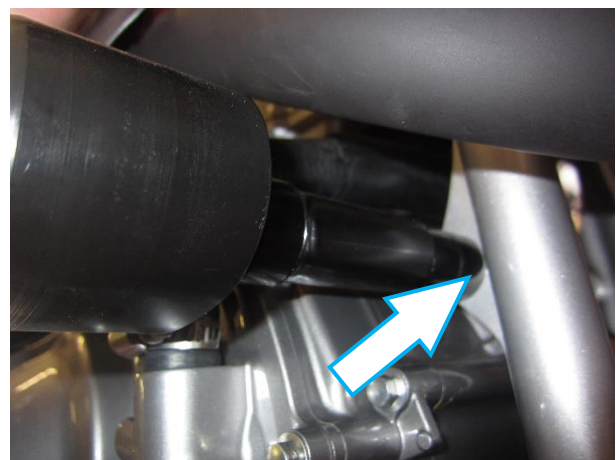


Abbildung 2



ORIGINAL DISTANZHALTER

DISTANZHALTER ARTIKEL 3

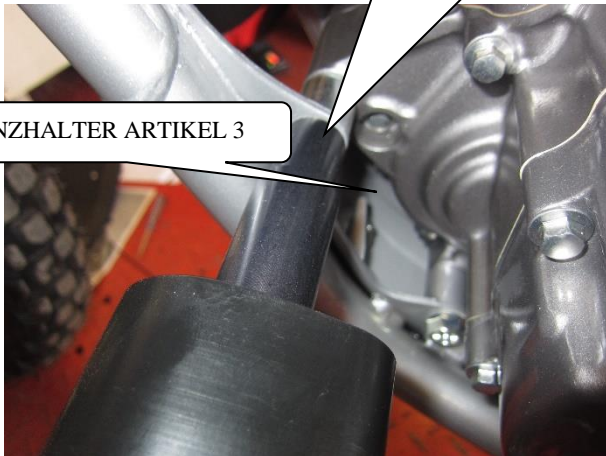


Abbildung 3



DISTANZHALTER ARTIKEL 4

Abbildung 4

MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- **Bevor Sie die R&G Sturz pads montieren, empfehlen wir, einen Scherenheber an einem geeigneten Montagepunkt unter das Motorrad zu stellen, um somit das Gewicht des Motors während der Montage zu stützen. Ein kleines Stück Holz sollte auch zwischen Montagepunkt und Heber platziert werden, um die Last zu verteilen.**
- Lösen und entfernen Sie die Mutter, die in **Abbildung 1** mit einem Pfeil markiert ist.
- Die R&G Ersatz-Verbindungsstange aus rostfreiem Stahl (**Artikel 6**) an die in **Abbildung 2** markierte Stelle ansetzen. Benutzen Sie sie, um die Originalschraube für den Motor rauszuschieben (wenn die Schraube sich nicht bewegen lässt, diese zusätzlich mit Hilfe eines Schonhammers durchschieben). Die Verbindungsstange muss anschließend an beiden Seiten gleichmäßig hervorstehten. **Bitte achten Sie darauf, dass die original Distanzhalter für den Motor in Position bleiben.**

Linke Seite (in Fahrtrichtung)

- Den kurzen Distanzhalter (**Artikel 3**) am freiliegenden Ende der Verbindungsstange an der linken Seite anbringen wie in **Abbildung 3** abgebildet.
- Das lange Sturz pad (**Artikel 2**) am freiliegenden Ende der Verbindungsstange an der linken Seite anbringen, so dass es am soeben montierten Distanzhalter anliegt wie in **Abbildung 3** abgebildet.
- Eine Zahnscheibe (**Artikel 9**) am freiliegenden Ende der Verbindungsstange anbringen (sodass sie in die Gegenbohrung passt).
- Eine M10 Unterlegscheibe (**Artikel 8**) am freiliegenden Ende der Verbindungsstange anbringen (so dass sie an der Zahnscheibe anliegt).
- Eine M10 selbstsichernde Mutter (**Artikel 7**) am Gewinde montieren (bitte sicherstellen, dass die Mutter komplett eingerastet ist).

Rechte Seite (in Fahrtrichtung)

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- Den übrigen langen Distanzhalter (**Artikel 4**) am freiliegenden Ende der Verbindungsstange an der rechten Seite anbringen wie in **Abbildung 4** abgebildet.
- Das übrige Sturzpad (das Sturzpad mit dem kleineren Durchmesser - **Artikel 5**) am freiliegenden Ende der Verbindungsstange an der rechten Seite anbringen, so dass es am soeben montierten Distanzhalter anliegt wie in **Abbildung 4** abgebildet.
- Eine Zahnscheibe (**Artikel 9**) am freiliegenden Ende der Verbindungsstange anbringen (sodass sie in die Gegenbohrung passt).
- Eine M10 Unterlegscheibe (**Artikel 8**) am freiliegenden Ende der Verbindungsstange anbringen (sodass sie an der Zahnscheibe anliegt).
- Eine M10 selbstsichernde Mutter (**Artikel 7**) am Gewinde montieren (bitte sicherstellen, dass die Mutter komplett eingerastet ist).
- Anschließend die Muttern mit zwei 17mm Steckschlüsseln festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUf ACHTEN, DASS DAS STURZPAD POSITIONIERT IST WIE IN ABBILDUNG 'C' – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. **Mit 40 Nm Anzugsmoment anziehen (40 Nm nicht überschreiten – dies kann zu einer Beschädigung des Motorrades und der Schraube führen).**
- Montieren Sie die Schutzkappen an den Sturzpads wie in Abbildung B abgebildet.

Ausgabe 1 08/04/2021 (NSY)

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