



FITTING INSTRUCTIONS FOR CP0530BL AERO CRASH PROTECTORS
HONDA MSX 125 GROM 2021-



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

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

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**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.

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

Racing Technique Ltd T/A R&G
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<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• SOCKET SET W/ 1X DEEP 17MM SOCKET & 1X 17MM SOCKET • TORQUE WRENCH CAPABLE OF 40Nm. • SUITABLE JACK WITH SOFT SUPPORT AREA (TO SUPPORT ENGINE WHILE MOUNTING BOLTS REMOVED)	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND:

ITEM NO.	DESCRIPTION	QTY
ITEM 1	MOUNTING BRACKET (LHS)	1
ITEM 2	MOUNTING BRACKET (RHS)	1
ITEM 3	SUPPORT STRUT (CENTER)	1
ITEM 4	M10 ENGINE BAR (275mm LONG)	1
ITEM 5	Ø12mm M6 SPACER (45mm LONG) (RHS ENGINE CASE)	1
ITEM 6	Ø10mm M6 SPACER (14mm LONG) (LHS ENGINE CASE)	1
ITEM 7	Ø20mm M10 SPACER BOTH SIDES - REAR (55mm LONG)	2
ITEM 8	Ø25mm M10 SPACER – BOTH SIDES (45mm LONG) (BEHIND BOBBINS)	2
ITEM 9	COUNTERBORED SPACER FOR M6 CAP HEADS	2
ITEM 10	5mm SPACERS - UNDER BOBBIN BOLT HEADS	2
ITEM 11	AERO BOBBIN (BOTH SIDES)	2
ITEM 12	100mm M10 HEX HEAD BOLT (BOBBINS) (BOTH SIDES)	2
ITEM 13	60mm M6 CAP HEAD BOLT (LHS)	1
ITEM 14	90mm M6 CAP HEAD BOLT (RHS)	1
ITEM 15	M10 FLANGED NYLOC NUT	2
ITEM 16	BUBBLE STICKERS	2
ITEM 17	M10 FLAT WASHER	4
ITEM 18	M12 SHAKE PROOF WASHER	2
ITEM 19	BOBBINS CAPS (BOTH SIDES)	2
ITEM 20	M6 - BOLT CAP	2

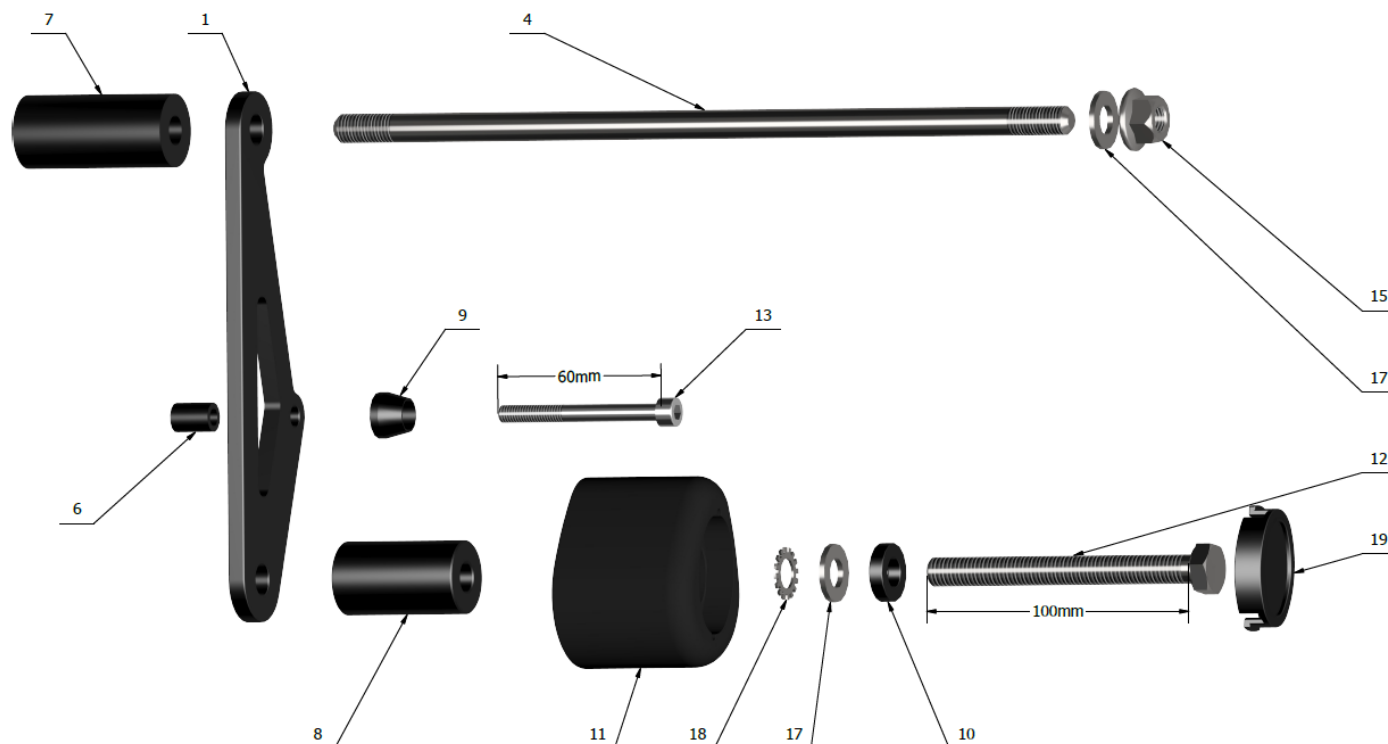
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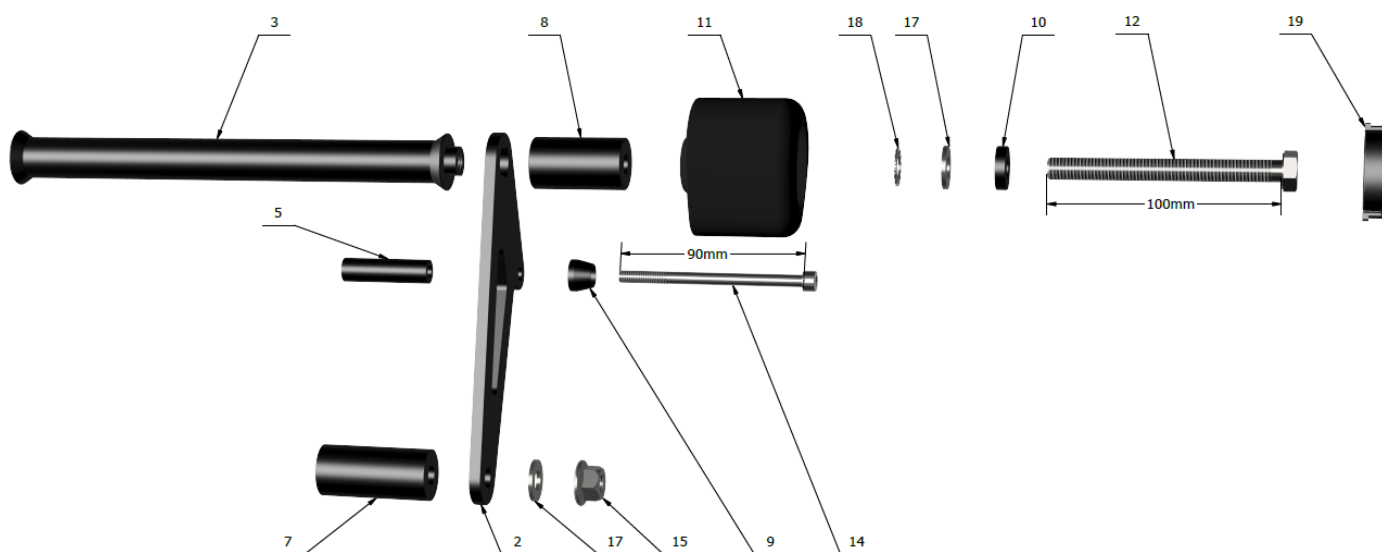
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ASSEMBLY DIAGRAM – LHS



ASSEMBLY DIAGRAM – RHS



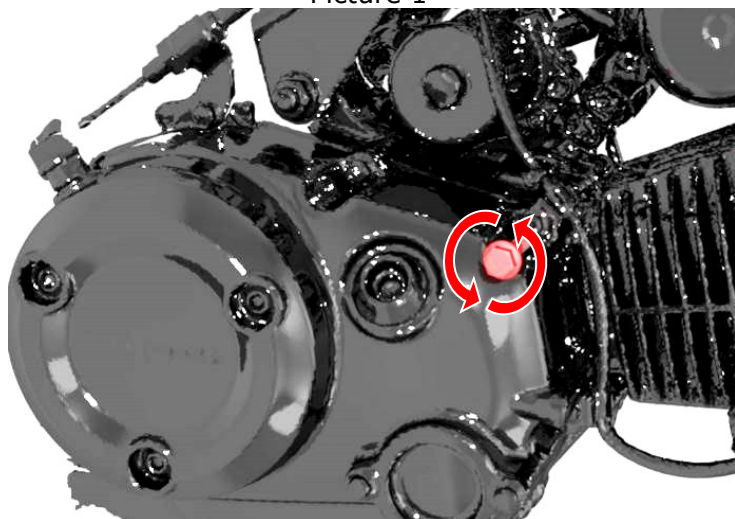


AERO-STYLE CRASH PROTECTOR ORIENTATION

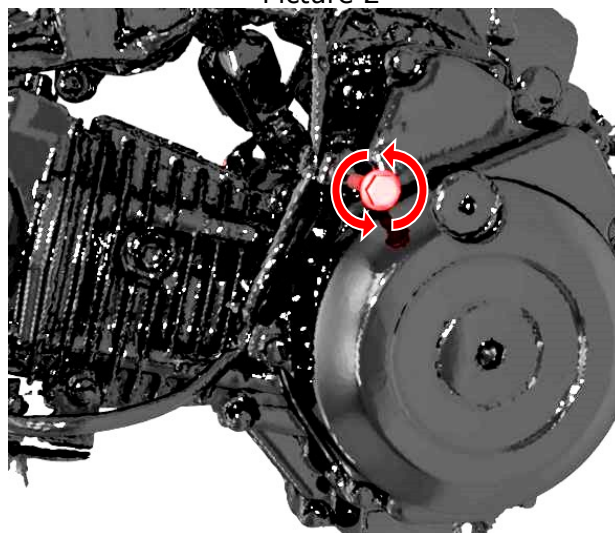


FITTING INSTRUCTION IMAGES

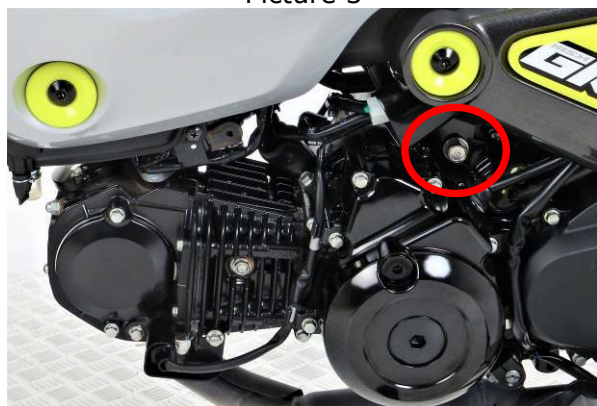
Picture 1



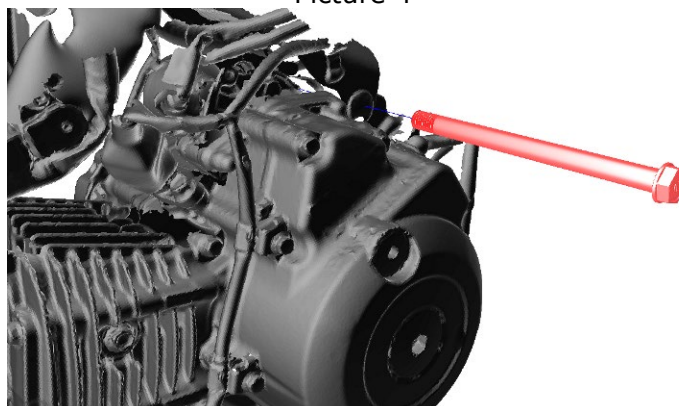
Picture 2



Picture 3

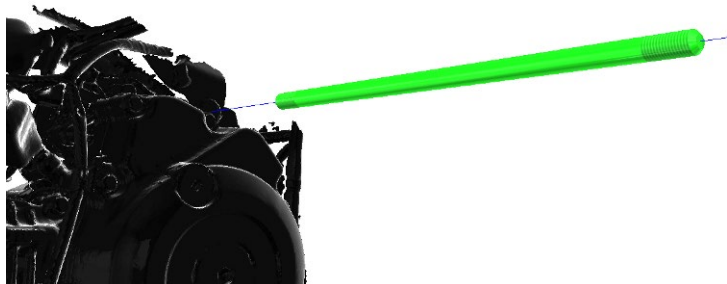


Picture 4

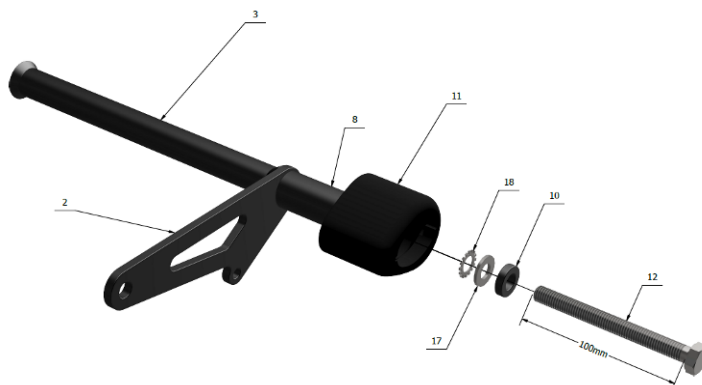




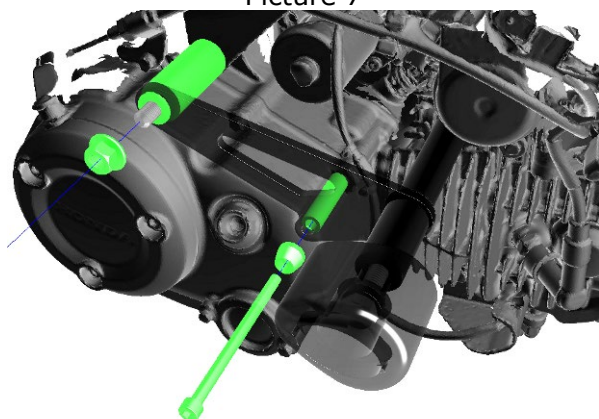
Picture 5



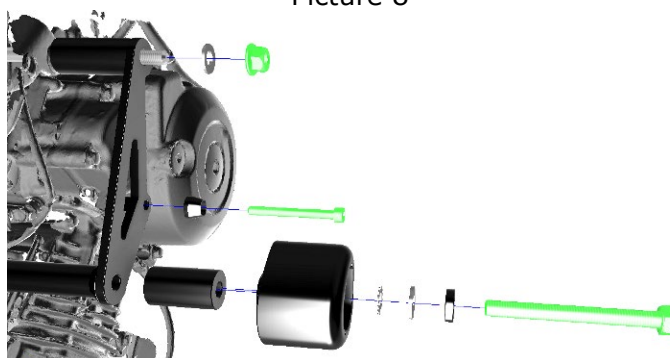
Picture 6



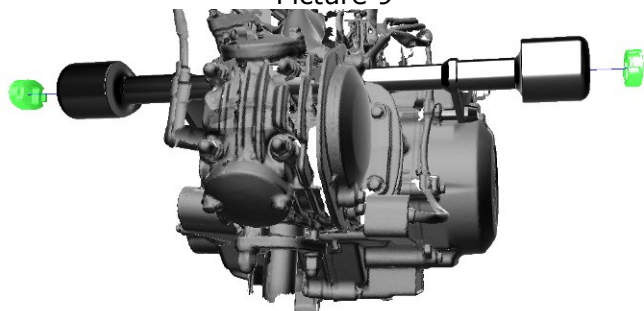
Picture 7



Picture 8



Picture 9





FITTING INSTRUCTIONS

PLEASE NOTE THAT BEFORE BEGINNING, YOU WILL NEED A SUITABLE JACK TO SUPPORT THE ENGINE WHEN REMOVING OEM ENGINE BOLTS. IF YOU ARE NOT COMFORTABLE, HAVE FITTED BY A QUALIFIED TECHNICIAN. READ ALL STEPS BEFORE PROCEEDING.

Installation of RHS Assembly:

- Firstly, remove the engine case bolt shown in **Picture 1** ready to receive the mounting bracket (**Part 2**).
- Then remove the large OEM engine bolt shown in **Picture 3** at the rear of the engine (Ensuring the jack is supporting the engine before loosening the bolt) using a 14mm socket on one side and a spanner or second socket on the other side where you will find a locking nut.

Note: This bolt may need to be tapped through with a thinner bar (9mm in diameter or less) and mallet.

- Next, install the supplied engine bar (**Item 4**) through the now empty hole in the chassis/engine. (**Picture 5**)
- Assemble the RHS bracket with the support strut and bobbin as shown in the diagram (**Picture 6**).
- Then slide the large spacer (**Item 7**) over the protruding end of the engine bar followed by the RHS bracket assembly.
- Apply the M10 washer (**Item 17**) and M10 locking nut (**Item 15**) to the end of the engine bar to help keep the assembly in place. (**Picture 7**)
- Lower the M6 spacer (**Item 5**) into the position shown in the RHS assembly diagram then push the 90mm M6 bolt (**Item 14**) through the domed counterbored spacer and into the engine case, then loosely tighten to allow slight movement in the assembly. (**Picture 7**)

Note: to avoid cross threading, apply pressure towards the bolt while turning counter-clockwise until a click is heard, then begin tightening the bolt.

Installation of LHS Assembly:

- Firstly, remove the engine case bolt shown in **Picture 2**, ready to receive the mounting bracket (**Part 1**).
- Then slide the second large spacer (**Item 7**) over the engine bar, followed by the M10 washer & M10 locking nut.

Leaving the nut loose to allow make the alignment of the remaining fasteners easier.
- Pre-assemble the bobbin assembly as shown in **Picture 10**. Applying the spacer, washer and locking washer to the M10x100mm bolt before inserting it into the bobbin and spacer (**Item 8**).
- Then offer up the remaining bracket, sliding it over the engine bar first then applying the bobbin assembly through the hole in the bracket and into the support strut.
- With the assembly now loosely in position, slide the remaining M6 spacer (**Item 6**) behind the bracket and into position.
- Push the 60mm M6 bolt (**Item 13**) through the domed countersunk spacer (**Item 9**) and into the engine case, following the same anti-cross threading procedure as the LHS.
- Once all bolts have been partially threaded you may begin torquing the bolts to spec.
- Applying no more than 14Nm to the engine case bolt and 40Nm to the bobbin bolt and engine bar nuts.
- Once complete, apply the supplied bobbin caps (**Item 19**) and rubber bolt caps to the M6 cap head bolts (**Item 20**). (**Picture 9**)

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NOTICE DE MONTAGE POUR CP0530BL PROTECTIONS CRASH
HONDA MSX 125 GROM 2021-



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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.

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• CLÉ À CLIQUET + DOUILLE 17MM • CLÉ DYNAMOMÉTRIQUE À 40Nm. • PRISE DOUCE POUR SUPPORTER LE MOTEUR LORSQUE LES BOULONS SERONT ENLEVÉS	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE :

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	SUPPORT DE FIXATION (CÔTÉ GAUCHE)	1
ARTICLE 2	SUPPORT DE FIXATION (CÔTÉ DROIT)	1
ARTICLE 3	BARRE DE SOUTIEN (CENTRE)	1
ARTICLE 4	M10 BARRE MOTEUR (275mm DE LONG)	1
ARTICLE 5	Ø12mm M6 ENTRETOISE (45mm DE LONG) (CARTER MOTEUR CÔTÉ DROIT)	1
ARTICLE 6	Ø10mm M6 ENTRETOISE (14mm DE LONG) (CARTER MOTEUR CÔTÉ GAUCHE)	1
ARTICLE 7	Ø55mm M10 ENTRETOISE CÔTÉ DROIT (31mm DE LONG) (ARRIÈRE DES 2 CÔTÉS)	2
ARTICLE 8	Ø25mm M10 ENTRETOISE CÔTÉ DROIT (45mm DE LONG) (BOBINES ARRIÈRE)	2
ARTICLE 9	ENTRETOISE POUR M6	2
ARTICLE 10	5mm ENTRETOISES - BOULON SOUS BOBINE	2
ARTICLE 11	BOBINE LATÉRALE (DES 2 CÔTÉS)	2
ARTICLE 12	100mm M10 BOULON (BOBINES) (DES 2 CÔTÉS)	2
ARTICLE 13	60mm M6 BOULON (CÔTÉ GAUCHE)	1
ARTICLE 14	90mm M6 BOULON (CÔTÉ DROIT)	1
ARTICLE 15	M10 ÉCROU	2
ARTICLE 16	STICKERS EN CAOUTCHOUC	2
ARTICLE 17	M10 RONDELLE PLATE	4
ARTICLE 18	M12 RONDELLE ANTI VIBRATION	2

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ARTICLE 19	CAPUCHONS DE BOBINES (DES 2 CÔTÉS)	2
ARTICLE 20	M6 – CAPUCHON DE BOULON	2



SCHÉMA D'ENSEMBLE – CÔTÉ GAUCHE

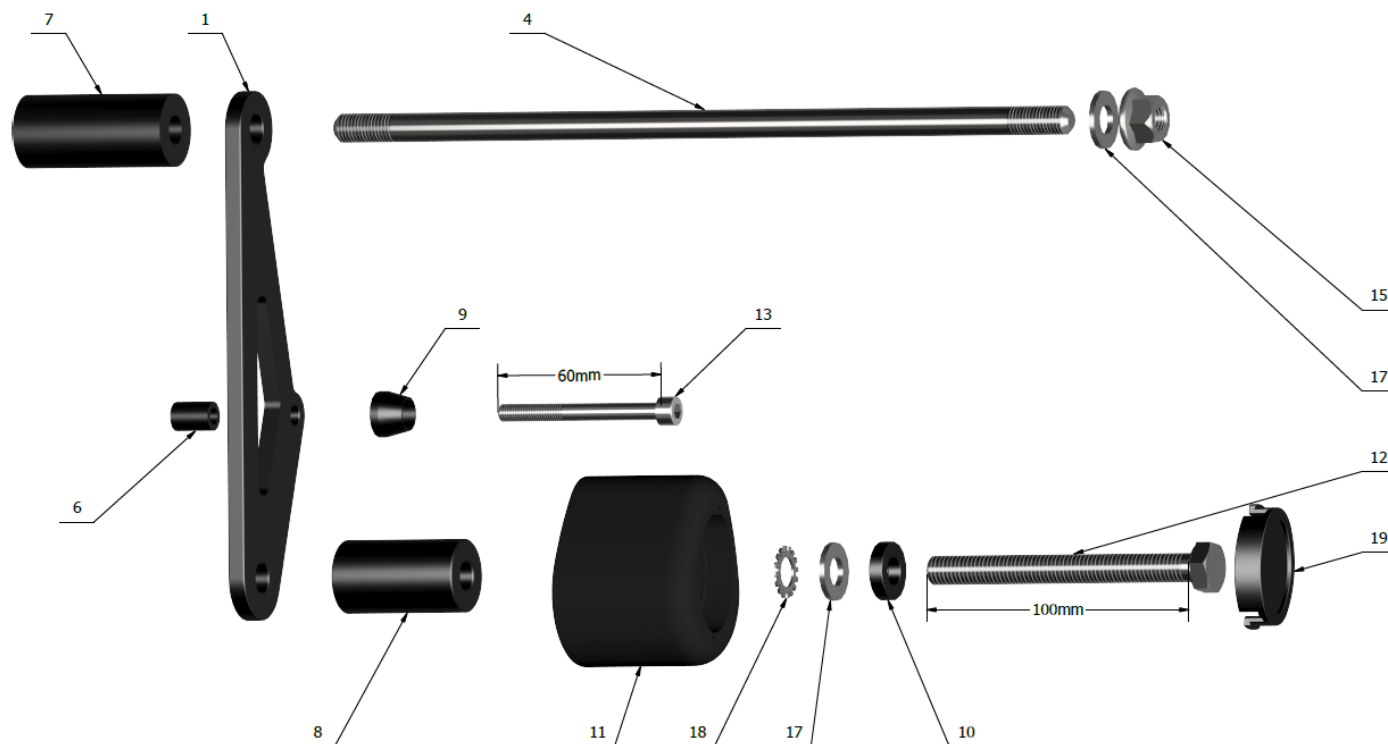
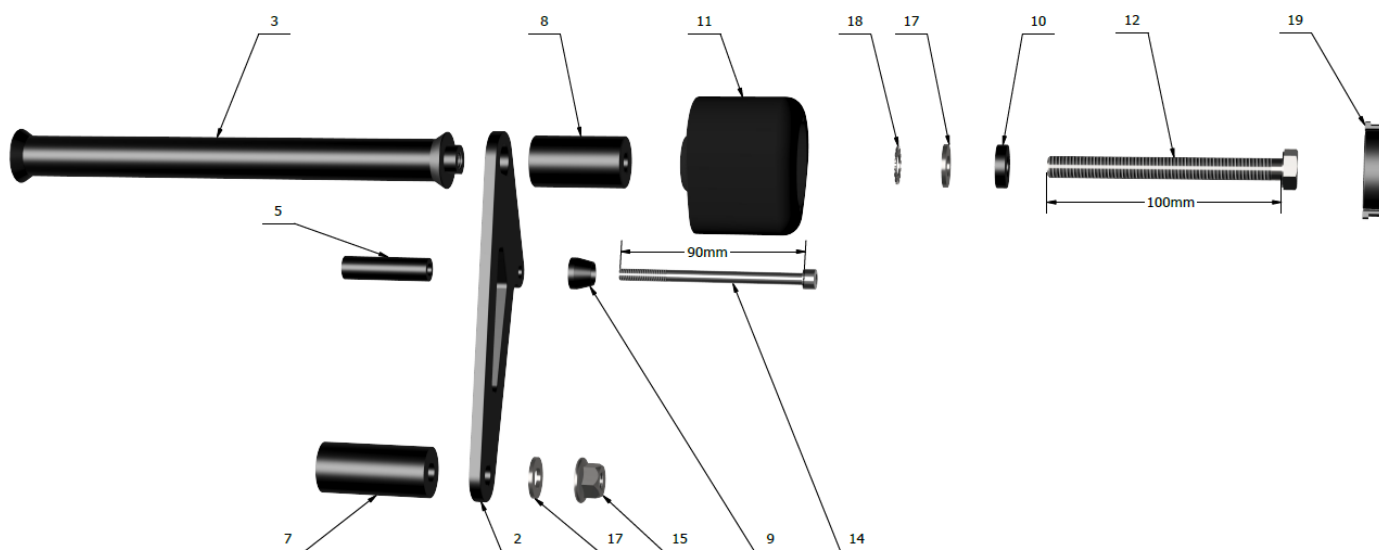


SCHÉMA D'ENSEMBLE – CÔTÉ DROIT



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ORIENTATIO DE LA PROTECTION CRASH



IMAGES DE MONTAGE

Photo 1

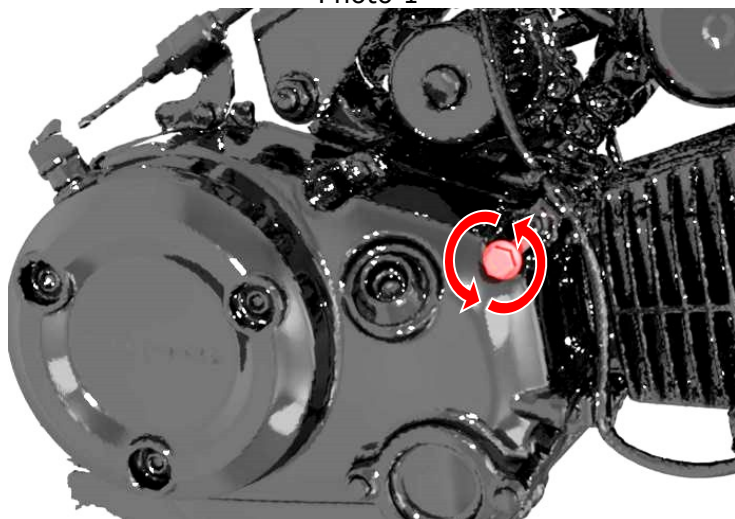


Photo 2

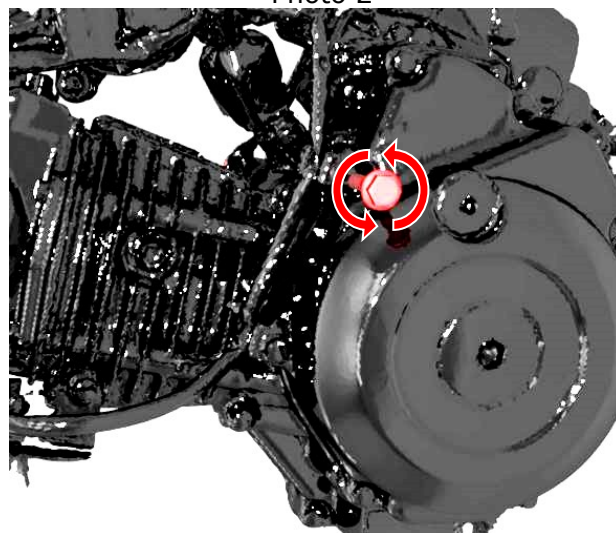


Photo 3

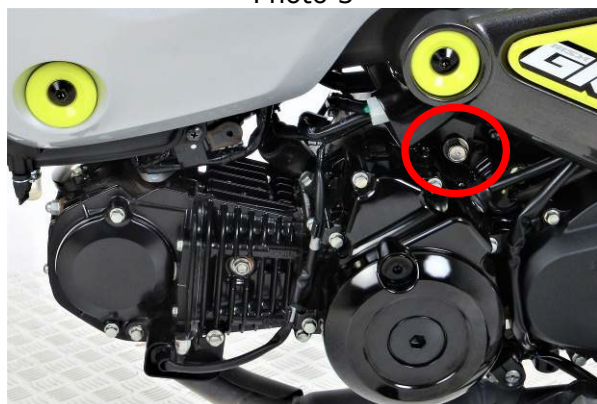
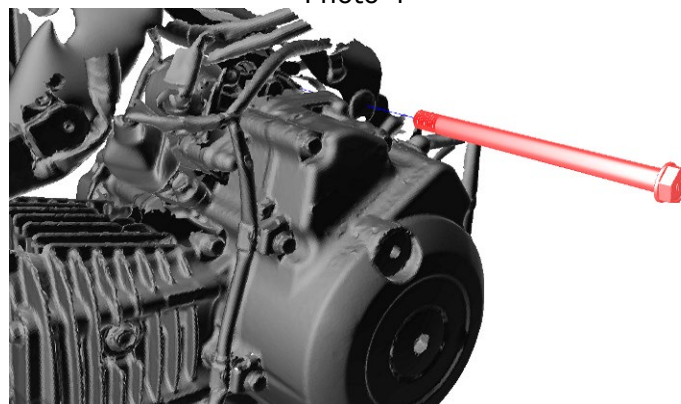


Photo 4



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Photo 5

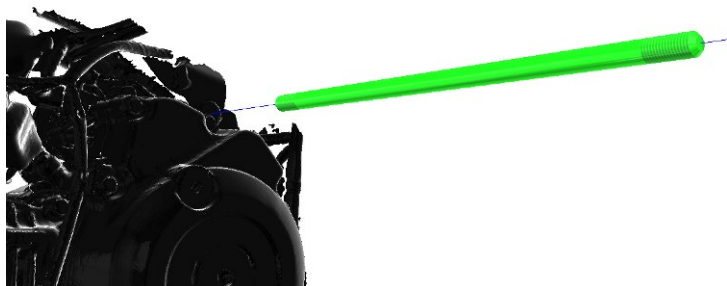


Photo 6

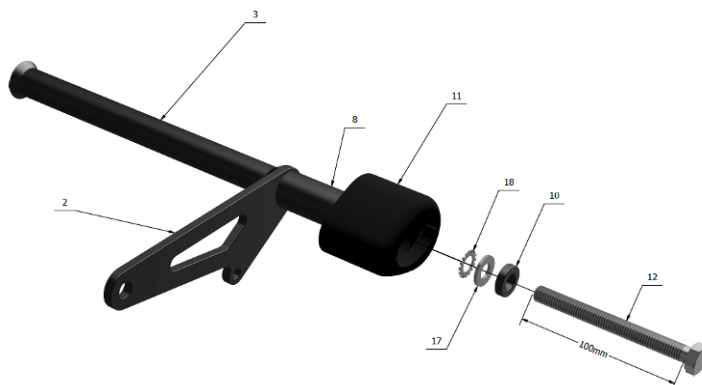


Photo 7

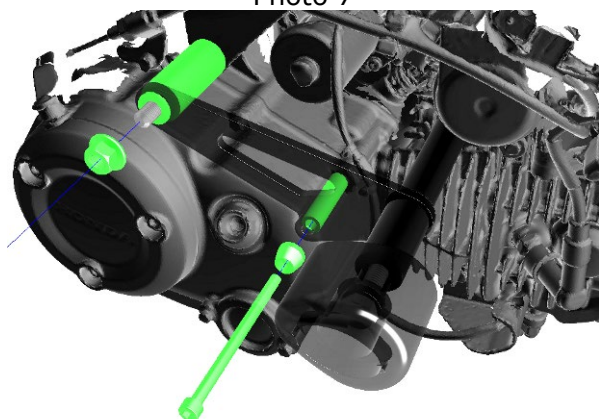


Photo 8

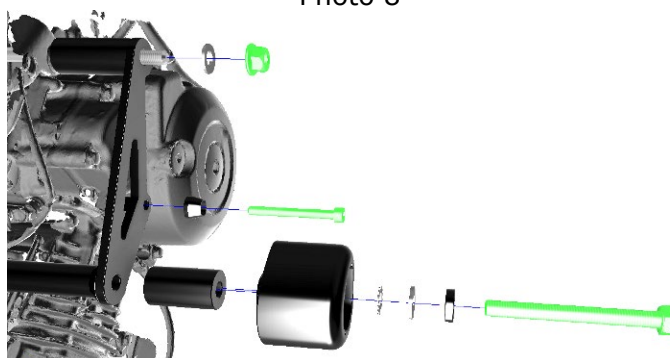
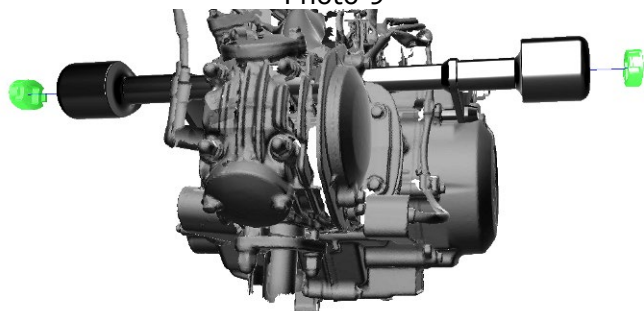


Photo 9





NOTICE DE MONTAGE

VEUILLEZ NOTER QU'AVANT DE COMMENCER, VOUS AUREZ BESOIN D'UN CRIC APPROPRIÉ POUR SOUTENIR LE MOTEUR LORS DU DÉMONTAGE DES BOULONS DE MOTEUR D'ORIGINE. SI VOUS N'ÊTES PAS À L'AISE, FAITES L'INSTALLATION PAR UN TECHNICIEN QUALIFIÉ. LISEZ TOUTES LES ÉTAPES AVANT DE CONTINUER

Installation de l'assemblage côté droit :

- Tout d'abord, retirez le boulon du carter moteur montré sur la Photo 1 prêt à recevoir le support de montage (Partie 2).
- Retirez ensuite le gros boulon de moteur d'origine illustré sur la photo 3 à l'arrière du moteur (assurez-vous que le cric supporte le moteur avant de desserrer le boulon) à l'aide d'une douille de 14 mm d'un côté et d'une clé ou d'une deuxième douille de l'autre côté où vous trouverez un écrou de blocage.
- **Note : Ce boulon peut devoir être taraudé avec une barre plus fine (9 mm de diamètre ou moins) et un maillet.**
- Ensuite, installez la barre moteur fournie (Article 4) à travers le trou maintenant vide dans le châssis/moteur (Photo 5).
- Assemblez le support côté droit avec la jambe de force et la bobine comme indiqué sur le schéma (Photo 6).
- Faites ensuite glisser la grande entretoise (article 7) sur l'extrémité saillante de la barre moteur, suivie de l'ensemble de support côté droit.
- Appliquez la rondelle M10 (article 17) et l'écrou de blocage M10 (article 15) à l'extrémité de la barre moteur pour aider à maintenir l'ensemble en place (Photo 7).
- Abaissez l'entretoise M6 (article 5) dans la position indiquée sur le schéma d'assemblage côté droit, puis poussez le boulon M6 de 90 mm (article 14) à travers l'entretoise contre-alésée bombée et dans le carter du moteur, puis serrez légèrement pour permettre un léger mouvement dans l'ensemble. (Photo 7)

Remarque : pour éviter de fausser le filetage, appliquez une pression vers le boulon tout en tournant dans le sens antihoraire jusqu'à ce qu'un déclic se fasse entendre, puis commencez à serrer le boulon

Installation de l'assemblage côté gauche:

- Tout d'abord, retirez le boulon du carter moteur montré sur la Photo 2, prêt à recevoir le support de montage (Partie 1).
- Faites ensuite glisser la deuxième grande entretoise (article 7) sur la barre moteur, suivie de la rondelle M10 et de l'écrou de blocage M10.
- Laissez l'écrou desserré pour faciliter l'alignement des fixations restantes.
- Pré-assemblez l'ensemble de la bobine comme indiqué sur la Photo 10. Appliquez l'entretoise, la rondelle et la rondelle frein sur le boulon M10x100mm avant de l'insérer dans la bobine et l'entretoise (Article 8).
- Ensuite, présentez le support restant, en le glissant d'abord sur la barre du moteur, puis en passant l'ensemble de la bobine à travers le trou du support et dans la jambe de support.
- Une fois l'ensemble en position, faites glisser l'entretoise M6 restante (article 6) derrière le support et en position.
- Poussez le boulon M6 de 60 mm (article 13) à travers l'entretoise fraisée bombée (article 9) et dans le carter moteur, en suivant la même procédure de filetage anti-croisement que le côté gauche.
- Une fois que tous les boulons ont été partiellement filetés, vous pouvez commencer à serrer les boulons selon les spécifications.
- N'appliquez pas plus de 14 Nm au boulon du carter moteur et 40 Nm au boulon de la bobine et aux écrous de la barre moteur.
- Une fois terminé, appliquez les capuchons de bobine fournis (article 19) et les capuchons de boulon en caoutchouc sur les boulons à tête de capuchon M6 (article 20) (Photo 9).

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MONTAGEANLEITUNG FÜR CP0530BL STURZPADS
HONDA MSX 125 GROM 2021-



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

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

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 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.

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<u>SIE BENÖTIGEN FOLGENDES WERKZEUG</u>	<u>ALLGEM. ANZUGSDREHMOMENT</u>
• STECKSCHLÜSSELSATZ / 1X 17MM STECHSCHLÜSSEL & 1X 17MM EINZSATZ • DREHMOMENTSCHLÜSSEL - 40Nm. • PASSENDEN MOTORRADHEBER MIT WEICHEM STÜTZBEREICH (UM DEN MOTOR ZU STÜTZEN WÄHREND DER ENTFERNUNG DER MOTOR-SCHRAUBEN)	M4 SCHRAUBE = 8Nm M5 SCHRAUBE = 12Nm M6 SCHRAUBE = 15Nm M8 SCHRAUBE = 20Nm M10 SCHRAUBE = 40Nm M12 SCHRAUBE = 40Nm

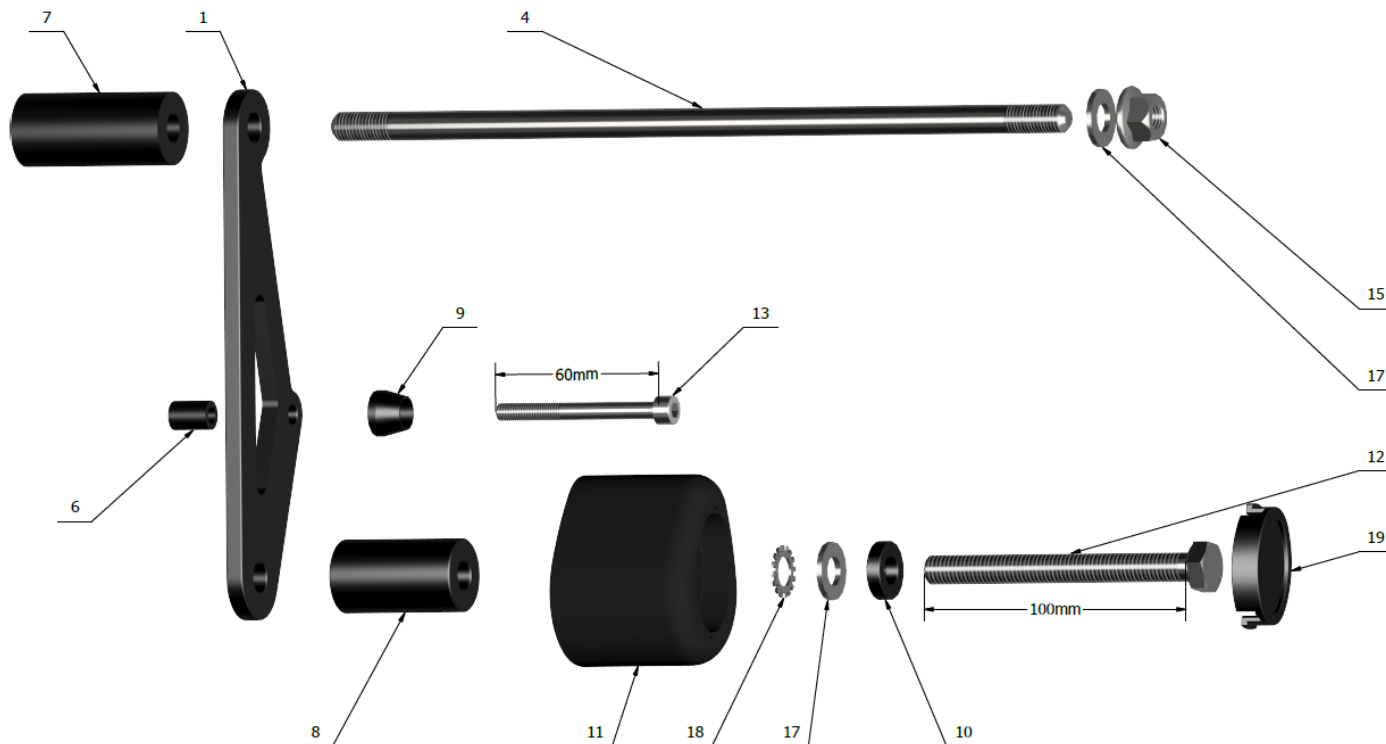
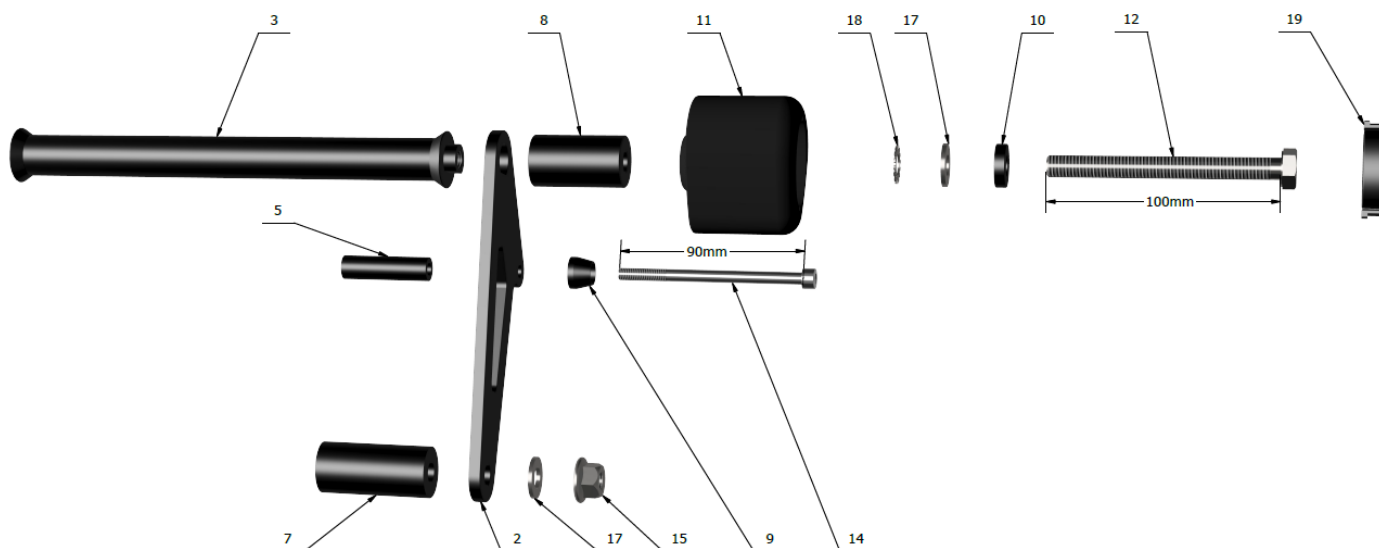
LIEFERUMFANG:

ARTIKEL NR.	BESCHREIBUNG	MENGE
ARTIKEL 1	MONTAGEHALTERUNG (LINKE SEITE)	1
ARTIKEL 2	MONTAGEHALTERUNG (RECHTE SEITE)	1
ARTIKEL 3	STÜTZSTREBE (MITTE)	1
ARTIKEL 4	M10 VERBINDUNGSSTANGE (275mm LÄNGE)	1
ARTIKEL 5	Ø12mm M6 DISTANZHALTER (45mm LÄNGE) (MOTORGEHÄUSE RECHTS)	1
ARTIKEL 6	Ø10mm M6 DISTANZHALTER (14mm LONG) (MOTORGEHÄUSE LINKS)	1
ARTIKEL 7	Ø55mm M10 DISTANZHALTER RECHTE SEITE (31mm) (BEIDE SEITEN HINTEN)	2
ARTIKEL 8	Ø25mm M10 DISTANZHALTER RHS (45mm) (HINTER DEN STURZPADS)	2
ARTIKEL 9	VERSENKTER DISTANZHALTER FÜR M6 SCHRAUBENKÖPFE	2
ARTIKEL 10	5mm DISTANZHALTER – STURZPADS UNTER DEN SCHRAUBENKÖPFEN	2
ARTIKEL 11	AERO STURZPADS (BEIDE SEITEN)	2
ARTIKEL 12	100mm M10 SECHSKANTSCHRAUBE (STURZPADS- BEIDE SEITEN)	2
ARTIKEL 13	60mm M6 INBUSSCHRAUBE (LINKE SEITE)	1
ARTIKEL 14	90mm M6 INBUSSSCHRAUBE (RECHTE SEITE)	1
ARTIKEL 15	M10 SELBSTSICHERNDE MUTTER	2
ARTIKEL 16	BUBBLE-AUFKLEBER	2
ARTIKEL 17	M10 FLACHE UNTERLEGSCHIEBE	4
ARTIKEL 18	M12 ZAHNSCHIEBE	2
ARTIKEL 19	STURZPAD-SCHUTZKAPPEN (BEIDE SEITEN)	2
ARTIKEL 20	M6 - SCHRAUBENKAPPE	2

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**ZEICHNUNG ZUSAMMENBAU- LINKE SEITE****ZEICHNUNG ZUSAMMENBAU – RECHTE SEITE**

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AERO-STYLE STURZPADS - ORIENTIERUNG



MONTAGEANLEITUNG - ABBILDUNGEN

Abbildung 1

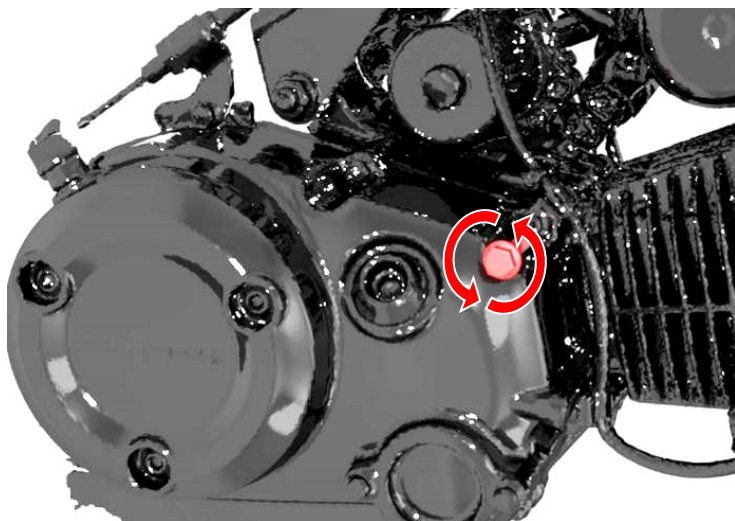


Abbildung 2

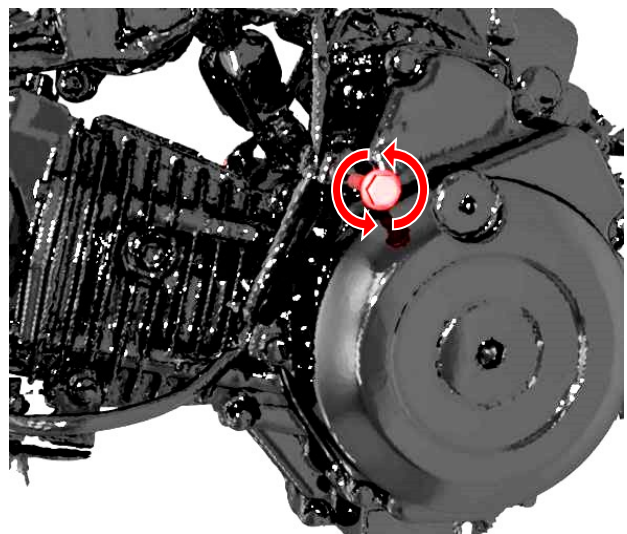




Abbildung 3

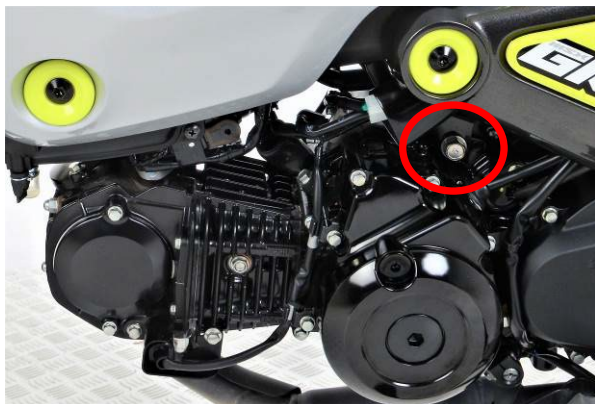


Abbildung 4

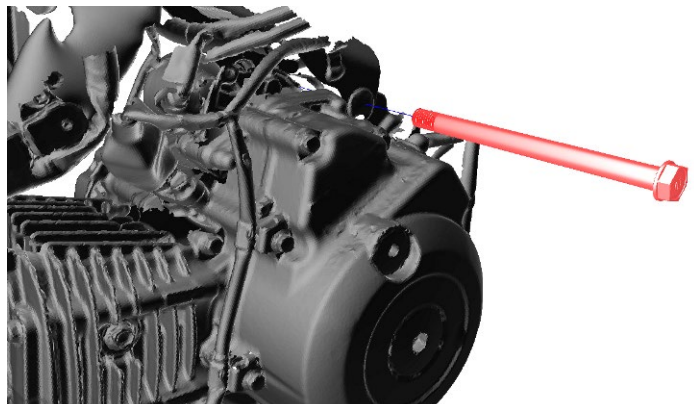


Abbildung 5

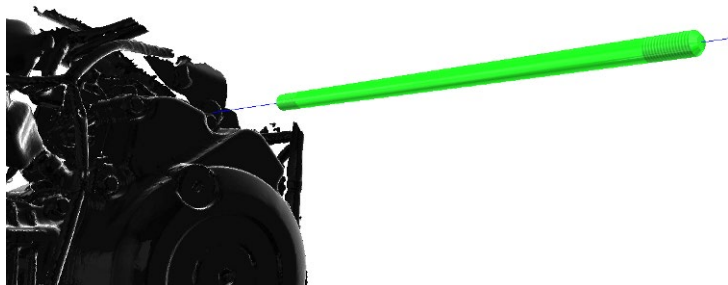


Abbildung 6

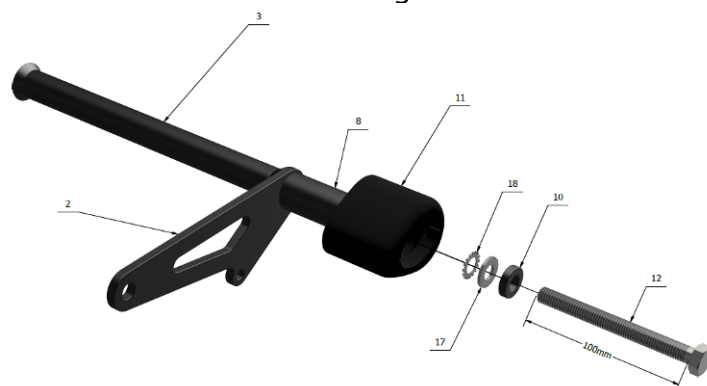


Abbildung 7

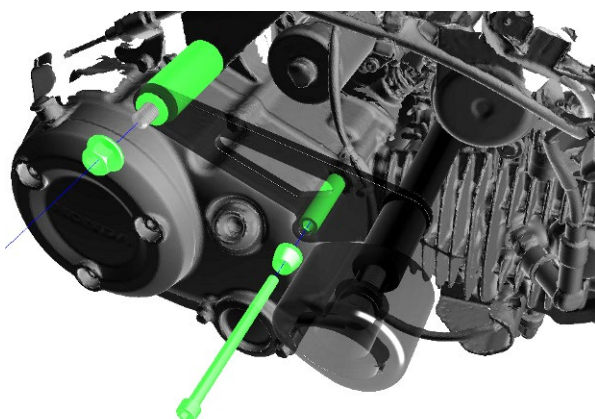


Abbildung 8

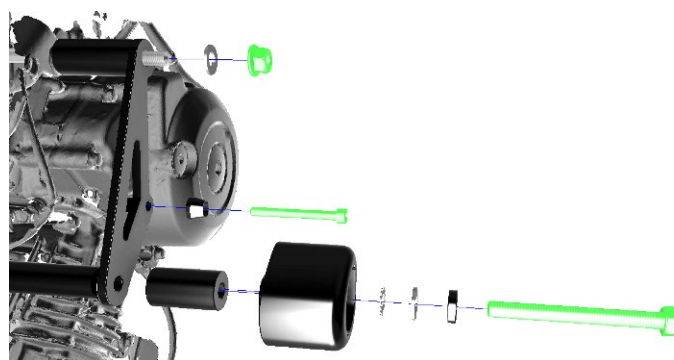
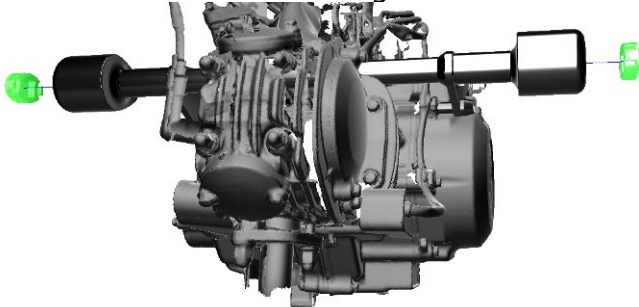




Abbildung 9



MONTAGEANLEITUNG

HINWEIS: BEVOR SIE ANFANGEN, BENÖTIGEN SIE EINEN GEEIGNETEN HEBER, UM DEN MOTOR WÄHREND DER ENTFERNUNG DER SCHRAUBEN AM MOTOR ZU STÜTZEN. WENN SIE UNSICHER SIND, LASSEN SIE DAS KIT VON EINEM QUALIFIZIERTEN ZWEIRAD-MECHANIKER MONTIEREN. LESEN SIE DIE KOMPLETTE ANLEITUNG DURCH, BEVOR SIE MIT DER MONTAGE BEGINNEN.

Montage der Einheit - rechte Seite:

- Zuerst entfernen Sie die Schraube am Motorgehäuse- siehe **Abbildung 1** – in Vorbereitung für die Montage der Montagehalterung (**Teil 2**).
- Dann entfernen Sie die große Originalschraube hinten am Motor, die in **Abbildung 3** abgebildet ist mit einem 14mm Steckschlüssel an einer Seite und einen Schraubenschlüssel oder zweiten Steckschlüssel and der Seite mit der Sicherungsmutter (stellen Sie sicher, dass der Heber den Motor ordnungsgemäß stützt, bevor Sie die Schraube lösen).
Hinweis: Die Schraube muss eventuell mit Hilfe einer dünnen Stange (9mm Durchmesser oder weniger) und einem Gummihammer durchgeklopft werden.
- Als nächstes, montieren Sie die mitgelieferte Verbindungsstange (**Artikel 4**) in die nun leere Öffnung im Fahrgestell/Motor (**Abbildung 5**).
- Bauen Sie die Halterungen für die rechte Seite zusammen mit der Stützstrebe und dem Sturzpad wie in der Zeichnung abgebildet (**Abbildung 6**).
- Den großen Distanzhalter (**Artikel 7**) gefolgt von der Montagehalterung für die rechte Seite über das hervorstehende Ende der Verbindungsstange schieben.
- Die M10 Unterlegscheibe (**Artikel 17**) und M10 selbstsichernde Mutter (**Artikel 15**) am Ende der Verbindungsstange anbringen, um die Einheit in Position zu halten (**Abbildung 7**).
- Den M6 Distanzhalter (**Artikel 5**) zur Position absenken (siehe Zeichnung Zusammenbau rechte Seite) und führen Sie die 90mm M6 Schraube (**Artikel 14**) durch den versenkten Distanzhalter ins Motorgehäuse, dann lose befestigen, um etwas Bewegung der Einheit zu ermöglichen (**Abbildung 7**).
Um zu vermeiden, dass die Schraube sich verkantet, etwas Druck anwenden und die Schraube entgegen dem Uhrzeiger drehen bis Sie einen Klick hören, dann die Schraube befestigen.

Montage der Einheit für die linke Seite:

- Zuerst entfernen Sie die Schraube am Motorgehäuse- siehe **Abbildung 2** – in Vorbereitung für den Einbau der Montagehalterung (**Teil 1**).
- Dann schieben Sie den zweiten großen Distanzhalter (**Artikel 7**) gefolgt von der M10 Unterlegscheibe und M10 Sicherungsmutter über die Verbindungsstange.
Die Mutter lose fixieren, um die Ausrichtung der übrigen Befestigungen zu erleichtern.
- Bauen Sie die Sturzpad-Einheit für die linke Seite zusammen wie in **Abbildung 10** abgebildet. Den Distanzhalter, die Unterlegscheibe und die Sicherungsmutter an der M10 x 100mm Schraube anbringen, bevor Sie sie in das Sturzpad und in den Distanzhalter (**Artikel 8**) einsetzen.
- An die übrige Halterung ansetzen: zuerst über die Verbindungsstange schieben dann die Sturzpad-Einheit durch die Öffnung in der Halterung in die Stützstrebe einsetzen.
- Nachdem die Einheit lose in Position fixiert ist, den übrigen M6 Distanzhalter (**Artikel 6**) hinter die Halterung in Position bringen.

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- Die 60mm M6 Schraube (**Artikel 13**) durch den versenkten Distanzhalter (**Artikel 9**) in das Motorgehäuse einsetzen mit der gleichen Vorgehensweise wie zuvor an der rechten Seite, um ein Verkanten der Schraube zu vermeiden.
- Wenn alle Schrauben bereits lose fixiert sind, fangen Sie an, die Schrauben mit dem empfohlenen Anzugsdrehmoment zu befestigen.
- Nicht mehr als 14Nm bei der Schraube am Motorgehäuse anwenden, und nicht mehr als 40Nm bei den Schrauben für die Sturzpads / Muttern an der Verbindungsstange.
- Anschließend die mitgelieferten Sturzpad-Schützkappen (**Artikel 19**) und die Gummi-Schraubenkappen (**Artikel 20**) an den M6 Inbusschrauben montieren (**Abbildung 9**)

AUSGABE 1 - 26/07/2022 (TB)

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