



**FITTING INSTRUCTIONS FOR CP0551 SYMMETRICAL CRASH PROTECTORS**



**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.

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<b><u>GENERAL TORQUE SETTINGS</u></b>	<b><u>TOOLS REQUIRED</u></b>
M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm	<ul style="list-style-type: none"> <li>• T50 Torx Key/Socket</li> <li>• Torque Wrench</li> <li>• Scissor Jack</li> <li>• 17mm Socket and Ratchet</li> </ul>

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	M0750 – CRASH PROTECTOR FIXING BRACKET	1
ITEM 2	B0061 - CRASH PROTECTOR	2
ITEM 3	M10x1.50x60mm CAP HEAD BOLT	2
ITEM 4	M10x1.25x60 HEX HEAD BOLT	1
ITEM 5	M10x1.50x110mm HEX HEAD BOLT	1
ITEM 6	S0142 – SPACER	1
ITEM 7	LW0001 – ANTI-ROTATION WASHER	2
ITEM 8	M10x19 PLAIN WASHER	2
ITEM 9	BC0002 – BOBBIN CAP	2
ITEM 10	FS0002 - SELF ADHESIVE FOAM	2

### **AERO STYLE CRASH-PROTECTOR ORIENTATION**

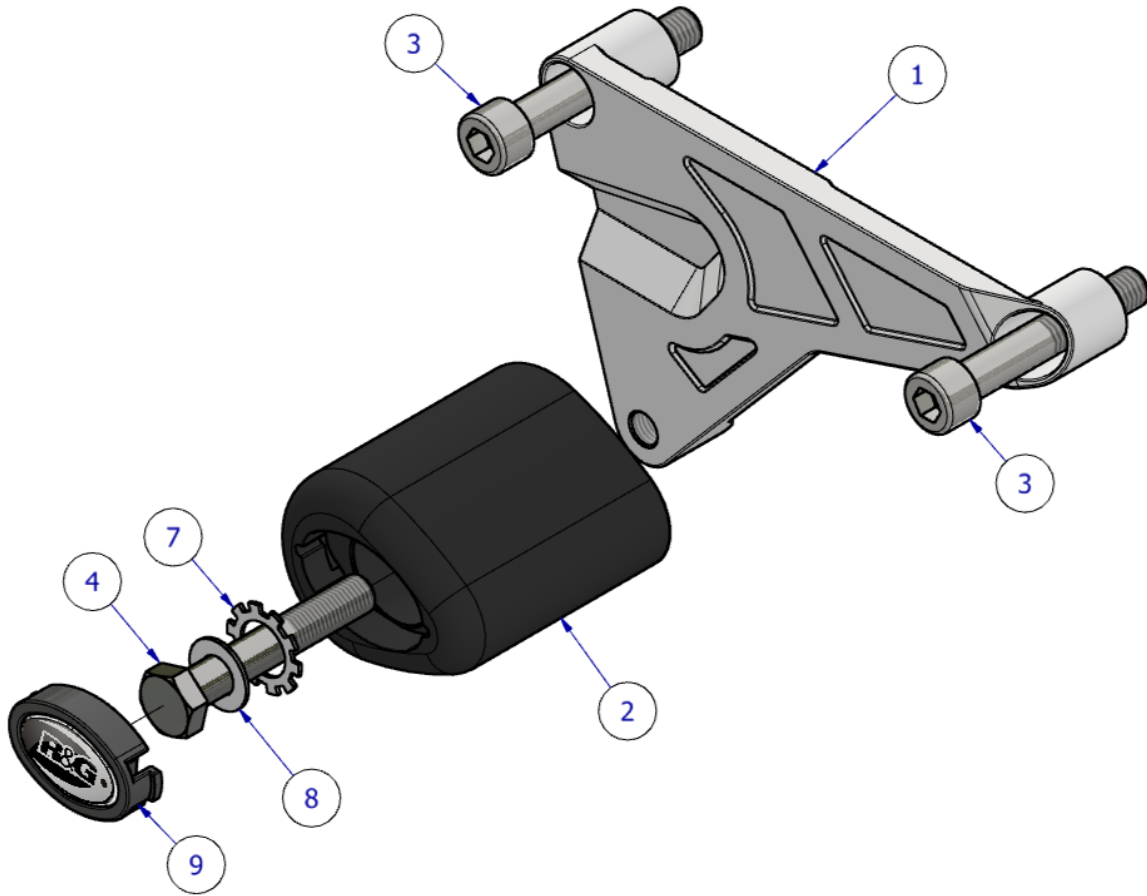


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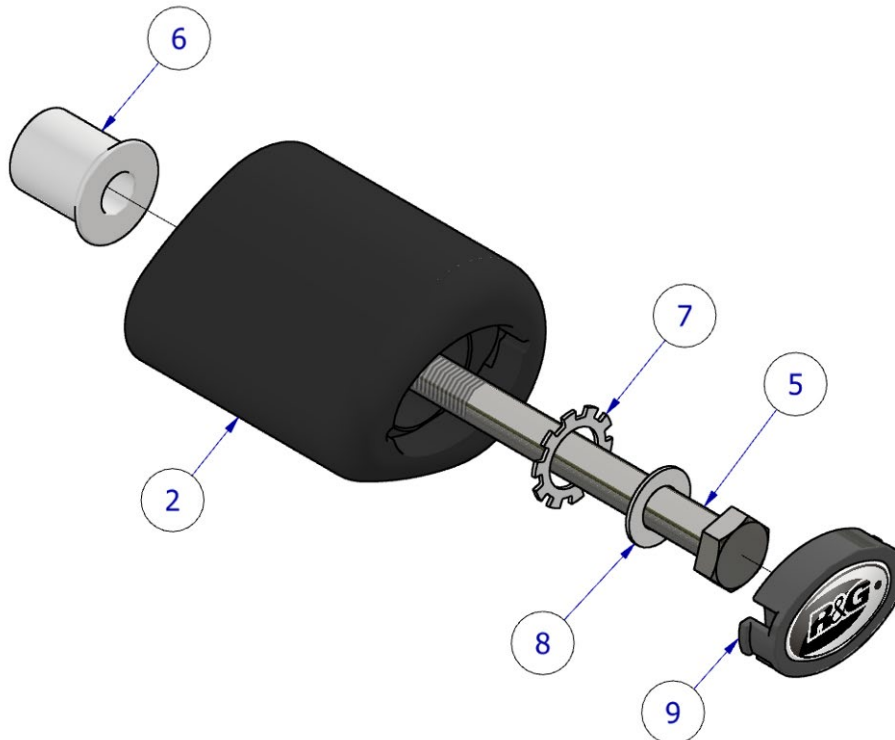
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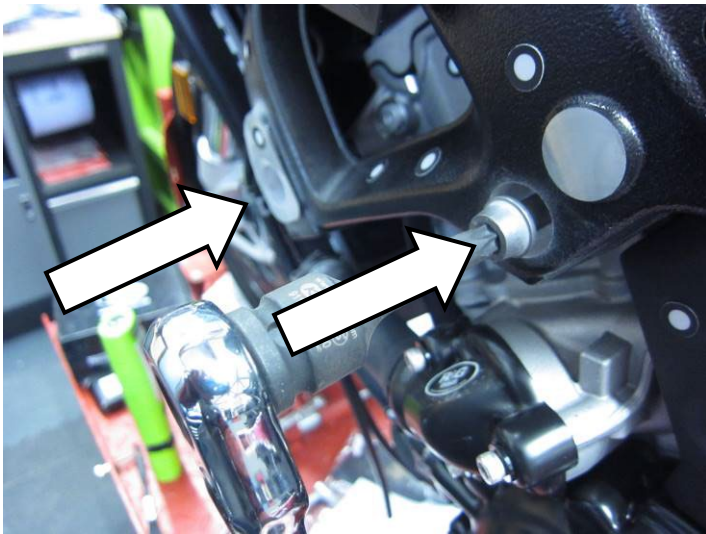
**LHS ASSEMBLY**



**RHS ASSEMBLY**



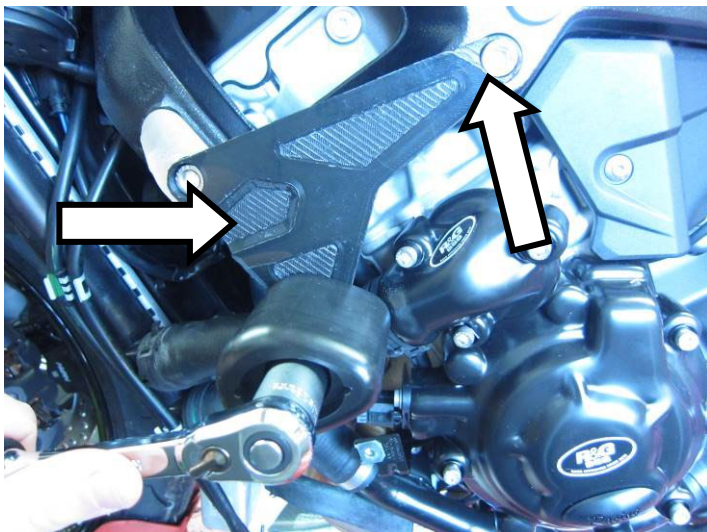
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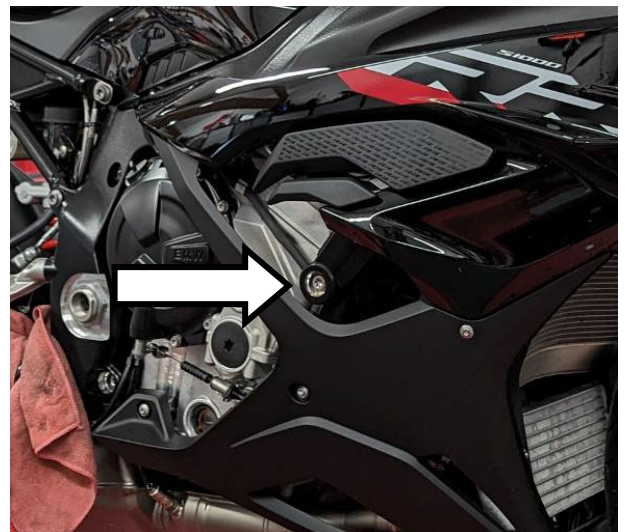
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

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## **FITTING INSTRUCTIONS**

**Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting.**

**DO NOT REMOVE ENGINE BOLTS FROM BOTH SIDES AT THE SAME TIME.**

### **Left-Hand Side**

- Begin by removing the LHS fairing piece according to the manufacturers service manual.
- Remove the LHS engine bolts shown in **picture 1 & picture 2** using a T50 Torx tool.
- Referring to the assembly diagram on page 3 – fit the Metal bracket M0750 ash shown in picture 1 using the two cap head bolts (item 3). Torque bolts to the recommended setting.
- Re-fit the fairing as removed – during this stage be careful to avoid contact between the mounting bracket and fairing during fitting.

**NOTE:** For M1000R Model – The inner plastic fairing will need to be trimmed using a Dremel or similar tool in the area shown in **Picture 6**, this will not be visible once fairing has been re-fitted.

- Because of variation in fairings and wind-flex at higher speeds, it is recommended to place a piece of provided foam (item 10) in the areas highlighted in **picture 3** in case of contact.
- Assemble the LHS crash protector assembly according to the assembly diagram on page 3.
- Fix the crash protector into the mount bracket and torque to the recommended specification.

**PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 2, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

### **Right-Hand Side**

- Moving to the RHS of the motorcycle, remove the engine bolt arrowed in **picture 4** using a T50 Torx tool.
- Referring to the RHS assembly diagram on page 3 and shown in picture 3. First slide a washer (item 8) over the longest included hex-head bolt (item 5), followed by one of the serrated washers (item 7). Next, slide the bolt assembly through one of the included crash protectors (item 2), then slide the spacer (item 6) over the exposed end of the bolt, ensuring the tapered end sits against the rear face of the crash protector.
- Fix the crash protector into the frame and engine and tighten to the recommended torque. **PLEASE NOTE, THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 2, WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

### **Both-Sides**

- Finally, fit the bobbin caps (item 4) to both crash protectors, as shown in **picture 5**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
- Check tightness of each side regularly.

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## **NOTICE DE MONTAGE POUR CP0551 PROTECTIONS CRASH SYMETRIQUES**



**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.

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<b><u>VALEURS DE SERRAGE</u></b>	<b><u>OUTILS REQUIS</u></b>
M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm	<ul style="list-style-type: none"> <li>• Clé Torx T50</li> <li>• Clé dynamométrique</li> <li>• Cric à ciseaux</li> <li>• Clé à cliquet + douille 17mm</li> </ul>

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	M0750 – PROTECTION CRASH FIXÉE AU SUPPORT	1
ARTICLE 2	B0061 - PROTECTION CRASH	2
ARTICLE 3	M10x1.50x60mm BOULON	2
ARTICLE 4	M10x1.25x60 BOULON	1
ARTICLE 5	M10x1.50x110mm BOULON	1
ARTICLE 6	S0142 – ENTRETOISE	1
ARTICLE 7	LW0001 – RONDELLE ANTI ROTATION	2
ARTICLE 8	M10x19 RONDELLE	2
ARTICLE 9	BC0002 – CAPUCHON DE PROTECTION	2
ARTICLE 10	FS0002 – MOUSSE AUTOCOLLANTE	2

### **PROTECTION CRASH LATÉRALE**



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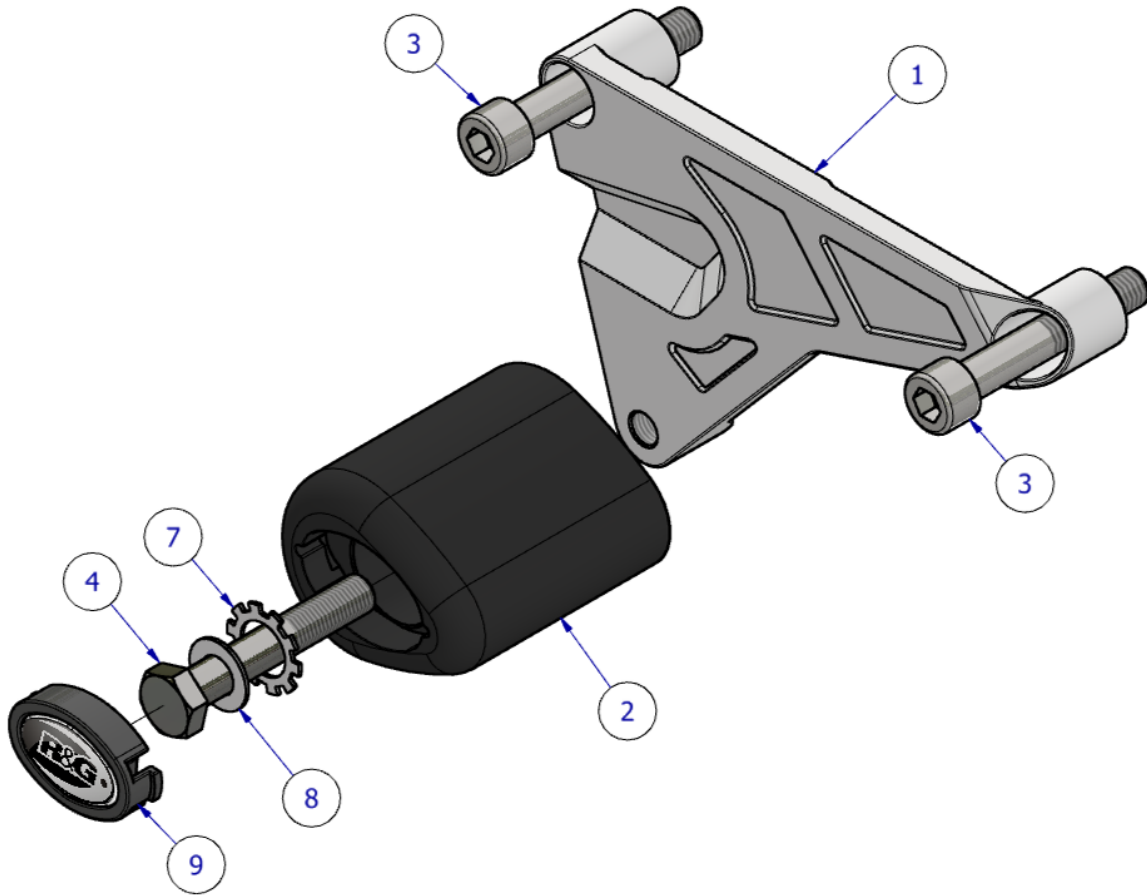
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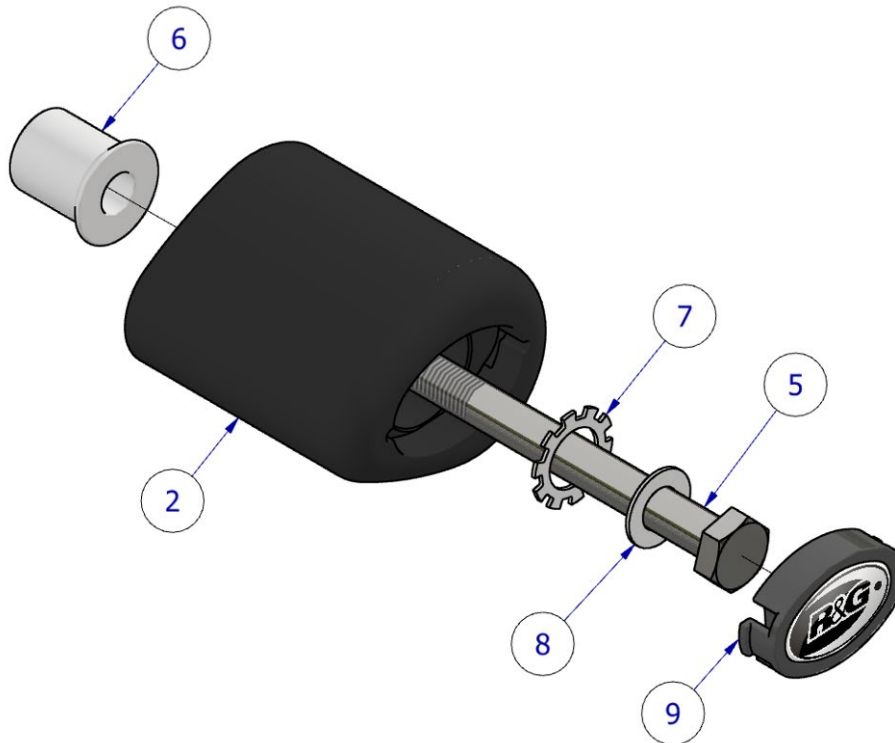




**ASSEMBLAGE GAUCHE**



**ASSEMBLAGE DROIT**



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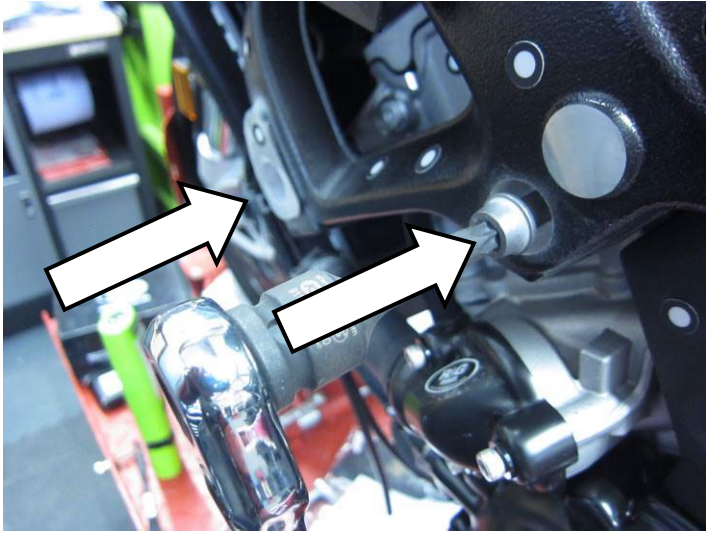


PHOTO 1



PHOTO 2

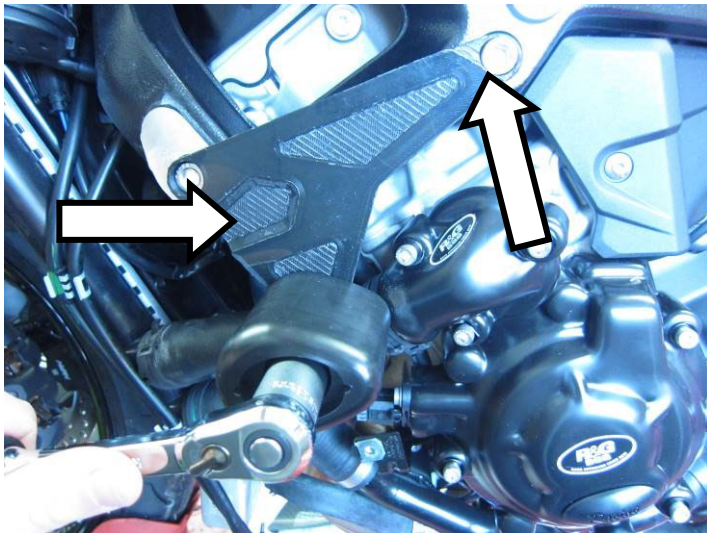


PHOTO 3

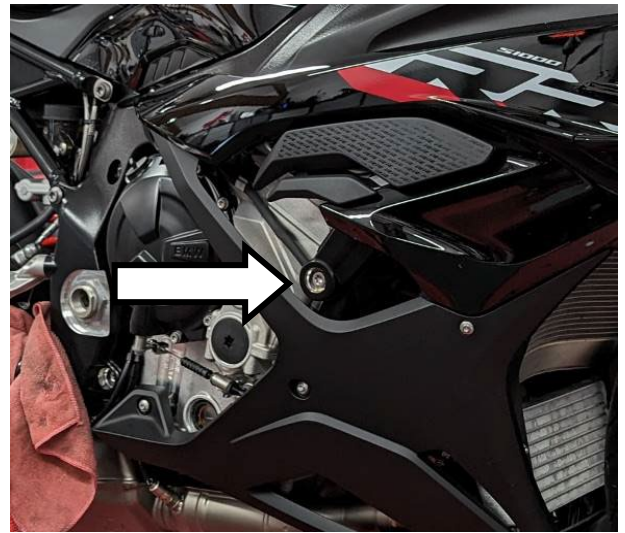


PHOTO 4



PHOTO 5



PHOTO 6

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## **NOTICE DE MONTAGE**

**Avant de retirer les boulons du moteur, assurez-vous que la moto soit droite et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage.**  
**NE PAS RETIRER LES BOULONS DU MOTEUR DES DEUX CÔTÉS EN MÊME TEMPS.**

### **Côté gauche**

- Commencez par retirer la pièce de carénage côté gauche conformément au manuel d'entretien du fabricant.
- Retirez les boulons du moteur côté gauche illustrés sur les photos 1 et 2 à l'aide d'une clé Torx T50.
- En vous référant au schéma de montage en page 3 – monter l'étrier métallique M0750 cendré représenté sur la photo 1 à l'aide des deux boulons à tête cylindrique (article 3). Serrez les boulons au réglage recommandé.
- Remontez le carénage tel qu'il a été retiré – pendant cette étape, veillez à éviter tout contact entre le support de montage et le carénage lors du montage.

**REMARQUE :** Pour le modèle M1000R – carénage intérieur en plastique devra être coupé à l'aide d'un Dremel ou d'un outil similaire dans la zone illustrée à **l'image 6**, cela ne sera pas visible une fois le carénage réinstallé.

- En raison de la variation des carénages et du wind-flex à des vitesses plus élevées, il est recommandé de placer un morceau de mousse fourni (article 10) dans les zones mises en évidence sur la photo 3 en cas de contact.
- Assemblez l'ensemble de la protection crash côté gauche conformément au schéma d'assemblage de la page 3.
- Fixez la protection crash dans le support de montage et serrez selon les spécifications recommandées. **VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 2, AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO.**

### **Côté droit**

- En vous déplaçant du côté droit de la moto, retirez le boulon du moteur fléché sur la photo 4 à l'aide d'une clé Torx T50.
- En vous référant au schéma de montage côté droit à la page 3 et montré sur la photo 3. Glissez d'abord une rondelle (article 8) sur le boulon à tête hexagonale le plus long inclus (article 5), suivi d'une des rondelles dentelées (article 7). Ensuite, faites glisser l'ensemble du boulon à travers l'une des protections crash inclus (article 2), puis faites glisser l'entretoise (article 6) sur l'extrémité exposée du boulon, en vous assurant que l'extrémité conique repose contre la face arrière de la protection crash.
- Fixez la protection crash dans le cadre et le moteur et serrez au couple recommandé. **VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME DANS LE SCHÉMA DE LA PAGE 2, AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO.**

### **Des 2 côtés**

- Enfin, placez les capuchons de protection (article 4) sur les deux protections crash, comme indiqué sur la photo 5.
- Avant de rouler, vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas tourner.
- Vérifiez régulièrement le serrage de chaque côté.

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## **MONTAGEANLEITUNG FÜR CP0551 SYMMETRISCHE STURZPADS**



**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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**ALLGEM. ANZUGSDREHMOMENT**

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

**SIE BENÖTIGEN FOLGENDES WERKZEUG**

- T50 Torx-Schlüssel
- Drehmomentschlüssel
- Scherenheber
- 17mm Steckschlüssel mit Verlängerung

**LIEFERUMFANG**

<b>ARTIKEL NR.</b>	<b>BESCHREIBUNG</b>	<b>MENGE</b>
ARTIKEL 1	M0750 – STURZPAD-MONTAGEHALTERUNG	1
ARTIKEL 2	B0061 - STURZPAD	2
ARTIKEL 3	M10x1.50x60mm INNEN SECHSKANTSCHRAUBE	2
ARTIKEL 4	M10x1.25x60 SECHSKANTSCHRAUBE	1
ARTIKEL 5	M10x1.50x110mm SECHSKANTSCHRAUBE	1
ARTIKEL 6	S0142 – DISTANZHALTER	1
ARTIKEL 7	LW0001 – ZAHNSCHEIBE	2
ARTIKEL 8	M10x19 UNTERLEGSCHNEIBE	2
ARTIKEL 9	BC0002 – STURZPAD-KAPPE	2
ARTIKEL 10	FS0002 – SELBSTKLEBENDER SCHAUMSTOFF	2

**AERO STYLE STURZPADS - ORIENTIERUNG**

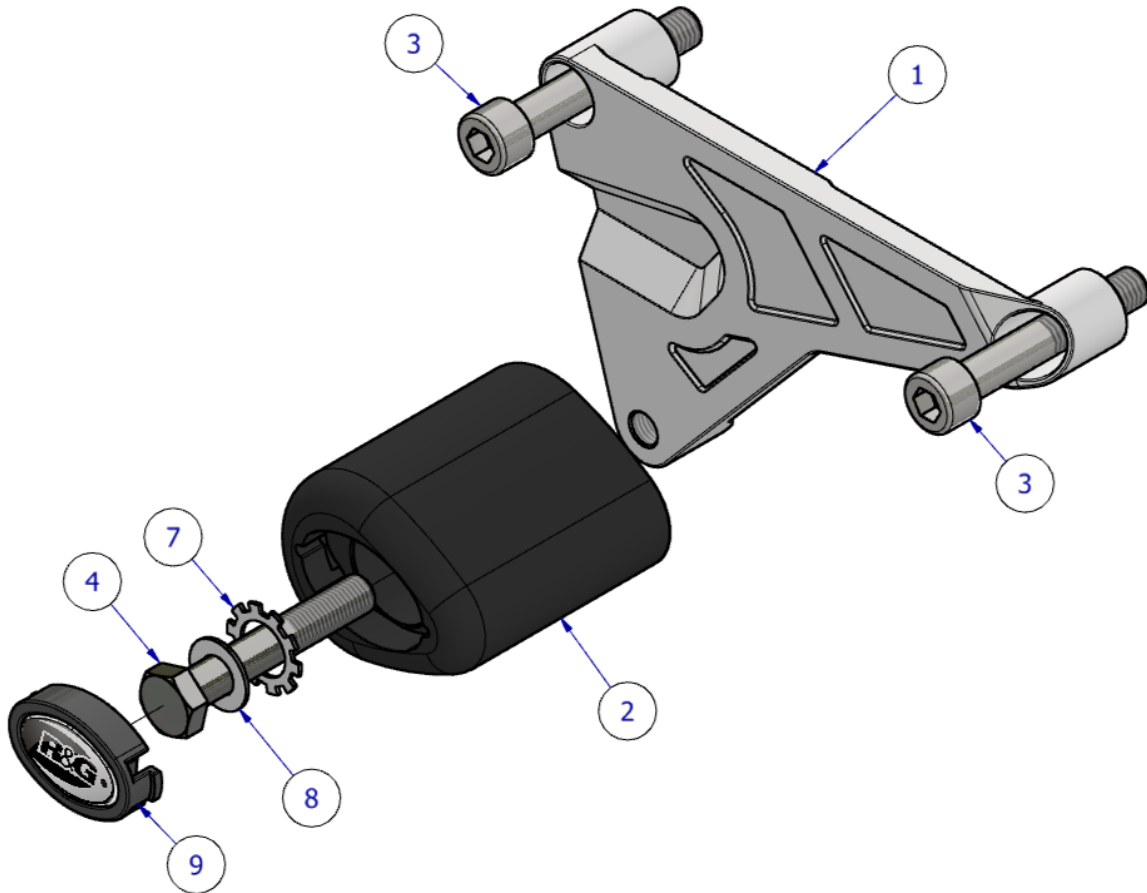
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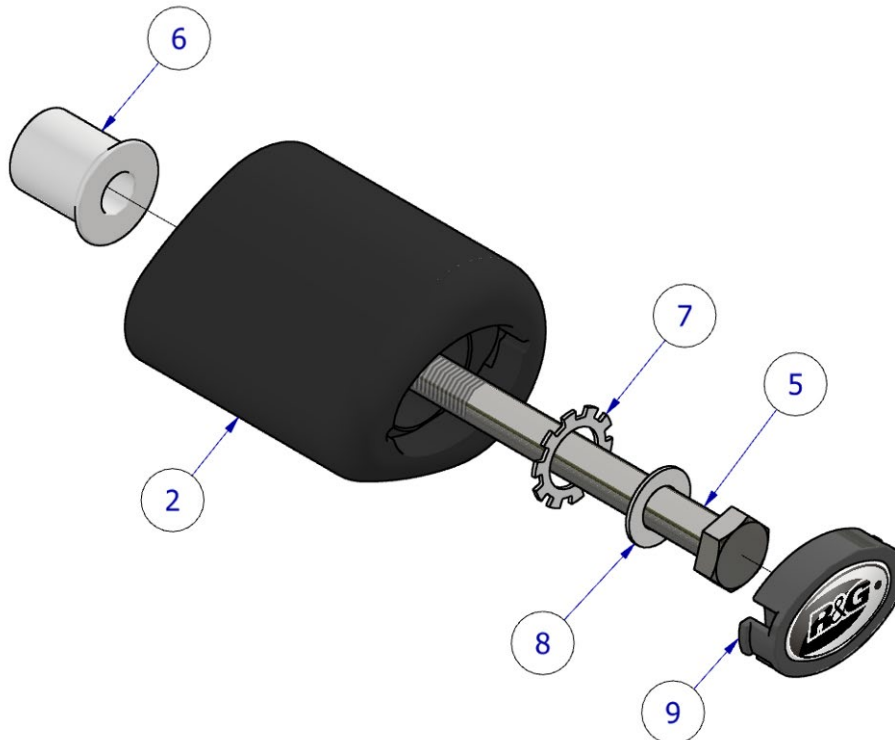
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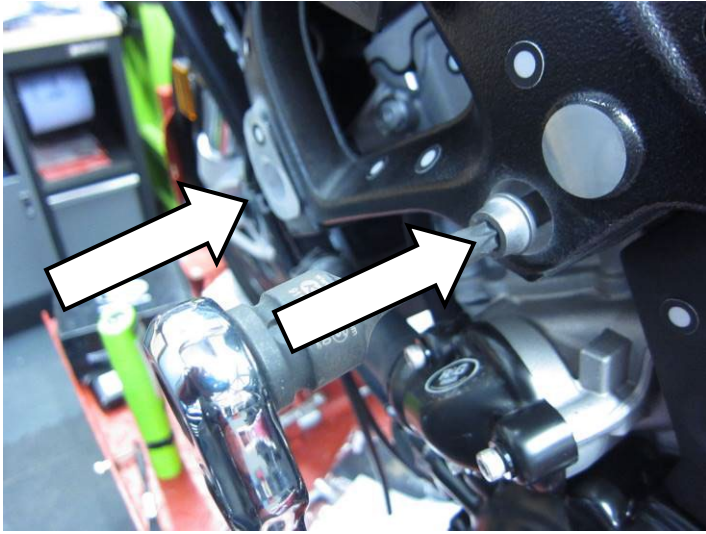


ABBILDUNG 1



ABBILDUNG 2

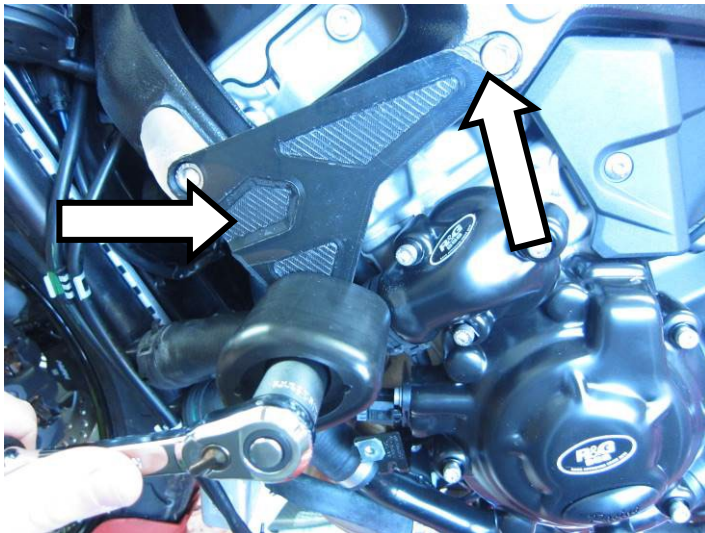


ABBILDUNG 3

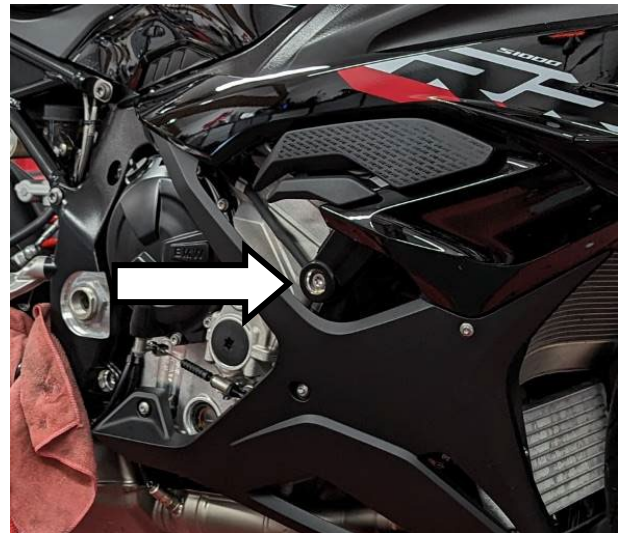


ABBILDUNG 4



ABBILDUNG 5



ABBILDUNG 6

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## MONTAGEANLEITUNG

**Bevor Sie die Schrauben für den Motor entfernen, stellen Sie sicher, dass das Motorrad aufrecht steht und der Motor mit einem geeigneten Ständer/Heber unterhalb der Ölwanne gestützt wird. Dies verhindert, dass der Motor sich bei der Entfernung von Motorschrauben bewegt.**

**WÄHREND DER INSTALLATION DÜRFEN DIE SCHRAUBEN FÜR DEN MOTOR NUR EINZELN UND NIE GLEICHZEITIG ENTFERNT WERDEN.**

### Linke Seite

- Zuerst entfernen Sie das Verkleidungsteil an der linken Seite (entsprechend der Anleitung im Benutzerhandbuch vom Hersteller).
- Entfernen Sie die Schrauben für den Motor an der linken Seite mit einem T50 Torx-Schlüssel wie in **Abbildung 1 & Abbildung 2** abgebildet.
- Entsprechend der Zeichnung Zusammenbau auf Seite 3 – fixieren Sie die Metallhalterung M0750 wie in Abbildung 1 abgebildet mit den zwei Innensechskantschrauben (Artikel 3). Die Schrauben mit dem empfohlenen Anzugsdrehmoment festziehen.
- Montieren Sie die Verkleidung wieder – achten Sie bei der Montage darauf, dass es keinerlei Kontakt zwischen der Montagehalterung und der Verkleidung gibt.

**HINWEIS:** Für das Modell M1000R – Die innere Kunststoffverkleidung muss mit einem Dremel oder einem ähnlichen Werkzeug in dem in **Bild 6** gezeigten Bereich getrimmt werden, dies ist nicht sichtbar, sobald die Verkleidung wieder montiert wurde.

- Es wird empfohlen, jeweils ein Stück des mitgelieferten Schaumstoffes (Artikel 10) an die in **Abbildung 3** gekennzeichneten Stellen anzubringen, um Kontakt durch Bewegungen der Verkleidung bei hoher Geschwindigkeit zu vermeiden.
- Die Sturzpad-Einheit für die linke Seite zusammenbauen wie in der Zeichnung auf Seite 3 abgebildet.
- Fixieren Sie das Sturzpad in der Montagehalterung und ziehen Sie es mit dem empfohlenen Anzugsdrehmoment fest. **HINWEIS: DAS STURZPAD MUSS POSITIONIERT SEIN WIE IN DER ZEICHNUNG AUF SEITE 2 ABGEBILDET – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET**

### Rechte Seite

- Wechseln Sie nun zur rechten Seite des Motorrades und entfernen Sie die Schrauben für die Motor, die in **Abbildung 4** gekennzeichnet ist, mit einem T50 Torx-Schlüssel.
- Entsprechend der Zeichnung Zusammenbau für die rechte Seite auf Seite 3 und wie in Abbildung 3 abgebildet, eine Unterlegscheibe (Artikel 8) gefolgt von einer Zahnscheibe (Artikel 7) an der längsten Sechskantschraube (Artikel 5) montieren. Die Schraubeneinheit in ein Sturzpad (Artikel 2) einsetzen und einen Distanzhalter (Artikel 6) am hervorstehenden Ende der Schraube anbringen. Das gestufte Ende soll an der hinteren Fläche des Sturzpads anliegen.
- Fixieren Sie das Sturzpad in den Rahmen und Motor und ziehen Sie es mit dem empfohlenen Anzugsdrehmoment fest. **HINWEIS: DAS STURZPAD MUSS POSITIONIERT SINE WIE IN DER ZEICHNUNG AUF SEITE 2 ABGEBILDET – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET**

### Beide Seiten

- Montieren Sie anschließend die Sturzpad-Kappen (Artikel 4) an beiden Sturzpads wie in **Abbildung 5** abgebildet.
- Stellen Sie sicher, dass beide Seiten sicher befestigt sind und die Sturzpads sich nicht drehen können, bevor Sie mit dem Motorrad fahren.

R&G

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- Überprüfen Sie regelmäßig, dass alles ordnungsgemäß festgezogen ist.

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