

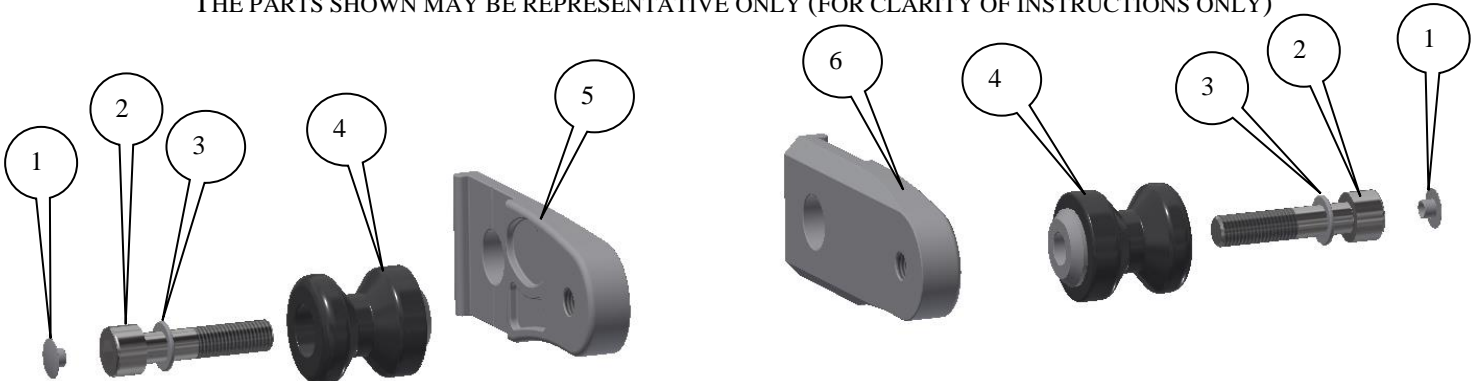


**FITTING INSTRUCTIONS FOR CR0076BK OFFSET COTTON REELS**  
**HONDA CBR 500R 2019-**



**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)



**LEFT HAND SIDE**

**RIGHT HAND SIDE**

**LEGEND**

ITEM 1 = M10 Flat cap (NC0010) (x2).

ITEM 2 = M10 x 45mm Long Cap Head Bolts (x2).

ITEM 3 = M10 Washers (x2).

ITEM 4 = Paddock Stand Bobbins (B0443 C/W CS303) (x2).

ITEM 5 = Left Hand Side Paddock Stand Cotton Reel Mounting Block (M0588) (x1).

ITEM 6 = Right Hand Side Paddock Stand Cotton Reel Mounting Block (M0589) (x1).

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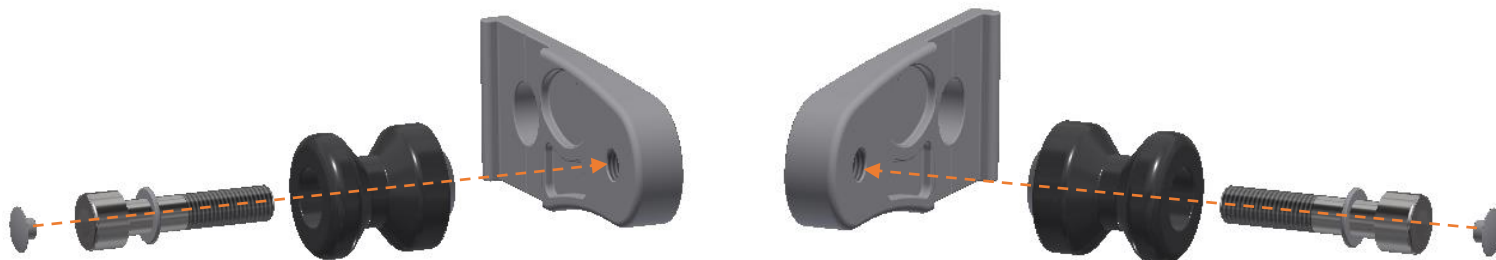
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

#### GENERAL TORQUE SETTINGS

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

#### TOOLS REQUIRED

- Set of Metric Allen keys to include 8mm A/F.
- Socket Set to include 19 and 24mm sockets and wrenches.



PICTURE 1

PICTURE 2

Please read all instructions before commencing fitting

#### FITTING INSTRUCTIONS

- Raise the rear of the bike using a paddock stand fitted with cups whilst supporting the rear wheel (suggest using blocks of wood) to prevent the wheel from dropping when rear spindle is removed.
- Undo the rear spindle nut.
- Remove the original rear spindle.
- Remove the original chain adjuster blocks.
- Place the new left-hand adjuster block/cotton reel mount (**item 5**) onto the rear wheel spindle as original.
- Slide spindle through the left-hand side of the swing arm, rear wheel, brake calliper and right-hand side of the swing arm.
- Place the remaining adjuster block/cotton reel mount (**item 6**) over the exposed spindle and into adjuster slot on the right-hand side.
- Refit the spindle washer and nut and tighten according to the manufacturers recommended torque settings and check chain adjustment.

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

- Place one of the M10 washers (**item 3**) onto one of the M10 bolts (**item 2**) as shown in **picture 1**.
- Place this bolt with washer through one of the cotton reels (**item 4**) as shown in **picture 1**.
- Offer this assembly into the threaded hole in the new adjuster block (as shown in **picture 1**) and tighten.
- Press one of the blanking caps (**item 1**) into the bolt head.

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

- Place the remaining M10 washer (**item 3**) onto the remaining M10 bolt (**item 2**) as shown in **picture 2**.
- Place this bolt with washer through the remaining cotton reel (**item 4**) as shown in **picture 2**.
- Offer this assembly into the threaded hole in the new adjuster block (as shown in **picture 2**) and tighten.
- Press one of the blanking caps (**item 1**) into the bolt head.

Please ensure no parts of the paddock stand bobbins or paddock stand can contact any parts of the motorcycle when in operation or contact any part of the motorcycle when being ridden (special care should be taken with after-market parts).

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

ISSUE 1 11/07/2019 (NSY)

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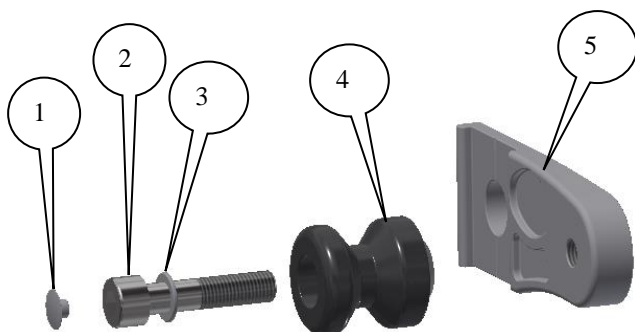
**MONTAGEANLEITUNG FÜR CR0076BK MONTAGESTÄNDERAUFNAHMEN**  
**HONDA CBR 500R 2019-**



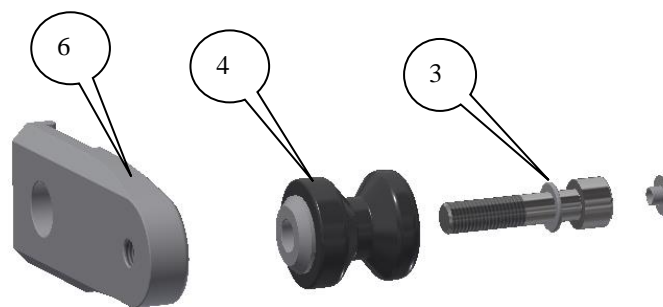
**ALLE TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.**

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG



LINKE SEITE



RECHTE SEITE

**LIEFERUMFANG**

ARTIKEL 1 = M10 flache Kappe (NC0010) (x2)

ARTIKEL 2 = M10 x 45mm Inbusschrauben (x2)

ARTIKEL 3 = M10 Unterlegscheiben (x2)

ARTIKEL 4 = Paddock Montageständeraufnahmen (Bobbins) (B0443 C/W CS303) (x2)

ARTIKEL 5 = Montageblock für Montageständeraufnahme linke Seite (M0588) (x1)

ARTIKEL 6 = Montageblock für Montageständeraufnahme rechte Seite (M0589) (x1)

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Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

#### ALLGEM. ANZUGSDREHMOMENTE

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

#### SIE BENÖTIGEN FOLGENDES WERKZEUG

- Satz Inbusschlüssel inkl. 8mm A/F Inbusschlüssel
- Satz Steckschlüssel inkl. 19 und 24mm Steckschlüssel

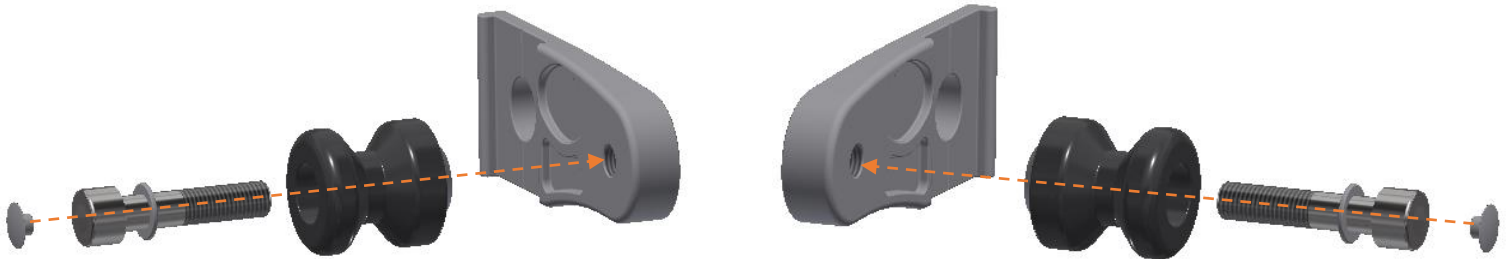


ABBILDUNG 1

ABBILDUNG 2

Bitte die Montageanleitung komplett durchlesen, bevor Sie mit der Montage beginnen.

#### MONTAGEANLEITUNG

- Benutzen Sie einen Rennsport-Montageständer, um das Heck aufzubooken - das Hinterrad dabei stützen (wir empfehlen Holzblöcke), um zu vermeiden, dass das Rad runterfällt, wenn die hintere Radachse entfernt wird.
- Lösen Sie die hintere Achsmutter.
- Entfernen Sie die hintere Radachse.
- Entfernen Sie die original Kettenspannerplatten.
- Die neue verstellbare Halteplatte/Montageplatte für die linke Seite (**Artikel 5**) an der hinteren Radachse anbringen wie ursprünglich wieder.
- Schieben Sie die Achse von der linken Seite in die Schwinge, durch das Hinterrad, den Bremssattel und die rechte Seite der Schwinge.
- Die übrige verstellbare Halteplatte/Montageplatte (**Artikel 6**) über die hervorstehende Achse in die Schwinge an der rechten Seite einsetzen.
- Montieren Sie die Unterlegscheibe und Mutter wieder und ziehen Sie sie mit dem vom Hersteller empfohlenen Anzugsdrehmoment fest. Kontrollieren Sie die Kettenspannung.

#### Linke Seite (in Fahrtrichtung)

- Eine M10 Unterlegscheibe (**Artikel 3**) an einer M10 Schraube (**Artikel 2**) anbringen – siehe **Abbildung 1**.
- Die Schraube mit Unterlegscheibe durch eine Montageständeraufnahme (**Artikel 4**) führen, wie in **Abbildung 1** abgebildet.

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- Die Einheit in die Gewindebohrung im neuen Montageblock einführen (wie in **Abbildung 1** abgebildet) und befestigen.
- Eine flache Kappe (**Artikel 1**) in den Schraubenkopf einsetzen.

#### **Rechte Seite (in Fahrtrichtung)**

- Die übrige M10 Unterlegscheibe (**Artikel 3**) an der übrigen M10 Schraube (**Artikel 2**) anbringen – siehe **Abbildung 2**.
- Diese Schraube mit Unterlegscheibe durch die übrige Montageständeraufnahme (**Artikel 4**) führen, wie in **Abbildung 2** abgebildet.
- Die Einheit in die Gewindebohrung im neuen Montageblock einführen (wie in **Abbildung 2** abgebildet) und befestigen.
- Eine flache Kappe (**Artikel 1**) in den Schraubenkopf einsetzen.

Bitte stellen Sie sicher, dass keine Teile der Montageständeraufnahmen / des Rennsport-Montageständers mit anderen Teilen des Motorrads in Berührung kommen (dies ist besonders wichtig bei Teilen aus dem Zubehörmarkt). Fahren Sie nicht mit dem Motorrad bis dies sorgfältig überprüft wurde.

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: [www.rg-racing.com](http://www.rg-racing.com)

AUSGABE 1 11/07/2019 (NSY)



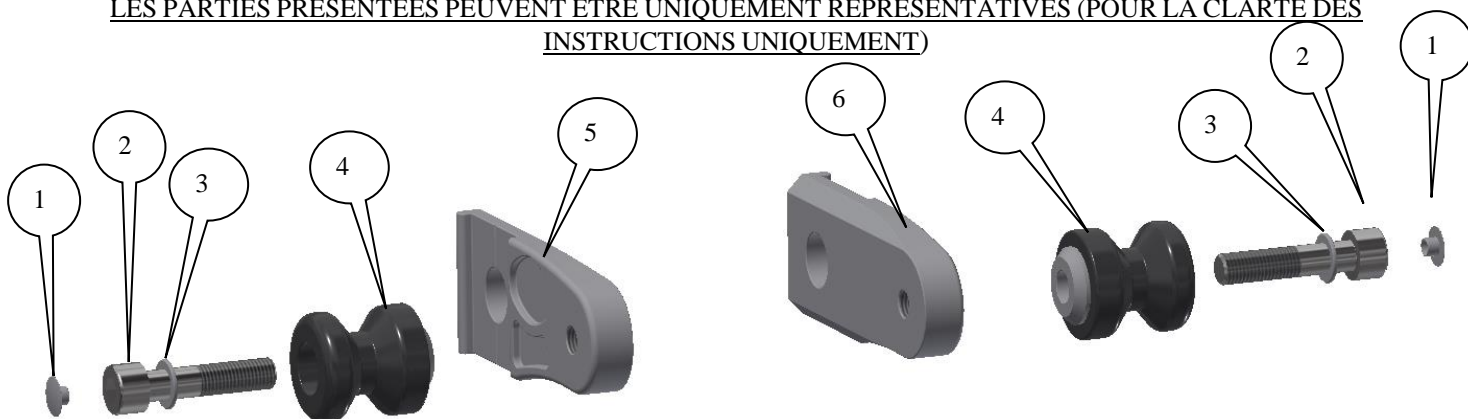
**NOTICE DE MONTAGE POUR CR0076BK PROTECTION CRASH**  
**HONDA CBR 500R 2019-**



**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 PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRÉSENTATIVES (POUR LA CLARTÉ DES INSTRUCTIONS UNIQUEMENT)**



**CÔTÉ GAUCHE**

**CÔTÉ DROIT**

**LÉGENDE**

ARTICLE 1 = M10 Capuchon plat (NC0010) (x2).

ARTICLE 2 = M10 x 45mm Boulons (x2).

ARTICLE 3 = M10 Rondelles (x2).

ARTICLE 4 = Bobines de béquille de stand (B0443 C/W CS303) (x2).

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ARTICLE 5 = Bloc de montage de bobine de béquille de stand côté gauche (M0588) (x1).

ARTICLE 6 = Bloc de montage de bobine de béquille de stand côté droit (M0589) (x1).

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

#### **VALEURS DE SERRAGE MAXIMALES**

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

#### **OUTILS REQUIS**

- Clés Allen 8mm.
- Clé à cliquet + douilles 19 et 24mm.

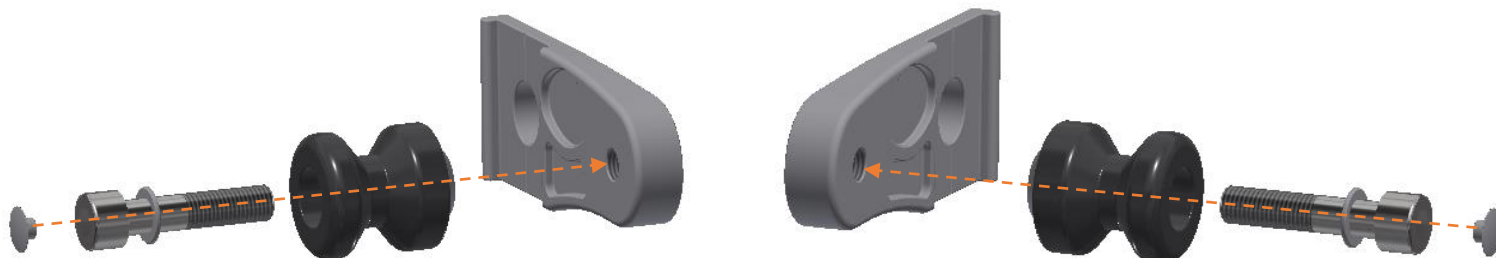


PHOTO 1

PHOTO 2

Lire l'ensemble de la notice avant de procéder au montage

#### **NOTICE DE MONTAGE**

- Soulevez l'arrière de la moto à l'aide d'un support béquille avec bonnets tout en soutenant la roue arrière (suggérez d'utiliser des blocs de bois) pour éviter que la roue ne tombe lorsque vous retirez le moyeu arrière.
- Desserrer l'écrou de moyeu arrière.
- Retirez le moyeu arrière d'origine.
- Retirez les blocs de réglage de la chaîne d'origine.
- Placez le nouveau bloc de réglage gauche / support de dévidoir (article 5) sur le moyeu de la roue arrière comme à l'origine.
- Faites glisser le moyeu par le côté gauche du bras oscillant, la roue arrière, l'étrier de frein et le côté droit du bras oscillant.
- Placez le support de bloc de réglage / bobine de restante (article 6) sur le moyeu exposé et dans la fente de réglage du côté droit.
- Remontez la rondelle et l'écrou de moyeu puis serrez-les selon les couples recommandés, puis vérifiez le réglage de la chaîne.

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

- Placez l'une des rondelles M10 (article 3) sur l'un des boulons M10 (article 2) comme indiqué sur la photo 1.
- Placez ce boulon avec la rondelle dans l'une des bobines (**article 4**) voir **photo 1**.
- Montez l'ensemble dans le trou fileté du nouveau bloc de réglage (comme indiqué sur la photo 1) et serrez.
- Enfoncez l'un des capuchons d'obturation (article 1) dans la tête du boulon.

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

- Placez la rondelle M10 restante (article 3) sur le boulon M10 restant (article 2) comme indiqué sur la photo 2.
- Placez ce boulon avec une rondelle à travers la protection restante (article 4), comme indiqué sur la photo 2.
- Monter l'ensemble dans le trou fileté du nouveau bloc de réglage (comme indiqué sur la photo 2) et serrez.
- Enfoncez l'un des capuchons d'obturation (article 1) dans la tête du boulon.

Veillez-vous assurer qu'aucune partie des protections ne puisse être contact avec une autre partie de la moto lorsqu'elle est en fonctionnement (un soin particulier doit être apporté aux pièces de rechange).

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