



FITTING INSTRUCTIONS FOR CP0375BL
AERO CRASH PROTECTORS
HONDA CBR 300R '14- NON-DRILL KIT



Picture A

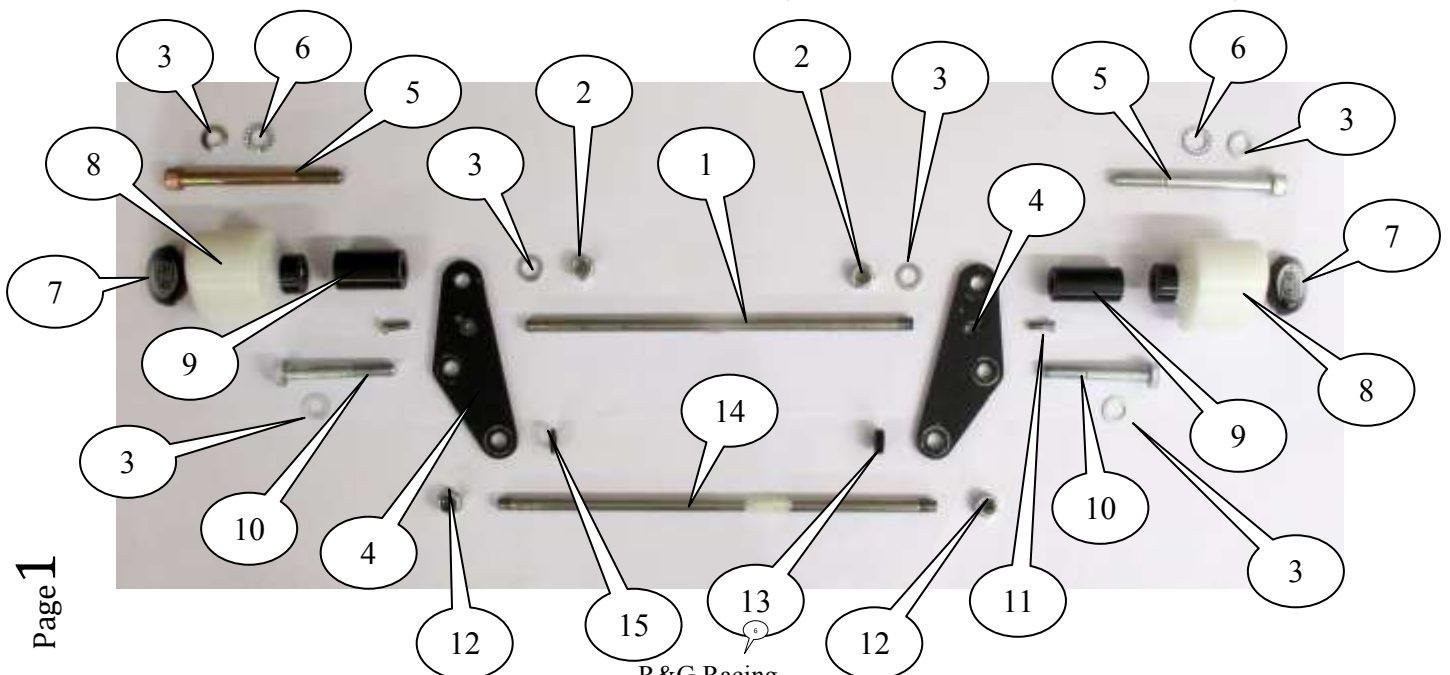


Picture B

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).



Page 1

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LEGEND

- ITEM 1 = SPANNING BAR (EB0080 – 270mm LONG) (x1).
- ITEM 2 = M10 NYLOC NUTS (x2).
- ITEM 3 = M10 WASHERS (x6).
- ITEM 4 = STAINLESS MOUNTING PLATE (PLATE 0140) (x2).
- ITEM 5 = M10x1.25x120mm LONG HEX HEAD BOLTS (x2).
- ITEM 6 = LOCK-WASHERS (LW0001) (x2).
- ITEM 7 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 8 = CRASH PROTECTOR (B0431 with CS341) (x2).
- ITEM 9 = SPACER (S0822) (56mm long) (x2).
- ITEM 10 = M10x1.25x75mm LONG HEX HEAD BOLTS (x2).
- ITEM 11 = M6x20mm LONG HEX HEAD BOLTS (x2).
- ITEM 12 = M10 FLANGED LOCK NUTS (x2).
- ITEM 13 = SPACER (S0061) (4mm long) (x1).
- ITEM 14 = ENGINE BAR (EB0079 – 304mm LONG) (x1).
- ITEM 15 = SPACER (S0823) (3mm long) (x1).

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!*

TOOLS REQUIRED

- Socket set to include 4 & 5mm A/F socket and wrench.
- Socket set to include 14 & 17mm socket and wrench.
 - Torque wrench (up to 40N/m).



GENERAL TORQUE SETTINGS

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



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20

FITTING INSTRUCTIONS

- Remove the fairings from both sides of the bike, as shown in picture 1.
- Remove the bellypan from the bike and this will expose the front engine/frame mounts on the bike, as shown in picture 2.
- On the right side of the bike, remove the nut on the lower engine/frame bolt, as shown in picture 3.
- This engine bolt can now be removed by sliding it through the engine and removing it from the left side of the bike, as shown in picture 4.
- Take one of the stainless mounting plates (item 4 – PLATE 0140) and insert the engine bar (item 1- EB079 – 304mm long) through the mounting hole furthest from the small hole. Fit one of the M10 flanged lock nuts (item 12) onto the threaded end of the engine bar and locate the smallest spacer (item 15 – S0823 – 3mm long) on the other end of the bar, so that it will sit behind the plate, as shown in picture 5.
- Insert the bar through the lower engine/frame mount, as shown in pictures 6 & 7.
- With the bar now protruding from the frame mount on the other side of the bike, fit the remaining small spacer (item 13 – S0061 – 3mm long), as shown in picture 8.
- Fit the remaining stainless mounting plate (item 4 – PLATE 0140) onto the exposed end of the bar before fitting the remaining M10 flanged lock nut, as shown in picture 9. *This setup should mirror the plate that has been fitted on the other side of the bike.*
- Remove the upper frame bolt on the right side of the bike, as shown in picture 10.
- Rotate the mounting plate in order for the large, central hole to align with the frame mount, before inserting one M10 x 75mm long hex head bolt (item 10) with one M10 washer (item 3) fitted through the mounting plate and into the frame boss, as shown in picture 11.
- Take one M6 x 20mm long button head bolt (item 11) and locate through the small hole in the mounting plate on the right side of the bike. On the back of this plate, locate the spanning bar (item 1- EB0080 – 270mm long) and tighten the bolt into the threaded end, as shown in picture 12.
- On the left side of the bike, remove the upper frame mounting bolt, as shown in picture 13.
- Position the mounting plate in order for the hole to align with the frame mount, before inserting the remaining M10 x 75mm long hex head bolt and M10 washer, as shown in picture 14.



- Locate the remaining M6 x 20mm long button head bolt through the mounting plate and tighten into the end of the spanning bar, as shown in picture 14.
- Ensure that the mounting plates are correctly fitted and that all nuts and bolts are tight, before fully tightening them to the recommended torque settings listed in the fitting instructions.
- Re-fit the bellypan to the bike, as shown in picture 16. *Ensure that the spanning bar protrudes out of the M10 flanged nuts equally on each side of the bike in order to prevent the bellypan being pushed outwards by the bar.*
- Re-fit the fairings to both sides of the bike, as shown in picture 17.
- The crash protectors can now be fitted. Slide one of the 10mm washers (item 3) onto one of the M10 x 1.25 x 120mm long hex head bolts (item 5) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 6) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 8) so the head of the bolt and washers go into the counter-bore in.
- Locate one spacer (item 9 – S0822 – 56mm long) over the exposed thread and position this through the hole in the mounting plate on either side of the bike. Fit one M10 washer (item 3) and M10 nyloc nut (item 12) to the exposed end of the bolt (access from the front of the bike below the radiator) and tighten, as shown in pictures 18, 19 & 20.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm 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 40N/m of torque.
- Repeat this above procedure to fit the crash protector to the other side of the bike.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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INSTRUCTIONS DE MONTAGE POUR CP0375BL
PROTECTIONS LATERALES
HONDA CBR 300R '14- KIT NON PERCE



Photo A

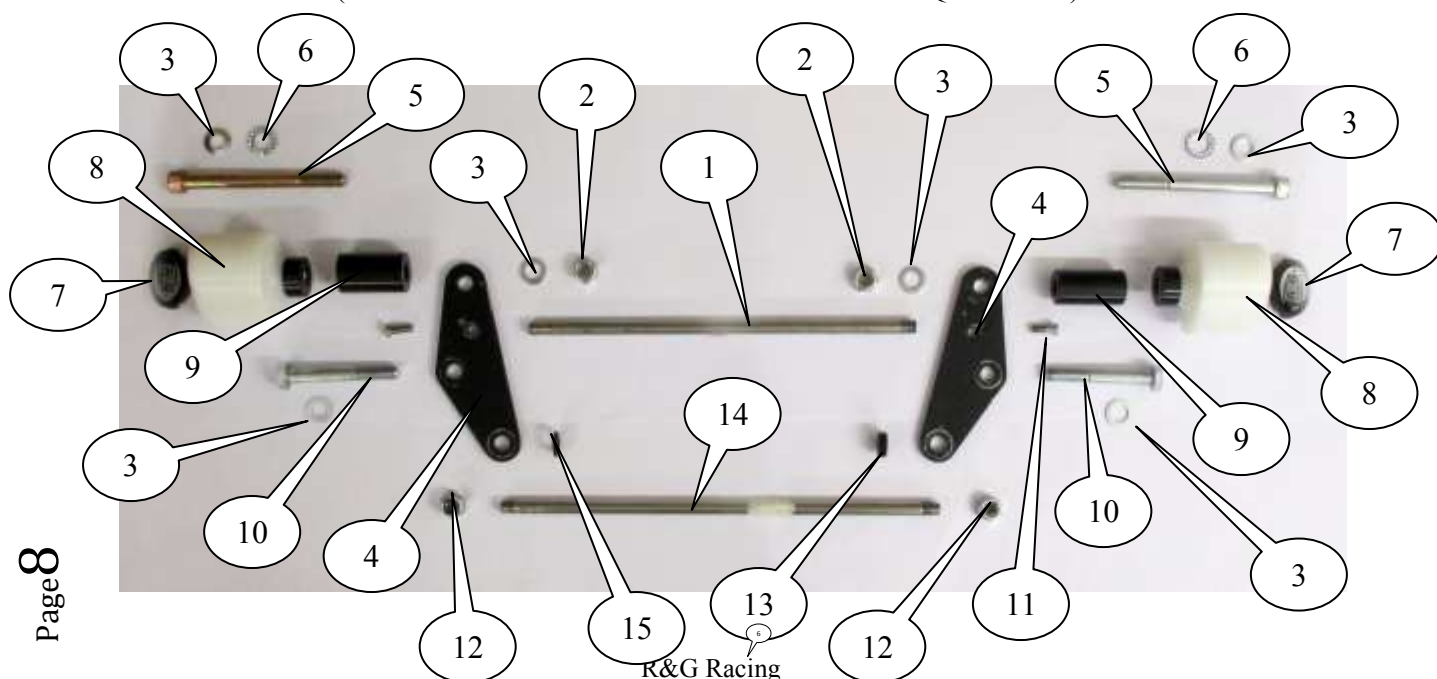


Photo B

**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES
 AVANT DE PROCEDER AU MONTAGE.**

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE
 MONTER LES PIECES SUR LA MOTO.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES
 (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).





LEGENDE

- ARTICLE 1 = AXE (EB0080 – 270mm DE LONG) (x1).
 ARTICLE 2 = M10 ECROUS (x2).
 ARTICLE 3 = M10 RONDELLES (x6).
 ARTICLE 4 = PLAQUE DE FIXATION EN ACIER (PLAQUE 0140) (x2).
 ARTICLE 5 = M10x1.25x120mm BOULONS (x2).
 ARTICLE 6 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 7 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 8 = PROTECTIONS CRASH (B0431 avec CS341) (x2).
 ARTICLE 9 = ENTRETOISE (S0822) (56mm de long) (x2).
 ARTICLE 10 = M10x1.25x75mm BOULONS (x2).
 ARTICLE 11 = M6x20mm BOULONS (x2).
 ARTICLE 12 = M10 ECROUS DE BLOCAGE BRIDE (x2).
 ARTICLE 13 = ENTRETOISE (S0061) (4mm de long) (x1).
 ARTICLE 14 = AXE MOTEUR (EB0079 – 304mm de LONG) (x1).
 ARTICLE 15 = ENTRETOISE (S0823) (3mm de long) (x1).

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

OUTILS REQUIS

- Jeu de clés à douille 4 & 5mm A/F.
- Jeu de clés à douille 14 & 17mm.
- Clé dynamométrique (à 40N/m).

Arrière de la moto



Avant moto

PHOTO C

COUPLES DE SERRAGE

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



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20

INSTRUCTIONS DE MONTAGE

- Enlever les carénages des deux cotés de la moto, voir photo 1.
- Enlever le carénage avant de la moto pour exposer les supports moteur/cadre avant, voir photo 2.
- Du coté droit de la moto, enlever l'écrou sur le boulon moteur/cadre inférieur, voir photo 3.
- Le boulon moteur peut à présent être enlevé en le glissant à travers le moteur et en l'enlevant du coté gauche de la moto, voir photo 4.
- Prendre une des plaques de fixation en acier (article 4 – PLAQUE 0140) et insérer l'axe moteur (article 1- EB079 – 304mm de long) dans le trou de fixation le plus éloigné du petit trou. Placer un des écrous de blocage bridé M10 (article 12) sur l'extrémité de l'axe moteur puis placer l'entretoise la plus petite (article 15 – S0823 – 3mm de long) sur l'autre extrémité de l'axe, de façon à ce qu'elle se place derrière la plaque, voir photo 5.
- Insérer l'axe dans le support inférieur moteur/cadre, voir photos 6 & 7.
- Une fois que l'axe dépasse du support cadre de l'autre coté de la moto, placer la petite entretoise restante (article 13 – S0061 – 3mm de long), voir photo 8.
- Monter la plaque de fixation restante (article 4 – PLAQUE 0140) sur l'extrémité de l'axe, avant de placer l'écrou de blocage restant M10, voir photo 9. Cette installation doit être le miroir de la plaque qui a été installée de l'autre coté de la moto.
- Enlever le boulon supérieur de cadre du coté droit de la moto, voir photo 10.
- Tourner la plaque de fixation pour pouvoir aligner le trou central avec le support cadre, avant d'insérer un boulon M10 x 75mm (article 10) avec une rondelle M10 (article 3) à travers la plaque de fixation et le trou de cadre, voir photo 11.
- Prendre un boulon M6 x 20mm (article 11) et placez le à travers le petit trou de la plaque de fixation du coté droit de la moto. Au bas de cette plaque, placer l'axe (article 1- EB0080 – 270mm de long) et serrer le boulon dans l'extrémité fileté, voir photo 12.
- Du coté gauche de la moto, enlever le boulon supérieur de cadre, voir photo 13.
- Positionner la plaque de fixation pour aligner le trou avec le support cadre, avant d'insérer le boulon M10 x 75mm et la rondelle M10, voir photo 14.
- Placer le boulon M6 x 20mm restant à travers la plaque de fixation et serrer dans l'extrémité de l'axe, voir photo 14.



- Veiller à ce que les plaques de fixation soient correctement placées et que tous les écrous et boulons soient correctement serrés, avant de les serrer complètement aux couples de serrage recommandés (voir les couples plus haut).
- Remettre le carénage inférieur sur la moto, comme sur la photo 16. *Veiller à ce que l'axe dépasse de la même longueur de chaque écrou M10, de chaque côté de la moto. Cela évitera que le carénage soit poussé vers l'extérieur par l'axe.*
- Remettre les carénages des deux côtés de la moto, voir photo 17.
- Les protections crash peuvent à présent être installées. Glisser une des rondelles 10mm (article 3) sur un des boulons M10 x 1.25 x 120mm (article 5) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 6) sur le boulon pour qu'elle se place contre la rondelle qui vient d'être positionnée.
- Glisser ensuite le boulon avec les rondelles à travers la protection crash (article 8) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage.
- Placer une entretoise (article 9 – S0822 – 56mm de long) sur l'extrémité du filetage et positionnez la dans le trou de la plaque de fixation de chaque côté de la moto. Placer une rondelle M10 (article 3) et un écrou M10 (article 12) sur l'extrémité du boulon (accès par l'avant de la moto, sous le radiateur) et serrer, voir photos 18, 19 & 20.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Répéter la procédure du dessus pour l'autre côté de la moto.
- Placer les stickers R&G dans le creux du capuchon de la protection.
- Placer les capuchons de la protection crash dans la protection crash.

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