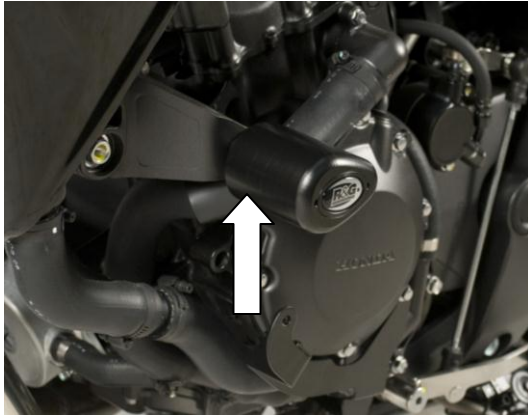
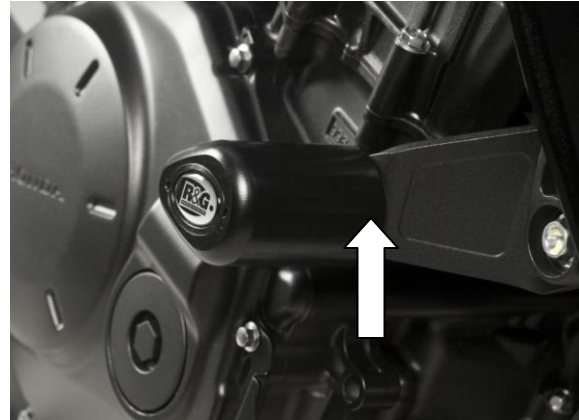




FITTING INSTRUCTIONS FOR CP0275 AERO CRASH PROTECTORS
HONDA CBF1000 2011



PICTURE ONE

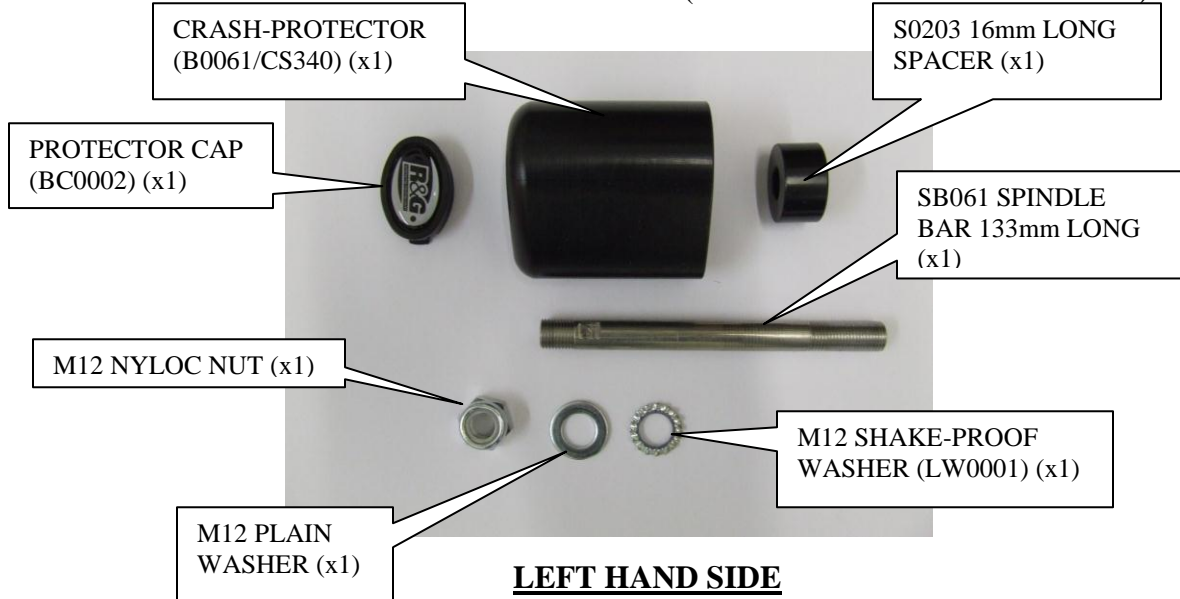


PICTURE TWO

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

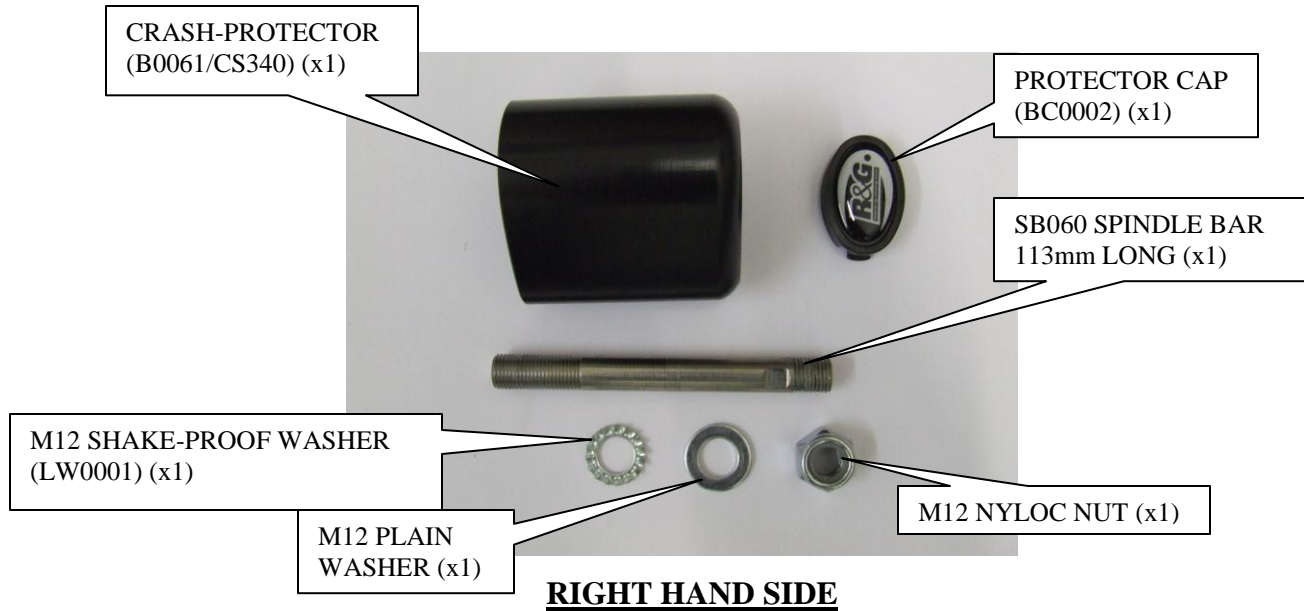
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)





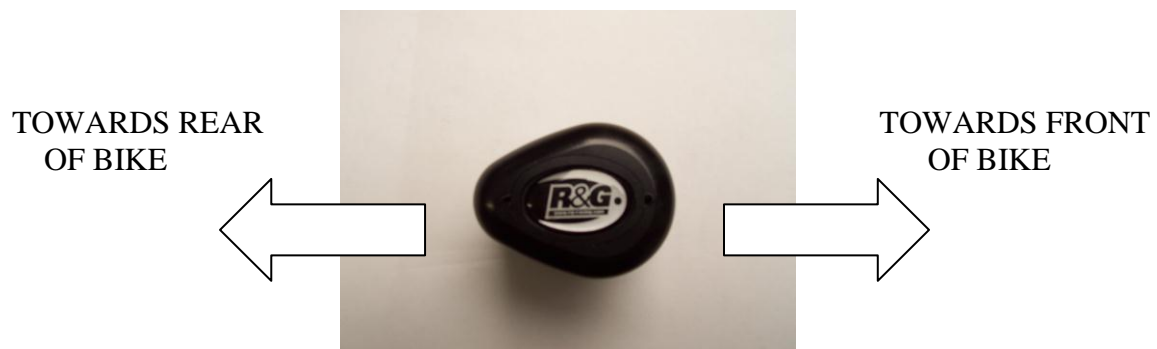
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.



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

- 10mm A/F open ended spanner.
- Socket set to include 17mm and 19mm sockets and wrench.
- Torque wrench (up to 40Nm).





Left-hand side (as you sit on bike)

- Remove engine bolt in position arrowed in picture ONE (ensure frame to engine spacer remains in place).
- Using the spanner flats on the longest spindle bar (SB061) engage the spindle bar by approximately 65mm.
- Place the 16mm spacer (S0203) over spindle bar.
- Place either crash protector over spindle bar so the flat face is against spacer just fitted.
- Place shake proof washer over spindle bar and into crash protector counter-bore.
- Place plain washer over spindle bar and into crash protector counter-bore up against shake proof washer.
- Engage and tighten the M12 Nyloc nut ensure the spindle bar threads engage in plastic locking portion of the nut, **PLEASE NOTE CRASH PROTECTOR MUST BE POSITIONED AS SHOWN IN PICTURE THREE WITH BIGGER END TOWARD FRONT OF BIKE.** Do not over tighten as damage can occur to the bike. **Do not exceed 40nm of torque.**
- Insert protector cap into crash protector so logo is as shown in picture THREE.

Right-hand side (as you sit on bike)

- Remove engine bolt in position arrowed in picture TWO (ensure frame too engine spacer remains in place).
- Using the spanner flats on the shorter remaining spindle bar (SB060) engage the spindle bar by approximately 65mm.
- Place the remaining crash protector over spindle bar so the flat face is against the frame bracket.
- Place shake proof washer over spindle bar and into crash protector counter-bore.
- Place plain washer over spindle bar and into crash protector counter-bore up against shake proof washer.
- Engage and tighten the M12 Nyloc nut ensure the spindle bar threads engage in plastic locking portion of the nut, **PLEASE NOTE CRASH PROTECTOR MUST BE POSITIONED AS SHOWN IN PICTURE THREE WITH BIGGER END TOWARD FRONT OF BIKE.** Do not over tighten as damage can occur to the bike. **Do not exceed 40nm of torque.**
- Insert protector cap into crash protector so logo is as shown in picture THREE.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0275 AERO HONDA CBF1000 2011

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

OUTILS NECESSAIRES

- Jeu de clefs 17 & 19 mm.
- Clef plate de 10 mm
- Clef dynamométrique (jusqu'à 40Nm)



Côté Gauche (assis sur la moto)

- Enlevez la vis de fixation moteur montrée en photo 1 (picture one), assurez vous que l'entretoise de moteur située entre le moteur et le cadre restent en position.
- A l'aide de la clef plate de 10 mm, vissez l'axe R&G le plus long dans la fixation moteur. (engager 65 mm environ)
- Glissez l'entretoise de 16 mm sur la barre.
- Glissez ensuite un tampon de protection sur la barre contre l'entretoise, la partie la plate du tampon sera contre l'entretoise.
- Glissez une rondelle crantée sur l'axe, puis glissez une rondelle plate.
- Positionnez le tampon R&G comme indiqué sur la photo 3.
- Prenez l'écrou M12 autobloquant et engagez le sur l'axe. Vissez l'écrou et assurez vous que l'axe dépasse de la partie de blocage en plastique de l'écrou.
- Serrer l'écrou jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).



Côté Droit (assis sur la moto)

- Enlevez la vis de fixation moteur montrée en photo 2 (picture two), assurez vous que l'entretoise de moteur située entre le moteur et le cadre restent en position.
- A l'aide de la clef plate de 10 mm, vissez l'axe R&G restant dans la fixation moteur. (engager 65 mm environ)
- Glissez ensuite le tampon de protection restant sur la barre R&G.
- Glissez une rondelle crantée sur l'axe, puis glissez une rondelle plate.
- Positionnez le tampon R&G comme indiqué sur la photo 3.
- Prenez l'écrou M12 autobloquant restant et engagez le sur l'axe. Vissez l'écrou et assurez vous que l'axe dépasse de la partie de blocage en plastique de l'écrou.
- Serrer l'écrou jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).