



**FITTING INSTRUCTIONS FOR CP0323BL AERO CRASH PROTECTORS**  
**HUSQVARNA 630 SMR 2010-11**

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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

**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**

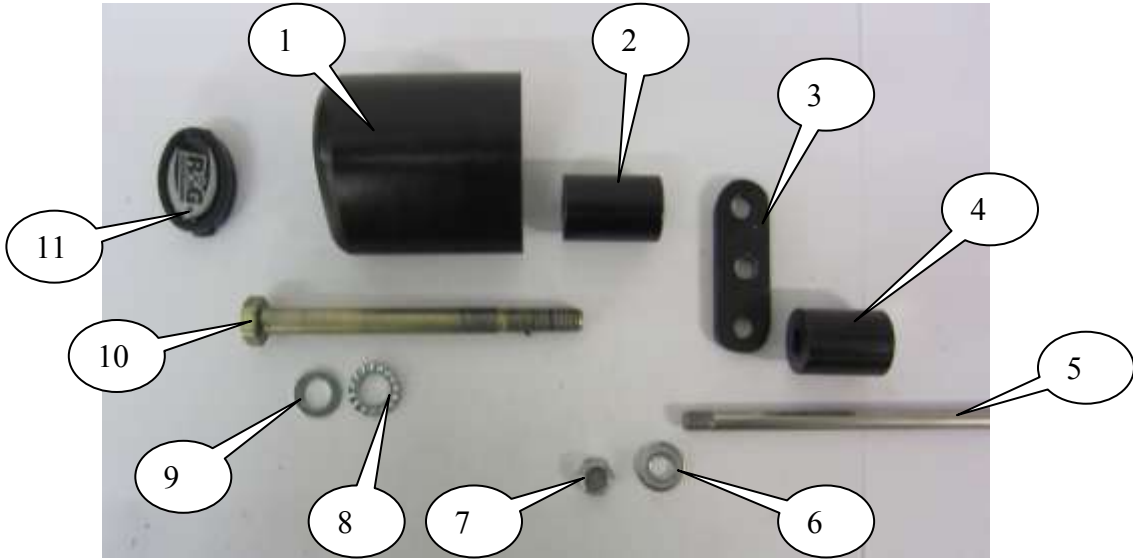
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

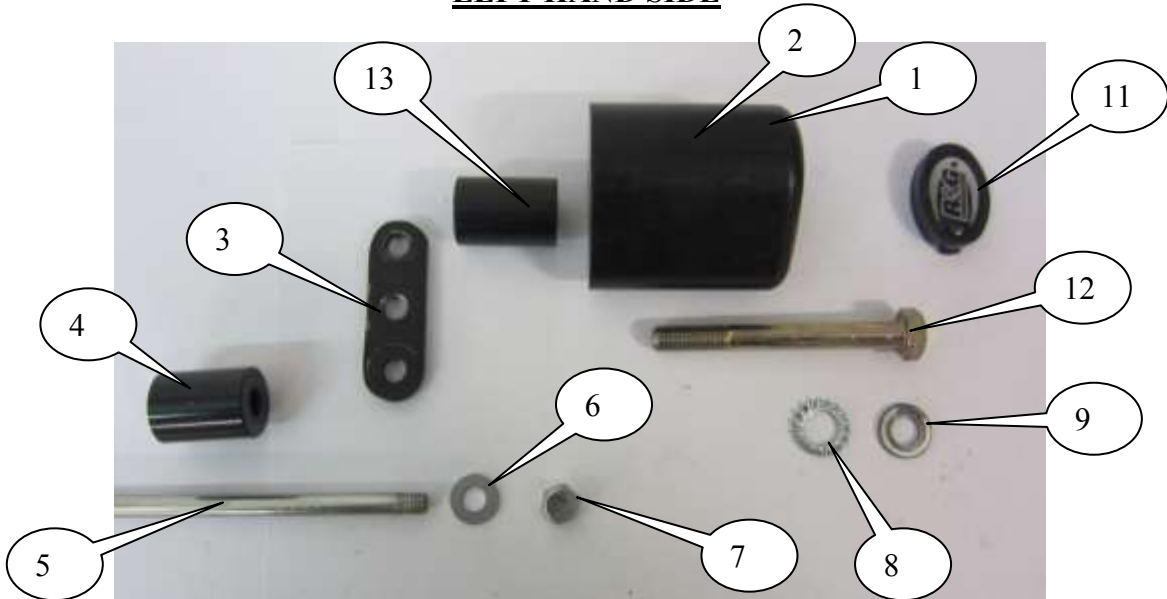
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**LEFT HAND SIDE**



**RIGHT HAND SIDE**

**TOOLS REQUIRED**

- Socket set to include 10, 12, 13(x2) and 17mm A/F socket and wrench.
- Torque wrench (up to 40Nm).

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### **LEGEND**

- ITEM 1 = B0061 with CS0341 (10mm) (BOTH CRASH PROTECTORS) (x2).  
ITEM 2 = S0571 62mm LONG SPACER LEFT HAND SIDE (CRASH PROTECTOR SPACER) (x1).  
ITEM 3 = M0330 MOUNTING BLOCK BOTH SIDES (x2).  
ITEM 4 = S0572 32mm LONG SPACER BOTH SIDES (SPANNING SPINDLE SPACER) (x2).  
ITEM 5 = SB098 192mm LONG SPINDLE BAR (SPANNING SPINDLE) (x1).  
ITEM 6 = M8 PLAIN WASHERS (SPANNING SPINDLE) (x2).  
ITEM 7 = M8 NYLOC NUTS (x2).  
ITEM 8 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).  
ITEM 9 = M10 PLAIN WASHERS (CRASH PROTECTOR WASHERS) (x2).  
ITEM 10 = M10x1.25x110mm LONG HEX HEAD BOLT ( L-H-S CRASH PROTECTOR) (x2).  
ITEM 11 = BC0002 CRASH PROTECTOR CAPS (x2).  
ITEM 12 = M10x1.25x900mm LONG HEX HEAD BOLT ( R-H-S CRASH PROTECTOR) (x2).  
ITEM 13 = S0466 36mm LONG SPACER RIGHT HAND SIDE (CRASH PROTECTOR SPACER) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

### **R&G Racing**



PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8

### **FITTING INSTRUCTIONS**

- Undo and remove the two nuts arrowed in picture 1.
- Undo and remove the nut arrowed in picture 3.
- Remove the bolt arrowed in picture 2 and replace with the spanning spindle (item 5).
- Place the 32mm long spacers (item 4) over both sides of the spanning spindle as shown in pictures 5 and 6.
- Remove the two bolts labelled A and B in pictures 3 and 4.
- Place the two mounting blocks (items 3) over both sides of the spanning spindle as shown in pictures 5 and 6.
- Align both the mounting blocks with the frame holes and secure using the original nuts and bolts as shown in pictures 5 and 6.
- Place the two M8 washers (item 6) onto both sides of the spanning spindle.
- Place the two M8 nyloc nuts onto both sides of the spanning spindle and tighten (not above 20Nm) please ensure both nyloc nuts are fully engaged.

#### **LEFT HAND SIDE**

- Place one of the M10 washers onto the longest hex head bolt (item 10-110mm long).

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- Place one of the shake proof washers (item 8) onto the bolt against the plain washer.
- Place the bolt assembly through one of the crash protectors (item 1).
- Place the longer spacer (item 2-62mm long) over the exposed end of the bolt.
- Offer this assembly into position on the left hand side.
- Finally tighten the 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 40Nm of torque.
- Fit the crash protector caps as shown in picture A.

#### **RIGHT HAND SIDE**

- Place the M10 washer onto the shortest hex head bolt (item 12-90mm long).
- Place the shake proof washer (item 8) onto the bolt against the plain washer.
- Place the bolt assembly through the remaining crash protector (item 1).
- Place the remaining spacer (item 13-36mm long) over the exposed end of the bolt.
- Offer this assembly into position on the right hand side.
- Finally tighten the 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 40Nm of torque.
- Fit the crash protector caps as shown in picture B.

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**Instructions de montage pour CP0323BL Protections Crash latérales**  
**HUSQVARNA 630 SMR 2010-11**

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PHOTO 'A'



PHOTO 'B'



Arrière moto

Avant moto

PHOTO 'C'

**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.

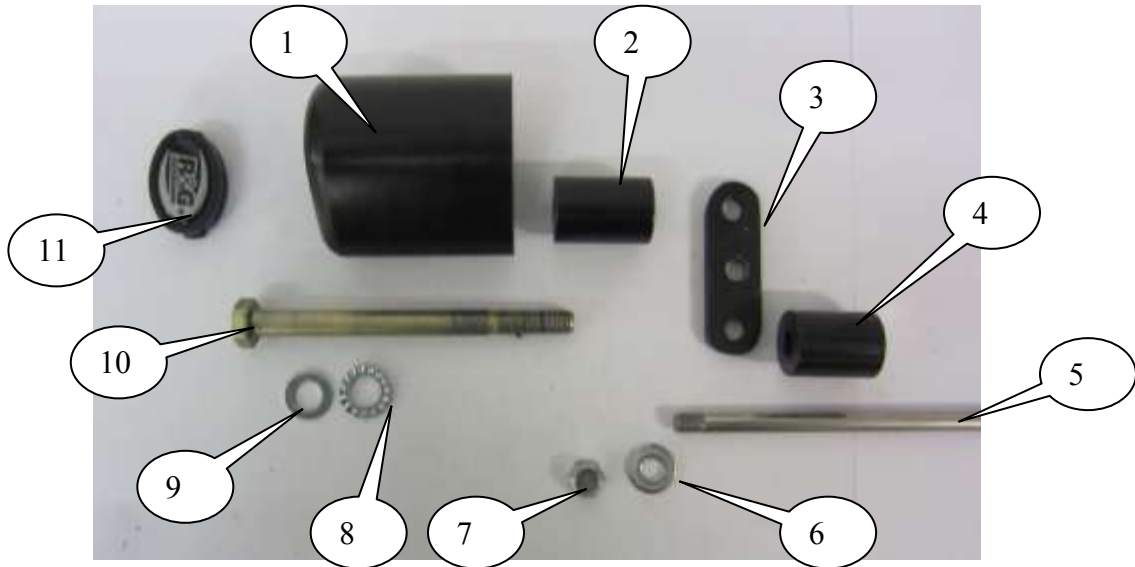
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

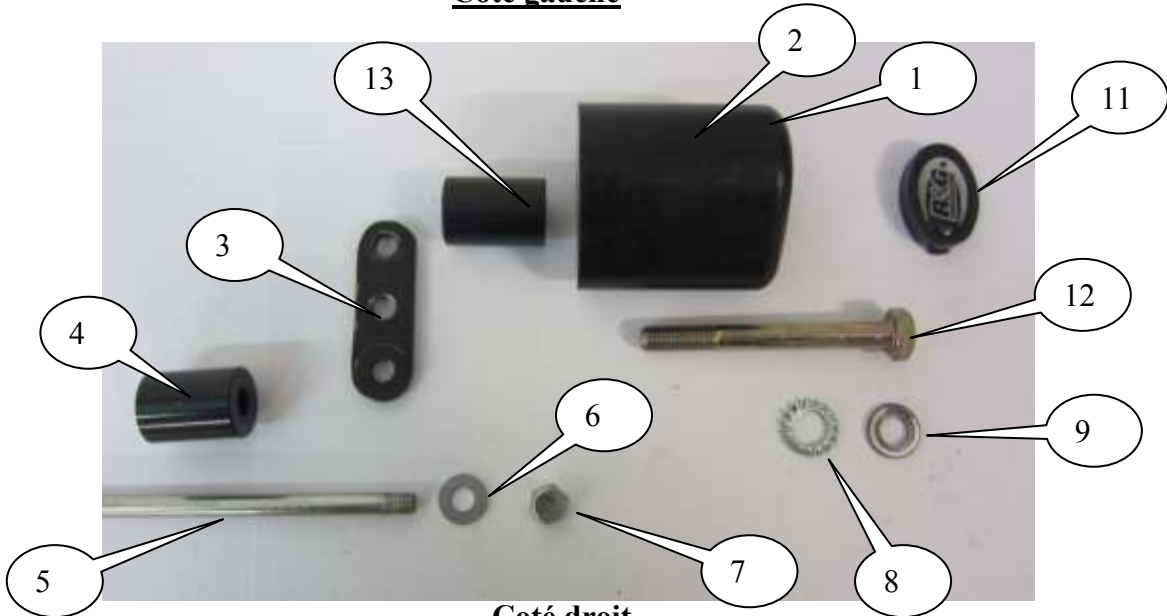
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**Coté gauche**



**Coté droit**

**Outils requis**

- Clés 10, 12, 13(x2) et 17mm.
- Clé Dynamométrique à 40Nm.

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### **LEGENDE**

- ARTICLE 1 = B0061 avec CS0341 (10mm) (Les 2 protections Crash) (x2).  
ARTICLE 2 = S0571 62mm Longues entretoises coté gauche (Entretoise protection crash) (x1).  
ARTICLE 3 = M0330 Blocs de montage des 2 cotés. (x2).  
ARTICLE 4 = S0572 32mm Longue entretoise des 2 cotés (Entretoise broche) (x2).  
ARTICLE 5 = SB098 192mm Axe broche (Broche) (x1).  
ARTICLE 6 = M8 Rondelles plates (Broche) (x2).  
ARTICLE 7 = M8 Ecrous en Nyloc (x2).  
ARTICLE 8 = LW0001 (M12 Rondelles Shake proof) (x2).  
ARTICLE 9 = M10 Rondelles plates (Rondelles Protection crash) (x2).  
ARTICLE 10 = M10x1.25x110mm Long boulon à tête hexagonale (Protection crash coté gauche) (x2).  
ARTICLE 11 = BC0002 Capuchons protection crash (x2).  
ARTICLE 12 = M10x1.25x900mm Boulon à tête hexagonale (Protection crash coté droit) (x2).  
ARTICLE 13 = S0466 36mm Entretoise coté droit (Entretoise protection crash) (x1).

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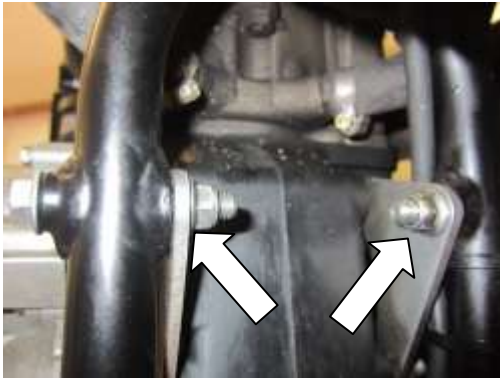


PHOTO 1



PHOTO 2

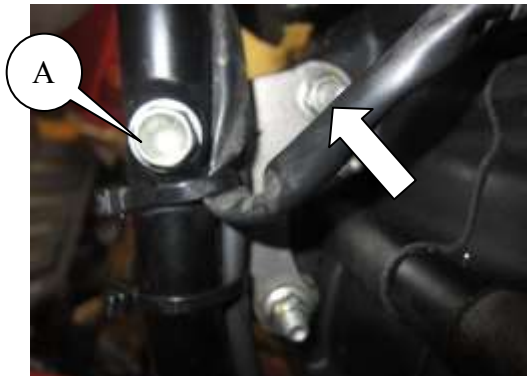


PHOTO 3



PHOTO 4

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PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8

### **Instructions de montage**

- Enlever les 2 écrous (Photo 1).
- Enlever l'écrou (Photo 3).
- Enlever le boulon (Photo 2) puis remplacez-le par la broche (Article 5).
- Placer les entretoises de 32mm (Article 4) autour des 2 cotés de la broche (Photos 5 and 6).
- Enlever les 2 boulons (A et B) (Photos 3 et 4).
- Placer les 2 blocs de montage (Article 3) autour des 2 cotés de la broche (Photos 5 et 6).
- Aligner les 2 blocs de montage avec les trous dans le cadre puis bloquer les écrous d'origine et les boulons (Photos 5 et 6).
- Placer les 2 rondelles M8 (Article 6) sur les 2 cotés de la broche.
- Placer les 2 écrous en Nyloc M8 de la broche puis fixer (sans excéder 20Nm). Assurez vous que les 2 écrous en Nyloc soient complètement serrés.

### **Coté gauche**

- Placer une des rondelles M10 sur le plus long boulon à tête hexagonal (Article 10-110mm de long).

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- Placer une des rondelles "Shake proof" (Article 8) sur le boulon, contre la rondelle plate.
- Placer l'ensemble boulon/rondelles à travers l'une des protections crash (Article 1).
- Placer la plus longue entretoise (Article 2-62mm de long) autour de l'extrémité du boulon.
- Mettre cet ensemble en position du coté gauche.
- Bloquer les boulons jusqu'à ce que vous sentiez une compression grandissante depuis l'intérieur de la protection avec une clé 17mm.
- **NOTEZ QUE LA BOBINE DOIT ETRE POSITIONNEE COMME DANS "C" AVEC LA GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tourner un tout petit peu plus, pour augmenter légèrement la compression puis appliquer un quart de tour.
- Ne pas serrer trop non plus afin d'éviter que le serrage endommage la moto → PAS PLUS DE 40NM via la clé dynamométrique.
- Insérez les capuchons R&G (Photo A)

#### **Coté droit**

- Placer la rondelle M10 sur le boulon à tête hexagonale le plus court (Article 12-90mm de long).
- Placer la rondelle Shake proof (Article 8) sur le boulon contre la rondelle plate.
- Placer l'ensemble boulon/rondelles à travers la protection crash restante (Article 1).
- Placer l'entretoise restante (Article 13-36mm de long) autour de l'extrémité du boulon.
- Mettre cet ensemble du coté droit.
- **NOTEZ QUE LA BOBINE DOIT ETRE POSITIONNEE COMME DANS "C" AVEC LA GROSSE EXTREMITE VERS L'AVANT DE LA MOTO.**
- Tourner un tout petit peu plus, pour augmenter légèrement la compression puis appliquer un quart de tour.
- Ne pas serrer trop non plus afin d'éviter que le serrage endommage la moto → PAS PLUS DE 40NM via la clé dynamométrique.
- Insérez les capuchons R&G (Photo B)

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