



FITTING INSTRUCTIONS FOR CP0600 AERO 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.**



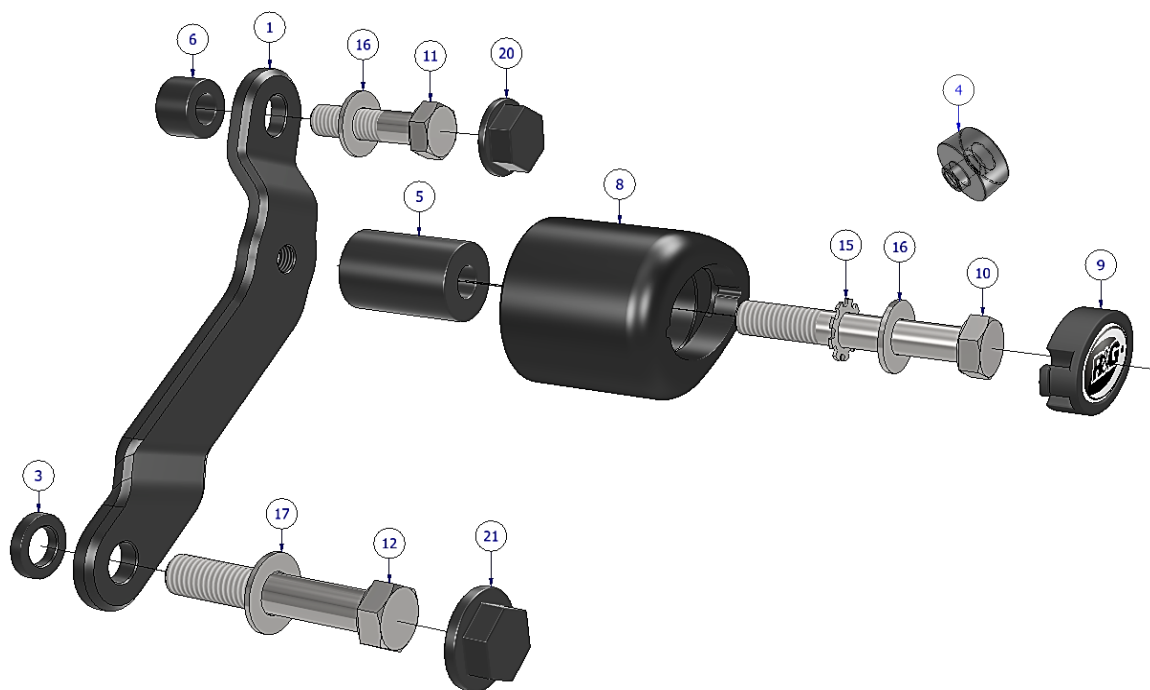
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• SOCKET SET W/ 14mm SOCKET, DEEP 17mm SOCKET & 17mm SOCKET. • TORQUE WRENCH CAPABLE OF 40Nm. • METRIC ALLEN BIT SET. • SUITABLE JACK WITH SOFT SUPPORT AREA (TO SUPPORT ENGINE WHILE MOUNTING BOLTS REMOVED).	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

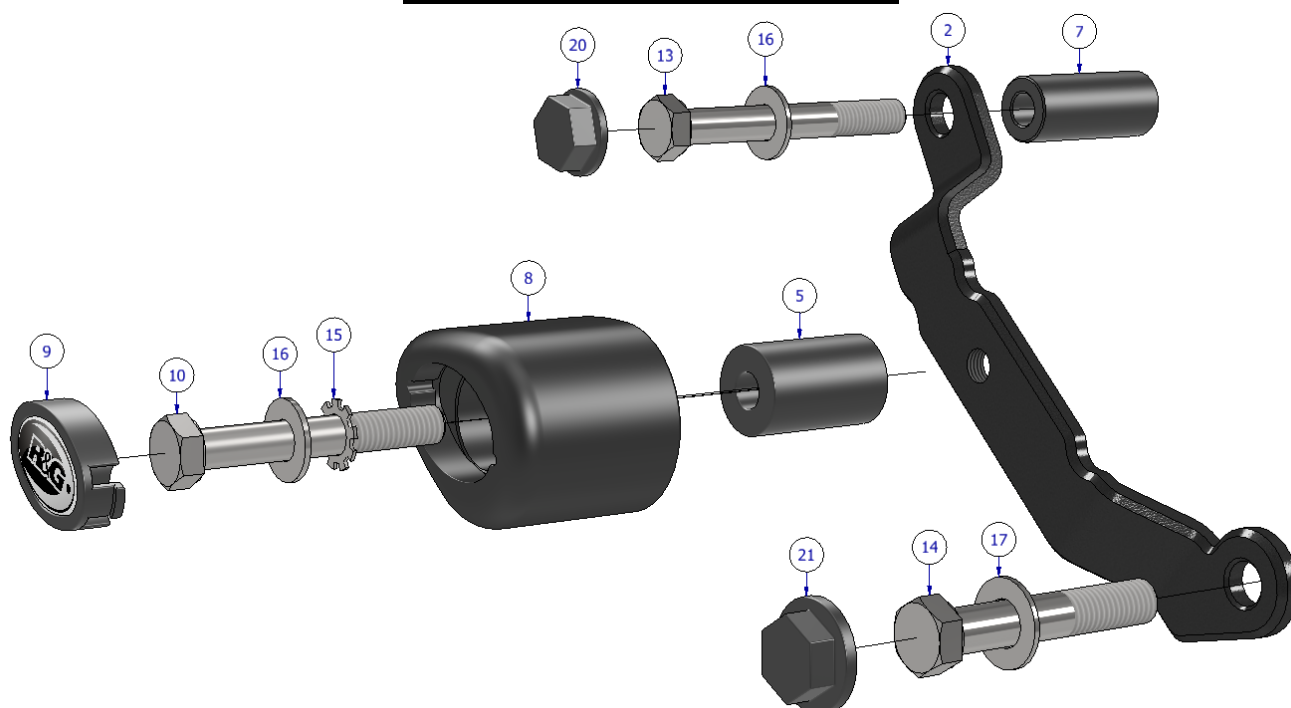
ITEM NO.	Part Number	Description	QTY
ITEM 1	MP0306	MOUNTING PLATE (LHS)	1
ITEM 2	MP0307	MOUNTING PLATE (RHS)	1
ITEM 3	S0811	FRONT SHIM - 4mm THICK	2
ITEM 4	S1707	FAIRING SPACER	1
ITEM 5	S1182	M10x39mm - BOBBIN SPACER	2
ITEM 6	S0334	M10x13mm - LHS REAR MOUNT SPACER	1
ITEM 7	S0023	M10x47mm - RHS REAR MOUNT SPACER	1
ITEM 8	B0063	AERO CRASH BOBBIN	2
ITEM 9	BC0002	AERO BOBBIN CAPS	2
ITEM 10	M10x1.25x70mm	HEX HEAD BOLT - BOBBIN MOUNTS - LHS & RHS	2
ITEM 11	M10x1.25x40mm	HEX HEAD BOLT - LHS REAR MOUNTING PLATE	1
ITEM 12	M12x1.25x70mm	HEX HEAD BOLT - LHS FRONT MOUNTING PLATE	1
ITEM 13	M10x1.25x80mm	HEX HEAD BOLT - RHS REAR MOUNTING PLATE	1
ITEM 14	M12x1.25x50mm	HEX HEAD BOLT - RHS FRONT MOUNTING PLATE	1
ITEM 15	LW0001	M12 SHAKE PROOF WASHER	2
ITEM 16	10x20mm	FLAT WASHER - BOBBINS & REAR MOUNTS	4
ITEM 17	12x20mm	FLAT WASHER - FRONT MOUNTS	2
ITEM 18	12x20x2mm	FLAT WASHER - FRONT LHS - 2mm THICK - SHIM	2
ITEM 19	SRS0003	30mm LENGTH OF RUBBER U-CHANNEL	3
ITEM 20	NC0001	M10 HEX HEAD BOLT CAP	2
ITEM 21	NC0002	M12 HEX HEAD BOLT CAP	2



ASSEMBLY DIAGRAM – LHS



ASSEMBLY DIAGRAM – RHS

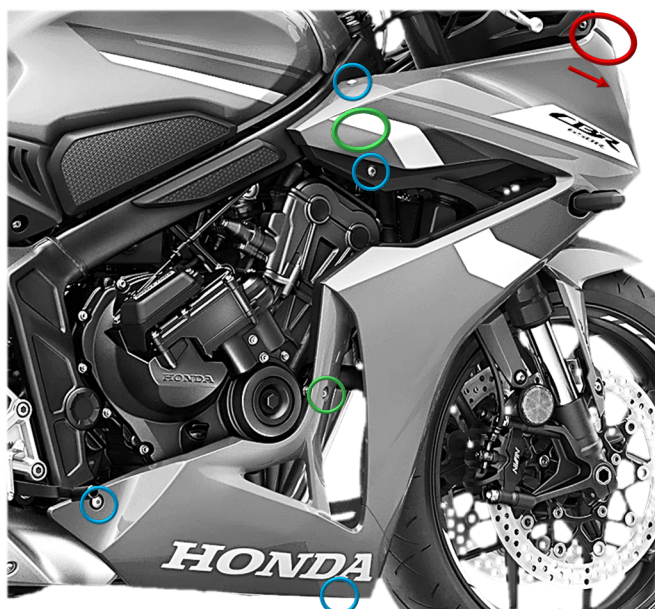




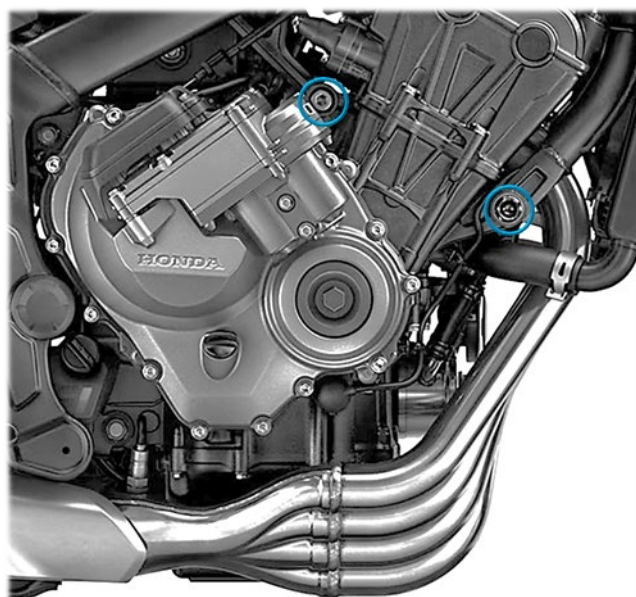
AERO-STYLE CRASH PROTECTOR ORIENTATION



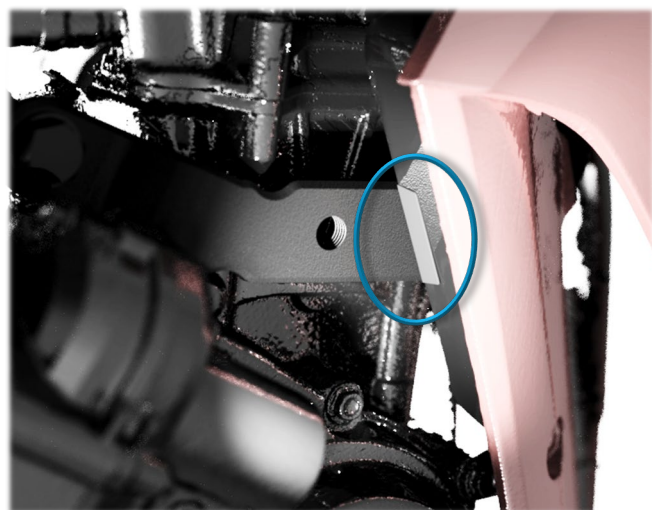
FITTING PICTURES



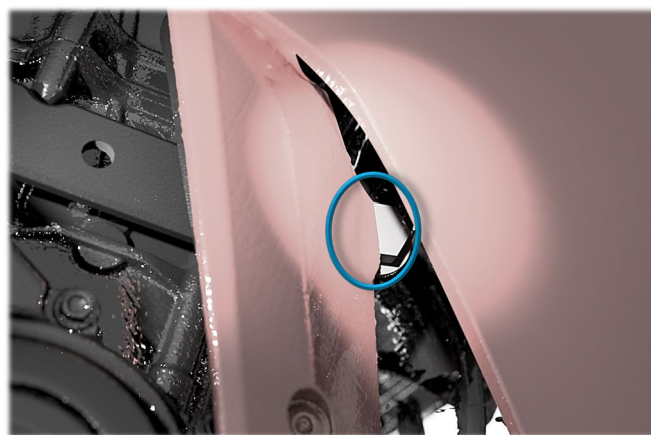
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



FITTING INSTRUCTIONS

PLEASE NOTE THAT BEFORE BEGINNING, YOU WILL NEED A SUITABLE JACK TO SUPPORT THE ENGINE WHEN REMOVING OEM ENGINE BOLTS. IF YOU ARE NOT COMFORTABLE CARRYING OUT THIS PROCEDURE, HAVE FITTED BY A QUALIFIED TECHNICIAN. READ ALL STEPS BEFORE PROCEEDING.

Installation of RHS Mounting Plate:

- To begin with the installation, support the engine with a suitable jack.
- Remove the RHS fairing panel, by removing the fasteners highlighted blue in **Picture 1** including the plastic pop clip on the underside belly pan.
- Remove the screws around the inside of the fairing panel, near the radiator.
- Now all fasteners have been removed you will need to pull the lower/mid-section of the fairing out away from the bike slightly to release it from its rubber bushing.
- Circled in red at the top edge of the fairing there are two L shaped hooks that hook into the front cowling.

Please note: Before attempting to remove the fairing, you will need to apply heat and lubricant to this area to allow the hooks to release easier as they are very tight and fragile.

- Now the panel has been prepared you can attempt to remove it by lifting the bottom edge of the fairing towards you slightly, then applying light forward pressure as shown in **Picture 1**, tap the fairing using your palm in the same forward direction.
- If the fairing does not pop loose, you can try moving the fairing at different angles while still applying pressure and tapping.
- Once free disconnect the indicator connector and store the panel away safely for the rest of the fitting process.

Please note: To keep the engine properly aligned, support the bottom of the engine with a small jack, applying light pressure to the sump with a rubber or wooden pad between to avoid damage.

- Gather the parts required for the right-hand side assembly as shown in the **RHS Assembly Diagram** on **Page 3**.
 - o **Item 2:** MOUNTING PLATE (RHS)
 - o **Item 5:** M10x39mm - BOBBIN SPACER
 - o **Item 7:** M10x47mm - RHS REAR MOUNT SPACER
 - o **Item 8:** AERO CRASH BOBBIN
 - o **Item 9:** AERO BOBBIN CAPS
 - o **Item 10:** M10x1.25x70mm HEX HEAD BOLT - BOBBIN MOUNT
 - o **Item 13:** M10x1.25x80mm BUTTON HEAD BOLT - RHS REAR MOUNTING PLATE
 - o **Item 14:** M12x1.25x45mm BUTTON HEAD BOLT - RHS FRONT MOUNTING PLATE
 - o **Item 15:** M12 SHAKE PROOF WASHER
 - o **Item 16:** 2X 10x20mm FLAT WASHER - BOBBINS & REAR MOUNTS
 - o **Item 17:** 12x20mm FLAT WASHER - FRONT MOUNTS
 - o **Item 19:** 30mm LENGTH OF RUBBER U-CHANNEL
 - o **Item 20:** M10 HEX HEAD BOLT CAP
 - o **Item 21:** M12 HEX HEAD BOLT CAP



- Remove the rear engine mounting bolt (Left in **Picture 2**).
- Cover the engine case/e-clutch with a cloth to avoid any damage if the bracket is dropped.
- Offer up the RHS mounting plate and 47mm spacer to the rear engine mount then loosely thread in the M10x1.25x80mm hex head bolt with 20mm M10 flat washer.
- Thread the bolt in until the bracket no longer drops under its own weight but can still be rotated at will.
- Then remove the front engine mount bolt (right in **Picture 2**).
- Rotate the bracket up to align the hole with the engine mount.
- Thread in the M12x45mm hex head bolt with M12x20mm flat washer, then torque both to manufacturers spec.
- Apply the supplied M10 & M12 hex head bolt caps to the bolt heads.
- Re-connect the indicator and partially re-attach the fairing in the reverse order it was removed in, leaving the 5x fasteners circled in **Picture 1** out.
- Apply the supplied 30mm length of rubber u-channel to the edge of the fairing that sits in front of the mounting bracket as shown in **Pictures 3 & 4**.
- Fully re-attach the fairing panels, except the plastic pop clip on the belly pan.
- Apply an M10 flat washer followed by a lock washer onto one of the M10x70mm bolts, insert it through a bobbin and bobbin spacer as shown in the assembly diagram, then thread it into the mounting bracket.
- Torque to 40Nm, check the angle of the bobbin is correct then apply the bobbin cap.

Installation of LHS:

- Remove the fairings in the same way you removed the right-hand side fairings.
- Gather the remaining parts in the kit for the left-hand side assembly as shown in the **LHS Assembly Diagram** on **Page 3**:
 - o **Item 1**: MOUNTING PLATE (RHS)
 - o **Item 3**: FRONT SHIM - 4mm THICK
 - o **Item 3**: FAIRING SPACER
 - o **Item 5**: M10x39mm - BOBBIN SPACER
 - o **Item 6**: M10x13mm - LHS REAR MOUNT SPACER
 - o **Item 8**: AERO CRASH BOBBIN
 - o **Item 9**: AERO BOBBIN CAP
 - o **Item 10**: M10x1.25x70mm HEX HEAD BOLT - BOBBIN MOUNTS
 - o **Item 11**: M10x1.25x40mm HEX HEAD BOLT - LHS REAR MOUNTING PLATE
 - o **Item 12**: M12x1.25x70mm HEX HEAD BOLT - LHS FRONT MOUNTING PLATE
 - o **Item 15**: M12 SHAKE PROOF WASHER
 - o **Item 16**: 2X 10x20mm FLAT WASHER - BOBBINS & REAR MOUNTS
 - o **Item 17**: 12x20mm FLAT WASHER - FRONT MOUNTS
 - o **Item 19**: 30mm LENGTH OF RUBBER U-CHANNEL
 - o **Item 20**: M10 HEX HEAD BOLT CAP
 - o **Item 21**: M12 HEX HEAD BOLT CAP
- With the jack still supporting the engine, repeat the same process as the right-hand side, stopping at the stage where the front engine mounting bolt is inserted.
- With both mounting bolts in position (the front only by a few threads to hold the bracket in position), tighten the M10 rear mounting bolt down to 20Nm.



- Due to manufacturing differences across each individual bike, 4mm & 2mm thick shims have been supplied. Please use the 4mm shim if the gap between the mounting bracket and engine mount is large enough to do so, if not use the 2mm or none at all if required.
- Torque both bolts to the manufacturer's specifications.
- Apply the bolt caps to each bolt head.
- Partially re-attach the fairing and apply the rubber u-channel as done previously on the right-hand side.
- Cut the remaining strip of rubber u-channel in half and apply in the same places as you did on the right-hand side.
- Re-attach the fairing using all the original fasteners except for the middle bolt marked green in **Picture 1**.
- Gently pull the fairing outwards and push the counterbored side of the spacer onto the fairing bracket, then sandwich the spacer between the bracket and fairing.
- Carefully re-install the original bolt making sure not to cross thread.
- Install the bobbin as you did on the right-hand side.
- Check the torque periodically.

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NOTICE DE MONTAGE CP0600 PROTECTIONS CRASH



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.**



<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
- Jeu de douilles comprenant une douille de 14 mm, une douille profonde de 17 mm et une douille de 17 mm. - Clé dynamométrique de 40 Nm. - Jeu d'embouts Allen métriques. - Cric adapté avec zone de support souple (pour soutenir le moteur lors du retrait des boulons de fixation).	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	Numéro de pièce	Description	QTÉ
ARTICLE 1	MP0306	PLAQUE DE MONTAGE (CÔTÉ GAUCHE)	1
ARTICLE 2	MP0307	PLAQUE DE MONTAGE (CÔTÉ DROIT)	1
ARTICLE 3	S0811	CALE AVANT - 4mm D'ÉPAISSEUR	2
ARTICLE 4	S1707	ENTRETOISE DE CARÉNAGE	1
ARTICLE 5	S1182	M10x39mm - ENTRETOISE DE PROTECTION CRASH	2
ARTICLE 6	S0334	M10x13mm - ENTRETOISE DE MONTAGE ARRIÈRE GAUCHE	1
ARTICLE 7	S0023	M10x47mm - ENTRETOISE DE MONTAGE ARRIÈRE DROIT	1
ARTICLE 8	B0063	PROTECTION CRASH	2
ARTICLE 9	BC0002	CAPUCHONS DE PROTECTION CRASH	2
ARTICLE 10	M10x1.25x70mm	BOULON - SUPPORTS DE PROTECTION - CÔTÉ GAUCHE ET DROIT	2
ARTICLE 11	M10x1.25x40mm	BOULON - PLAQUE DE MONTAGE ARRIÈRE GAUCHE	1
ARTICLE 12	M12x1.25x70mm	BOULON - PLAQUE DE MONTAGE AVANT GAUCHE	1
ARTICLE 13	M10x1.25x80mm	BOULON - PLAQUE DE MONTAGE ARRIÈRE CÔTÉ DROIT	1
ARTICLE 14	M12x1.25x50mm	BOULON - PLAQUE DE MONTAGE AVANT DROITE	1
ARTICLE 15	LW0001	M12 RONDELLE ANTI-BRUIT	2
ARTICLE 16	10x20mm	RONDELLE PLATE - PROTECTION ET SUPPORTS ARRIÈRE	4
ARTICLE 17	12x20mm	RONDELLE PLATE - MONTAGE AVANT	2
ARTICLE 18	12x20x2mm	RONDELLE PLATE - CÔTÉ AVANT GAUCHE - ÉPAISSEUR 2 mm - CALE	2
ARTICLE 19	SRS0003	30mm LONGUEUR DU PROFILÉ EN U EN CAOUTCHOUC	3
ARTICLE 20	NC0001	M10 BOULON	2
ARTICLE 21	NC0002	M12 BOULON	2



SCHÉMA D'ENSEMBLE – CÔTÉ GAUCHE

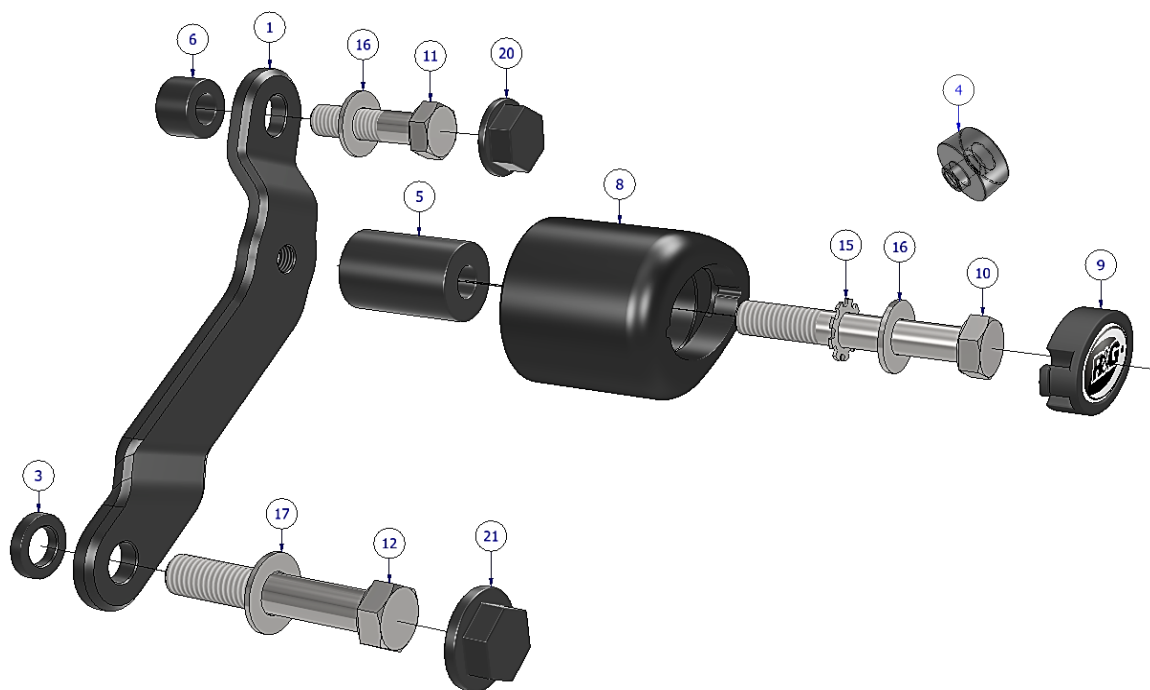
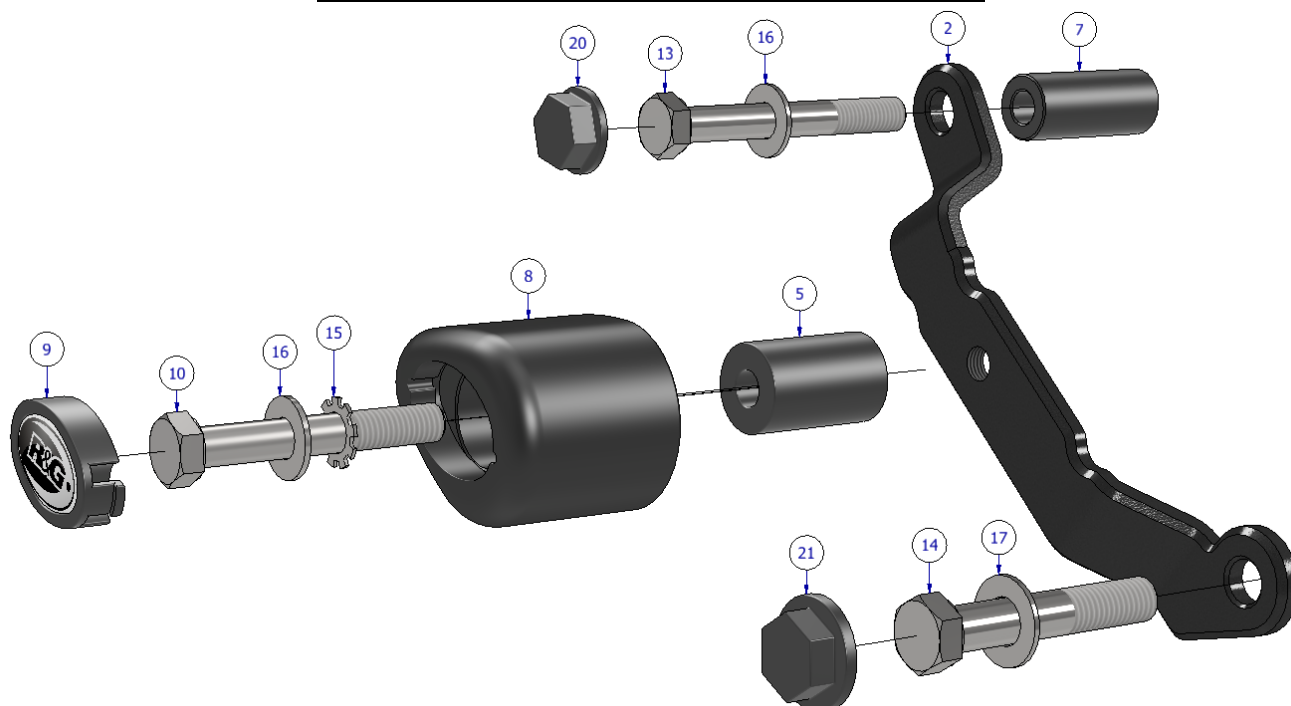


SCHÉMA D'ENSEMBLE – CÔTÉ DROIT





ORIENTATION DE LA PROTECTION CRASH



PHOTOS DE MONTAGE

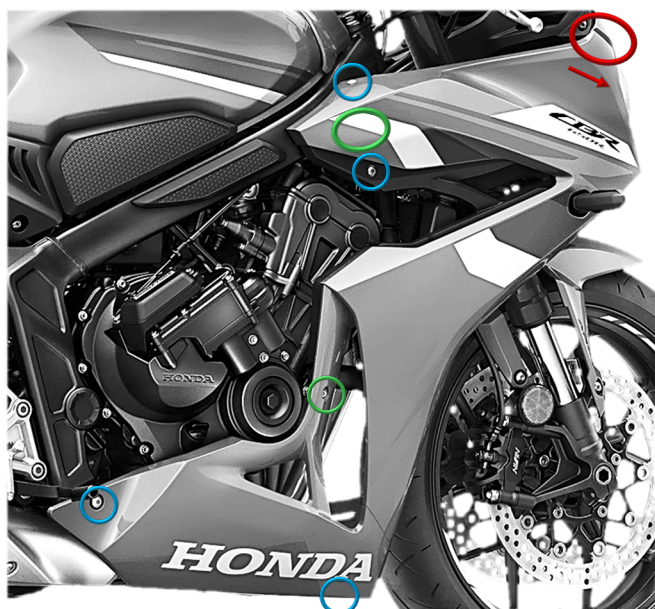


PHOTO 1

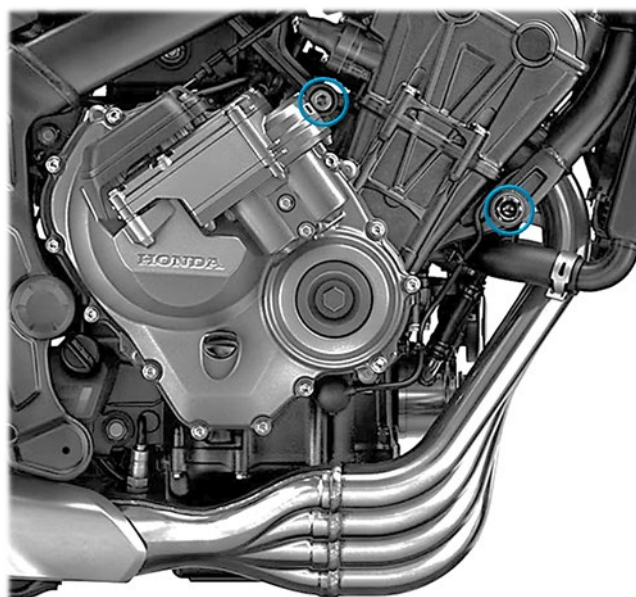


PHOTO 2

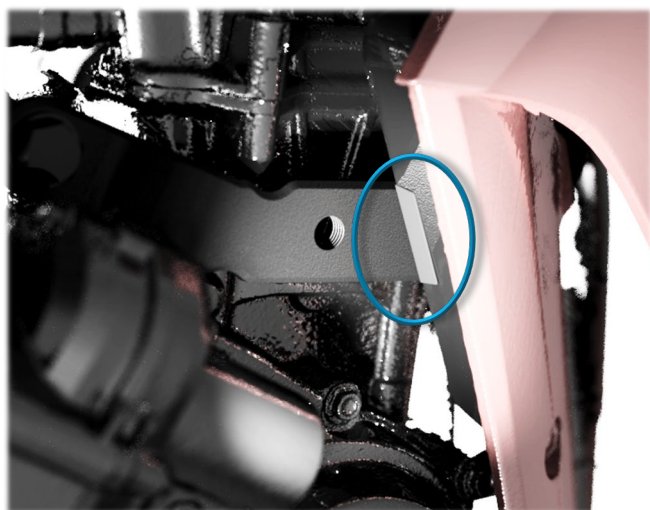


PHOTO 3

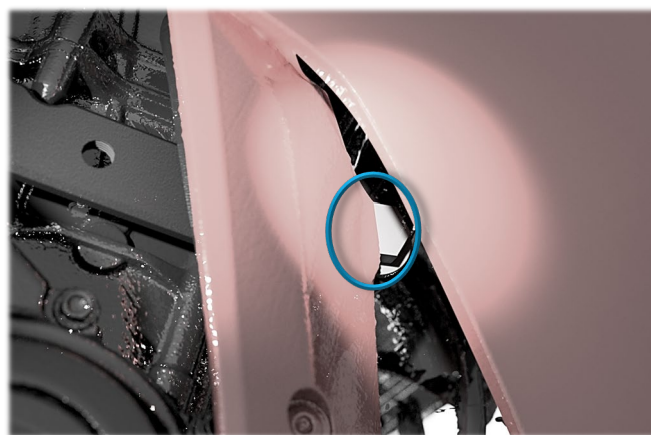


PHOTO 4



NOTICE DE MONTAGE

Veillez noter qu'avant de commencer, vous aurez besoin d'un cric adapté pour soutenir le moteur lors du retrait des boulons d'origine. Si vous n'êtes pas à l'aise avec cette procédure, faites-la effectuer par un technicien qualifié. Lisez attentivement toutes les étapes avant de continuer.

Installation de la plaque de montage côté droit :

- Pour commencer l'installation, soulevez le moteur à l'aide d'un cric adapté.
- Retirez le carénage droit en dévissant les fixations indiquées en bleu sur la photo 1, y compris le clip en plastique situé sous le sabot moteur.
- Retirez les vis situées à l'intérieur du carénage, près du radiateur.
- Une fois toutes les fixations retirées, tirez légèrement la partie inférieure/centrale du carénage vers l'extérieur pour la dégager de son silentbloc.
- Deux crochets en forme de L, entourés en rouge sur le bord supérieur du carénage, s'accrochent au capot avant.

Note : Avant de tenter de retirer le carénage, il vous faudra chauffer et lubrifier cette zone afin de faciliter le dégagement des crochets, car ils sont très serrés et fragiles..

- Le panneau étant maintenant préparé, vous pouvez tenter de le retirer en soulevant légèrement le bord inférieur du carénage vers vous, puis en exerçant une légère pression vers l'avant, comme indiqué sur la photo 1. Tapotez ensuite le carénage avec la paume de votre main dans la même direction.
- Si le carénage ne se détache pas, essayez de le manipuler sous différents angles tout en maintenant la pression et en tapotant.
- Une fois le panneau libéré, débranchez le connecteur du clignotant et rangez-le en lieu sûr pour la suite de l'installation.

Note : Pour maintenir le moteur correctement aligné, soutenez sa base avec un petit cric, en exerçant une légère pression sur le carter d'huile à l'aide d'un coussinet en caoutchouc ou en bois afin d'éviter tout dommage.

- Rassemblez les pièces nécessaires à l'assemblage du côté droit, comme indiqué dans le schéma d'assemblage du côté droit à la page 3.
 - o **Article 2 :** PLAQUE DE MONTAGE (côté droit)
 - o **Article 5 :** ENTRETOISE DE PROTECTION M10x39 mm
 - o **Article 7:** ENTRETOISE DE MONTAGE ARRIÈRE (côté droit) M10x47 mm
 - o **Article 8:** PROTECTION CRASH
 - o **Article 9:** CAPUCHONS DE PROTECTION CRASH
 - o **Article 10:** M10x1.25x70mm BOULON – SUPPORT PROTECTION
 - o **Article 13:** M10x1.25x80mm BOULON – PLAQUE DE MONTAGE ARRIÈRE DROIT
 - o **Article 14:** M12x1.25x45mm BOULON - PLAQUE DE MONTAGE AVANT DROIT
 - o **Article 15:** M12 RONDELLE ANTI-VIBRATION
 - o **Article 16:** 2X 10x20mm RONDELLE PLATE – PROTECTIONS ET SUPPORTS ARRIÈRE
 - o **Article 17:** 12x20mm RONDELLE PLATE – SUPPORTS AVANT
 - o **Article 19:** 30mm LONGUEUR DU PROFILÉ EN U EN CAOUTCHOUC
 - o **Article 20:** M10 BOULON À TÊTE HEXAGONALE
 - o **Article 21:** M12 BOULON À TÊTE HEXAGONALE



- Retirez le boulon de fixation arrière du moteur (à gauche sur la photo 2).
- Protégez le carter moteur/l'embrayage électronique avec un chiffon pour éviter tout dommage en cas de chute du support.
- Positionnez la plaque de montage droite et l'entretoise de 47 mm sur le support moteur arrière, puis vissez légèrement le boulon à tête hexagonale M10 x 1,25 x 80 mm avec la rondelle plate M10 de 20 mm.
- Vissez le boulon jusqu'à ce que le support ne bascule plus sous son propre poids, tout en conservant la possibilité de pivoter librement.
- Retirez ensuite le boulon de fixation avant du moteur (à droite sur la photo 2).
- Faites pivoter le support vers le haut pour aligner le trou avec le support moteur.
- Vissez le boulon à tête hexagonale M12 x 45 mm avec la rondelle plate M12 x 20 mm, puis serrez les deux boulons au couple prescrit par le constructeur.
- Appliquez les capuchons de tête de boulon M10 et M12 fournis. - Rebranchez le clignotant et remontez partiellement le carénage en suivant l'ordre inverse du démontage, en laissant les 5 fixations entourées sur la photo 1 de côté.
- Appliquez le profilé en U en caoutchouc de 30 mm fourni sur le bord du carénage situé devant le support de fixation, comme indiqué sur les photos 3 et 4.
- Remontez complètement les panneaux du carénage, à l'exception du clip en plastique du sabot moteur.
- Placez une rondelle plate M10, puis une rondelle frein, sur l'un des boulons M10 x 70 mm. Insérez-le à travers la protection et l'entretoise de protection, comme indiqué sur le schéma de montage, puis vissez-le dans le support de fixation.
- Serrez au couple de 40 Nm, vérifiez l'angle de la protection, puis remettez le capuchon de la protection.

Installation côté gauche :

- Retirez les carénages de la même manière que vous avez retiré ceux du côté droit.
- Rassemblez les pièces restantes du kit pour l'assemblage du côté gauche, comme indiqué sur le schéma d'assemblage gauche en page 3 :
 - o **Article 1:** PLAQUE DE MONTAGE (côté droit)
 - o **Article 3:** CALE AVANT - 4mm D'ÉPAISSEUR
 - o **Article 3:** ENTRETOISE DE CARÉNAGE
 - o **Article 5:** M10x39mm - ENTRETOISE DE PROTECTION
 - o **Article 6:** M10x13mm - ENTRETOISE DE MONTAGE ARRIÈRE GAUCHE
 - o **Article 8:** PROTECTION CRASH
 - o **Article 9:** CAPUCHON DE PROTECTION CRASH
 - o **Article 10:** M10x1.25x70mm BOULON - SUPPORTS PROTECTION
 - o **Article 11:** M10x1.25x40mm BOULON - PLAQUE DE MONTAGE ARRIÈRE GAUCHE
 - o **Article 12:** M12x1.25x70mm BOULON - PLAQUE DE MONTAGE AVANT GAUCHE
 - o **Article 15:** M12 RONDELLE ANTI-VIBRATION
 - o **Article 16:** 2X 10x20mm RONDELLE PLATE – PROTECTIONS ET SUPPORTS ARRIÈRE
 - o **Article 17:** 12x20mm RONDELLE PLATE – SUPPORTS AVANT
 - o **Article 19:** 30mm LONGUEUR DU PROFILÉ EN U EN CAOUTCHOUC
 - o **Article 20:** M10 BOULON À TÊTE HEXAGONALE
 - o **Article 21:** M12 BOULON À TÊTE HEXAGONALE



- Le cric soutenant toujours le moteur, répétez la même procédure que du côté droit, en vous arrêtant à l'étape où le boulon de fixation avant du moteur est inséré.
- Une fois les deux boulons de fixation en place (celui de l'avant serré de quelques filets seulement pour maintenir le support), serrez le boulon de fixation arrière M10 à 20 Nm.
- En raison des différences de fabrication entre les motos, des cales de 4 mm et 2 mm d'épaisseur sont fournies. Utilisez la cale de 4 mm si l'écart entre le support et la fixation moteur est suffisamment important ; sinon, utilisez celle de 2 mm ou aucune cale si nécessaire.
- Serrez les deux boulons au couple prescrit par le constructeur.
- Appliquez les capuchons sur chaque tête de boulon.
- Remontez partiellement le carénage et appliquez le joint en U en caoutchouc comme précédemment du côté droit.
- Coupez en deux la bande de joint en U en caoutchouc restante et appliquez-la aux mêmes endroits que du côté droit.
- Remontez le carénage à l'aide de toutes les fixations d'origine, à l'exception du boulon central marqué en vert sur la photo 1.
- Tirez délicatement le carénage vers l'extérieur et poussez le côté fraisé de l'entretoise sur le support de carénage, puis insérez l'entretoise entre le support et le carénage.
- Réinstallez soigneusement le boulon d'origine en veillant à ne pas foirer le filetage.
- Installez la protection comme vous l'avez fait du côté droit.
- Vérifiez régulièrement le couple de serrage.

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