



**FITTING INSTRUCTIONS FOR CP0603 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.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF  
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,  
THESE RUBBER WASHERS CAN BE THROWN AWAY.



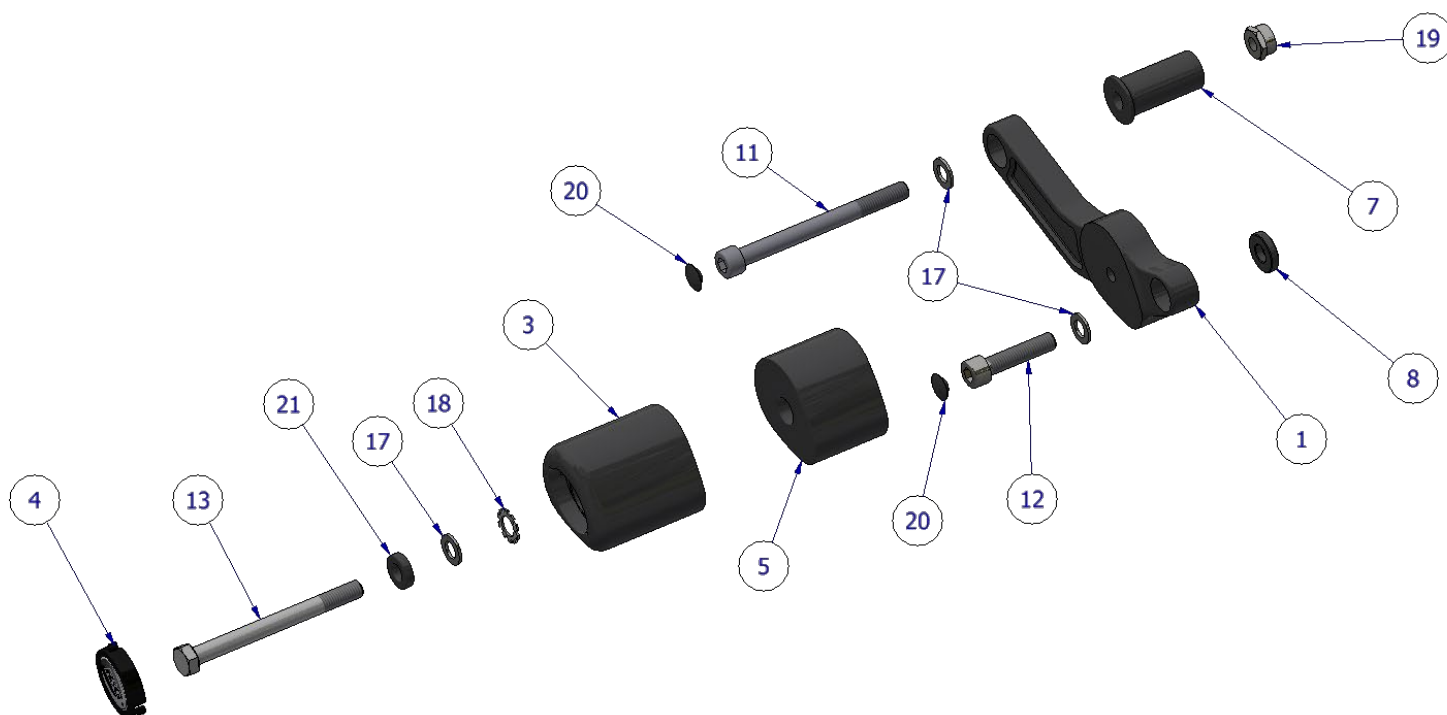
| <b><u>TOOLS REQUIRED</u></b>                                                                                                                                                                                                                                                                    | <b><u>GENERAL TORQUE SETTINGS</u></b>                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• SOCKET SET W/ 14mm SOCKET, DEEP 17mm SOCKET &amp; 17mm SOCKET.</li> <li>• TORQUE WRENCH CAPABLE OF 40Nm.</li> <li>• METRIC ALLEN BIT SET.</li> <li>• SUITABLE JACK WITH SOFT SUPPORT AREA (TO SUPPORT ENGINE WHILE MOUNTING BOLTS REMOVED).</li> </ul> | <p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p> |

### **LEGEND**

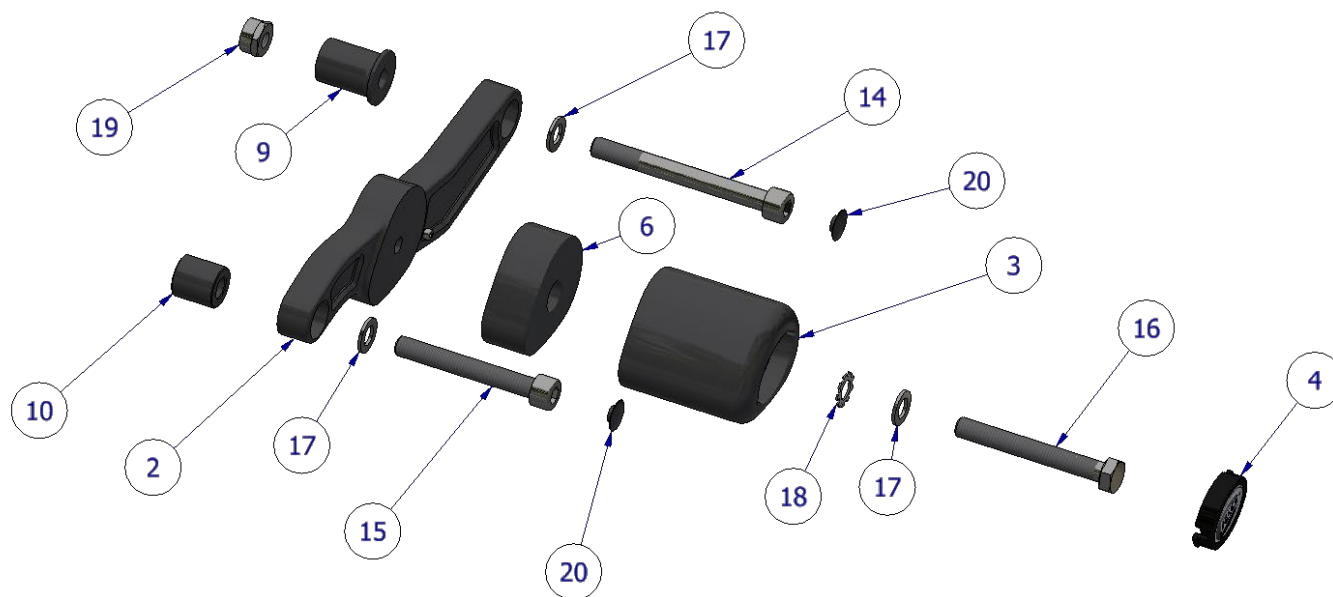
| <b>ITEM NO.</b> | <b>DESCRIPTION</b>                        | <b>QTY</b> |
|-----------------|-------------------------------------------|------------|
| ITEM 1          | M0852 - LHS MOUNTING BRACKET              | 1          |
| ITEM 2          | M0853 - RHS MOUNTING BRACKET              | 1          |
| ITEM 3          | B0061 - BOBBIN                            | 2          |
| ITEM 4          | BC0002 - BOBBIN CAP                       | 2          |
| ITEM 5          | S1687 - LHS BOBBIN SPACER                 | 1          |
| ITEM 6          | S1417 - RHS BOBBIN SPACER                 | 1          |
| ITEM 7          | S1344 - LHS FRONT SPACER                  | 1          |
| ITEM 8          | S0727 - LHS REAR SPACER                   | 1          |
| ITEM 9          | S0424 - RHS FRONT SPACER                  | 1          |
| ITEM 10         | S1090 - RHS REAR SPACER                   | 1          |
| ITEM 11         | 110mm M10 CAP HEAD BOLT (LHS FRONT)       | 1          |
| ITEM 12         | 50mm M10 CAP HEAD BOLT (LHS REAR)         | 1          |
| ITEM 13         | 110mm M10 HEX HEAD BOLT (LHS BOBBIN BOLT) | 1          |
| ITEM 14         | 95mm M10 CAP HEAD BOLT (RHS FRONT)        | 1          |
| ITEM 15         | 75mm M10 CAP HEAD BOLT (RHS REAR)         | 1          |
| ITEM 16         | 80mm M10 HEX HEAD BOLT (RHS BOBBIN BOLT)  | 1          |
| ITEM 17         | M10 19mm WASHER                           | 6          |
| ITEM 18         | M12 SHAKE PROOF WASHER                    | 2          |
| ITEM 19         | M10 NYLOC NUT                             | 2          |
| ITEM 20         | NC0010 - M10 BOLT CAP                     | 4          |
| ITEM 21         | S0293 - SPACER (5mm) LHS BOBBIN           | 1          |



### **ASSEMBLY DIAGRAM – LHS**



### **ASSEMBLY DIAGRAM - RHS**

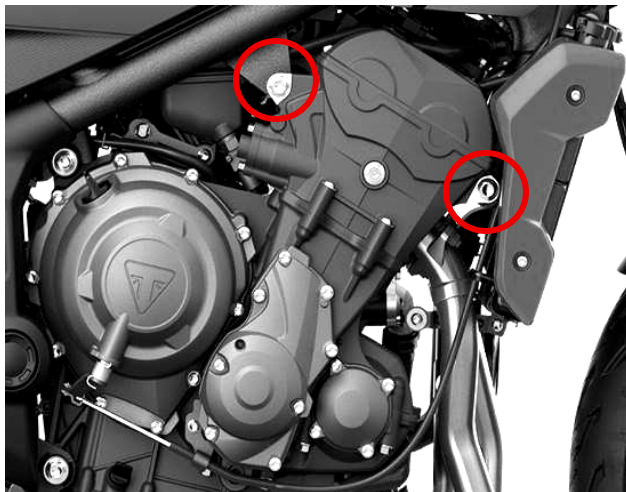




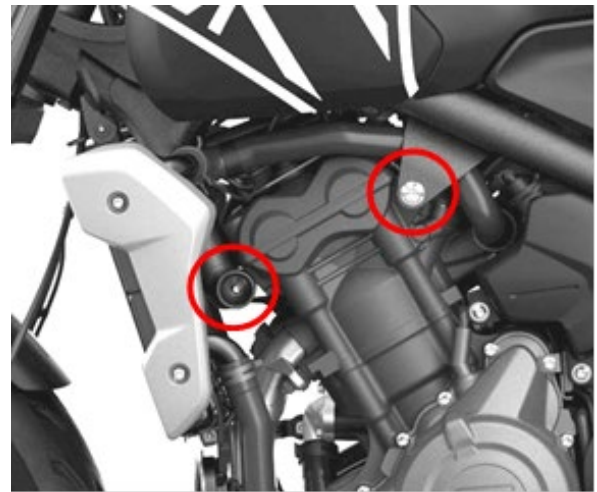
## **AERO-STYLE CRASH PROTECTOR ORIENTATION**



### **FITTING PICTURES**



PICTURE 1



PICTURE 2

### **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.**

- Please remove the side panels and radiator side shrouds in order to access the front engine mounting bolts that must be removed in further steps. Please make sure to take care when removing the wiring & disconnecting the connectors hidden beneath the panels as these will need to be reinstalled later.



### **Installation of LHS Mounting Plate**

- Place the jack underneath the engine in a central position and apply a light pressure to the underside of the engine **NOT** the exhaust or any other tubing (Please use a semi soft material (rubber/wood etc) as a bumper between the jack support area & the engine to cushion/spread the load which prevent any damage to the under-side of the engine).
- Assemble **items 1, 7, 8, 11, 12 & 17** as shown in the LHS assembly diagram.
- Remove the front LHS engine bolt circled in **Picture 2**. **PLEASE NOTE:** You will need to use a spanner/socket to hold the nut located on the back side of the engine bolt in place.
- With the OE engine bolt removed, push the M10 x 110mm cap head bolt (**Item 11**) with the mounting plate assembly through the original engine mounting hole.
- Using the supplied M10 Nyloc nut (**Item 19**) loosely tighten the bolt so that the mounting plate can still be rotated.
- The rear LHS engine bolt can now be removed (circled in **Picture 2**).
- Once removed, rotate the mounting plate into position and slide 1 x M10 washer (**Item 17**) onto the M10 x 50mm bolt (**Item 12**) and slide through the mounting plate followed by the rear RHS spacer (**Item 8**).
- Tighten down the front & rear bolt evenly and torque to their required setting.

### **Installation of RHS Mounting Plate**

- Assemble **items 2, 9, 10, 14, 15 & 17** as shown in the RHS assembly diagram
- Remove the front RHS engine bolt circled in **Picture 1**. **PLEASE NOTE:** You will need to use a spanner/socket to hold the nut located on the back side of the engine bolt in place.
- With the OE engine bolt removed, push the M10 x 95mm bolt (**Item 14**) with the mounting plate assembly through the original engine mounting hole.
- Using the supplied M10 Nyloc nut (**Item 19**) loosely tighten the bolt so that the mounting plate can be rotated.
- The rear RHS engine bolt can now be removed (circled in **Picture 1**).
- Once removed, rotate the mounting plate into position, slide 1 x M10 washer (**Item 17**) onto the remaining M10 x 55mm bolt (**Item 15**) and slide through the mounting plate followed by the rear RHS spacer (**Item 10**).
- Tighten down the front & rear bolt evenly and torque to their required setting.



### **Crash Protector Installation**

- Firstly, slide 1 x flat washer (**Item 17**) followed by 1 x shake proof washer (**Item 18**) over both the M10 x 110mm (**Item 13**) & M10 x 80mm (**Item 16**).
- Push both bolts through a crash bobbin (**Item 3**), then slide the 24mm thick aero spacer (**Item 6**) over the RHS bolt (**Item 16**) assembly & the thicker 47.5mm bobbin spacer (**Item 5**) over the LHS bolt (**Item 13**) assembly.
- Thread each assembly into the mounting plates taking care not to cross thread.
- Once seated against the mounting plates, the bobbins & spacers may need to be held in place while the bolts are torqued to stop them from rotating.
- Please do not exceed 40N/m of torque when tightening the bobbins.
- Once all bolts have been torqued, apply the bobbin caps (**Item 4**) and bolt covers (**Item 20**) as shown in **The Assembly Diagrams**.

### **Bodywork Reinstallation**

- Replace the radiator side mounts and side fairing panels, being careful to replace all wiring & connectors to their original position.

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## **NOTICE DE MONTAGE CP0603 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.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE  
LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES  
PEUVENT ÊTRE JETÉES.



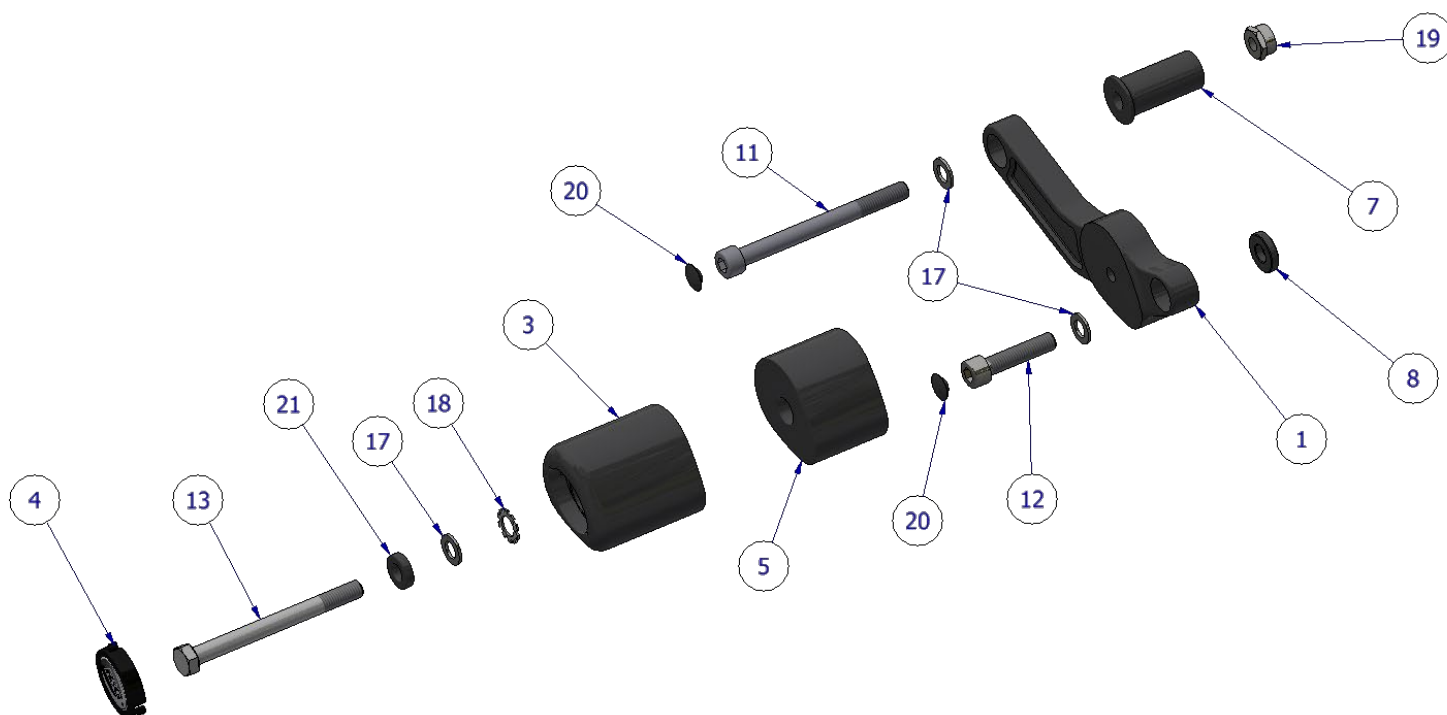
| <b><u>OUTILS REQUIS</u></b>                                                                                                                                                                                                                                                                                                                                         | <b><u>VALEURS DE SERRAGE</u></b>                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Jeu de douilles comprenant une douille de 14 mm, une douille profonde de 17 mm et une douille de 17 mm.</li> <li>• Clé dynamométrique de 40 Nm.</li> <li>• Jeu d'embouts Allen métriques.</li> <li>• Cric adapté avec zone de support souple (pour soutenir le moteur lors du retrait des boulons de fixation).</li> </ul> | <p>M4 BOULON = 8Nm</p> <p>M5 BOULON = 12Nm</p> <p>M6 BOULON = 15Nm</p> <p>M8 BOULON = 20Nm</p> <p>M10 BOULON = 40Nm</p> <p>M12 BOULON = 40Nm</p> |

### **LÉGENDE**

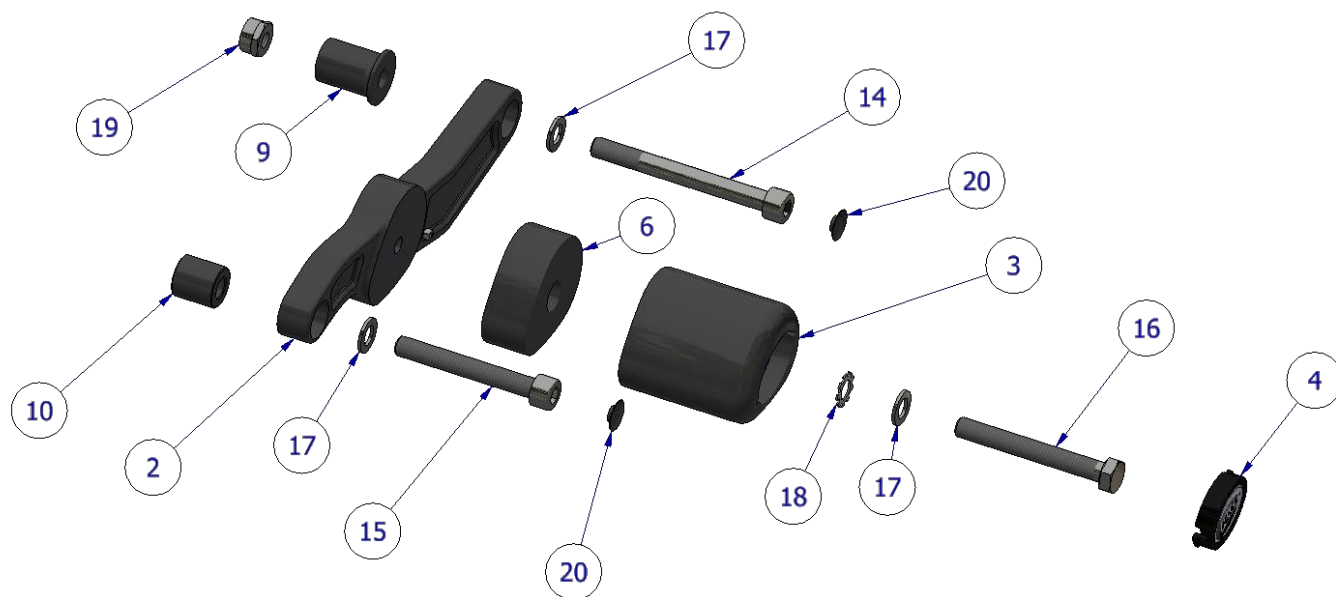
| <b>ARTICLE NO.</b> | <b>DESCRIPTION</b>                             | <b>QTÉ</b> |
|--------------------|------------------------------------------------|------------|
| ARTICLE 1          | M0852 – SUPPORT DE MONTAGE CÔTÉ GAUCHE         | 1          |
| ARTICLE 2          | M0853 – SUPPORT DE MONTAGE CÔTÉ DROIT          | 1          |
| ARTICLE 3          | B0061 – PROTECTION                             | 2          |
| ARTICLE 4          | BC0002 – CAPUCHON DE PROTECTION                | 2          |
| ARTICLE 5          | S1687 – ENTRETOISE DE PROTECTION CÔTÉ GAUCHE   | 1          |
| ARTICLE 6          | S1417 – ENTRETOISE DE PROTECTION CÔTÉ DROIT    | 1          |
| ARTICLE 7          | S1344 – ENTRETOISE AVANT GAUCHE                | 1          |
| ARTICLE 8          | S0727 – ENTRETOISE ARRIÈRE GAUCHE              | 1          |
| ARTICLE 9          | S0424 – ENTRETOISE AVANT DROIT                 | 1          |
| ARTICLE 10         | S1090 – ENTRETOISE ARRIÈRE DROITE              | 1          |
| ARTICLE 11         | 110mm M10 BOULON (AVANT GAUCHE)                | 1          |
| ARTICLE 12         | 50mm M10 BOULON (ARRIÈRE GAUCHE)               | 1          |
| ARTICLE 13         | 110mm M10 BOULON (BOULON DE PROTECTION GAUCHE) | 1          |
| ARTICLE 14         | 95mm M10 BOULON (AVANT DROIT)                  | 1          |
| ARTICLE 15         | 75mm M10 BOULON (ARRIÈRE DROIT)                | 1          |
| ARTICLE 16         | 80mm M10 BOULON (BOULON DE PROTECTION DROITE)  | 1          |
| ARTICLE 17         | M10 19mm RONDELLE                              | 6          |
| ARTICLE 18         | M12 RONDELLE ANTI VIBRATION                    | 2          |
| ARTICLE 19         | M10 ÉCROU                                      | 2          |
| ARTICLE 20         | NC0010 – M10 CAPUCHON DE BOULON                | 4          |
| ARTICLE 21         | S0293 – ENTRETOISE (5mm) DE PROTECTION GAUCHE  | 1          |



### SCHÉMA D'ENSEMBLE – GAUCHE



### SCHÉMA D'ENSEMBLE – DROITE





## **ORIENTATION DE LA PROTECTION CRASH**



## **PHOTOS DE MONTAGE**

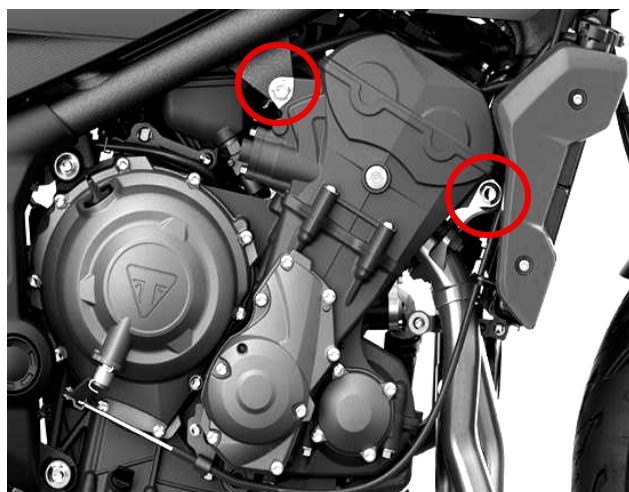


PHOTO 1

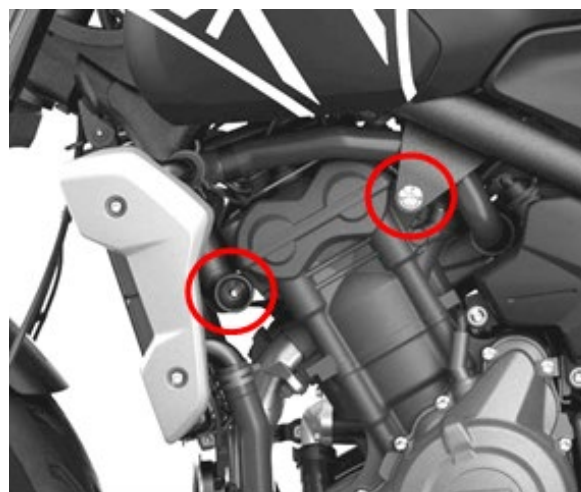


PHOTO 2

## **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.**

- Veuillez retirer les panneaux latéraux et les ouïes latérales du radiateur afin d'accéder aux boulons de fixation avant du moteur, qui devront être retirés ultérieurement. Veillez à manipuler le câblage et les connecteurs situés sous les panneaux avec précaution, car ils devront être réinstallés ultérieurement.



### **Installation de la plaque de montage gauche**

- Placez le cric sous le moteur, en position centrale, et appliquez une légère pression sur le dessous du moteur, et non sur l'échappement ou toute autre tuyauterie. (Utilisez un matériau semi-souple (caoutchouc, bois, etc.) comme amortisseur entre le support du cric et le moteur afin de répartir la charge et d'éviter tout dommage au dessous du moteur).
- Assemblez les articles 1, 7, 8, 11, 12 et 17 comme indiqué sur le schéma d'assemblage gauche.
- Retirez le boulon moteur avant gauche entouré sur la photo 2. REMARQUE : Vous devrez utiliser une clé plate pour maintenir l'écrou situé à l'arrière du boulon moteur.
- Une fois le boulon moteur d'origine retiré, insérez le boulon à tête cylindrique M10 x 110 mm (article 11) avec la plaque de montage à travers le trou de fixation moteur d'origine.
- À l'aide de l'écrou M10 fourni (article 19), serrez légèrement le boulon afin de pouvoir encore faire pivoter la plaque de montage.
- Le boulon moteur arrière gauche peut maintenant être retiré (entouré sur la photo 2).
- Une fois retiré, positionnez la plaque de montage et glissez une rondelle M10 (article 17) sur le boulon M10 x 50 mm (article 12), puis insérez l'entretoise arrière droite (article 8).
- Serrez uniformément les boulons avant et arrière au couple prescrit.

### **Installation de la plaque de montage droite**

- Assemblez les articles 2, 9, 10, 14, 15 et 17 comme indiqué sur le schéma d'assemblage côté droit.
- Retirez le boulon moteur avant droit entouré sur la photo 1. REMARQUE : Vous devrez utiliser une clé plate pour maintenir l'écrou situé à l'arrière du boulon moteur.
- Une fois le boulon moteur d'origine retiré, insérez le boulon M10 x 95 mm (article 14) avec la plaque de montage dans le trou de fixation moteur d'origine.
- À l'aide de l'écrou M10 fourni (article 19), serrez légèrement le boulon afin de pouvoir faire pivoter la plaque de montage.
- Le boulon moteur arrière droit peut maintenant être retiré (entouré sur la photo 1).
- Une fois retiré, positionnez la plaque de montage, glissez une rondelle M10 (article 17) sur le boulon M10 x 55 mm restant (article 15) et insérez-la dans la plaque de montage, puis l'entretoise arrière droite (article 10).
- Serrez uniformément les boulons avant et arrière au couple requis.



### **Installation de la protection crash**

- Commencez par glisser une rondelle plate (article 17), puis une rondelle anti-vibrations (article 18), sur les vis M10 x 110 mm (article 13) et M10 x 80 mm (article 16).
- Insérez les deux vis dans une protection crash (article 3), puis glissez l'entretoise aérodynamique de 24 mm d'épaisseur (article 6) sur la vis de droite (article 16) et l'entretoise de protection crash plus épaisse de 47,5 mm (article 5) sur la vis de gauche (article 13).
- Vissez chaque ensemble dans les plaques de montage en veillant à ne pas forcer le filetage.
- Une fois en place contre les plaques de montage, il peut être nécessaire de maintenir les protections et les entretoises pendant le serrage des vis pour éviter toute rotation.
- Ne dépassez pas un couple de serrage de 40 Nm lors du serrage des protections.
- Une fois tous les boulons serrés au couple prescrit, appliquez les capuchons de protection (article 4) et les cache-boulons (article 20) comme indiqué dans les schémas d'assemblage.

### **Réinstallation du carénage**

- Remettez en place les supports latéraux du radiateur et les panneaux de carénage latéraux, en veillant à replacer tous les câbles et connecteurs à leur emplacement d'origine.

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