



**FITTING INSTRUCTIONS FOR CP0419BL**  
**AERO CRASH PROTECTORS**  
**CBR 250RR 2017**

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Picture A

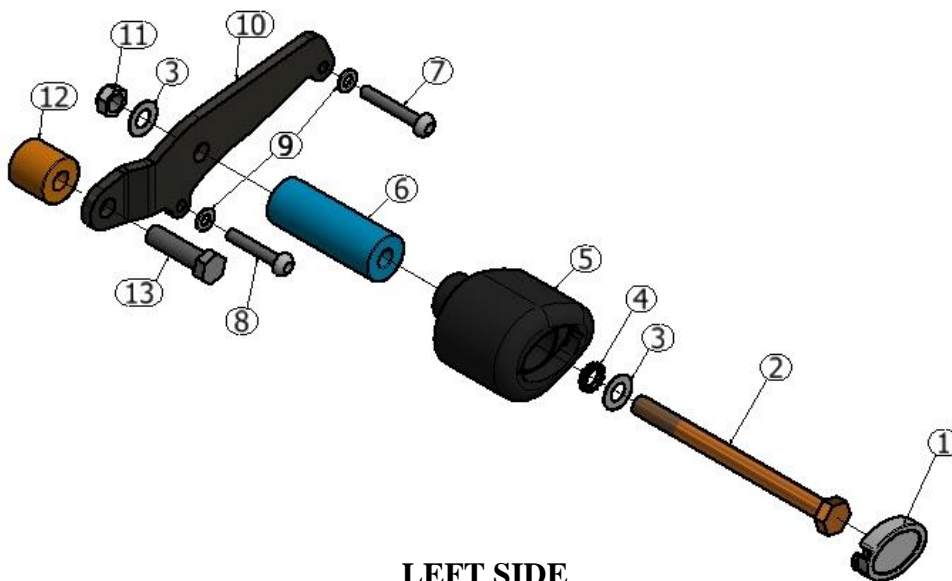


Picture B

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

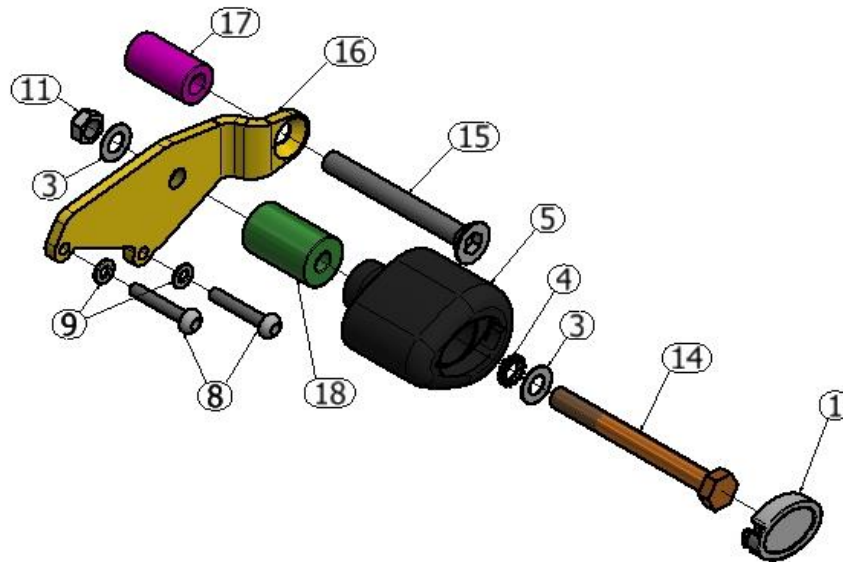
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.**

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



**LEFT SIDE**

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### RIGHT SIDE

#### LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).  
 ITEM 2 = M10 x 1.25 x 130mm LONG HEX HEAD BOLT (x1).  
 ITEM 3 = M10 WASHERS (x4).  
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).  
 ITEM 5 = CRASH PROTECTOR BOBBINS (B0431 with CS341) (x2).  
 ITEM 6 = SPACER (S1010 – 70mm LONG) (x1).  
 ITEM 7 = M6 x 40mm LONG BUTTON HEAD BOLT (x1)  
 ITEM 8 = M6 x 35mm LONG BUTTON HEAD BOLT (x3)  
 ITEM 9 = M6 WASHERS (x4)  
 ITEM 10 = LHS MOUNTING BRACKET (PLATE 0203) (x1)  
 ITEM 11 = M10 NYLOC NUTS (x2)  
 ITEM 12 = SPACER (S0011 – 24mm LONG) (x1)  
 ITEM 13 = OEM ENGINE BOLT LHS – *for illustration purpose only; not supplied in the kit*  
 ITEM 14 = M10 x 100mm LONG HEX HEAD BOLT (x1)  
 ITEM 15 = M10 x 85mm LONG COUNTERSUNK BOLT (x1)  
 ITEM 16 = RHS MOUNTING BRACKET (PLATE 0204) (x1)  
 ITEM 17 = SPACER (S1009 – 37mm LONG) (x1)  
 ITEM 18 = SPACER (S1011 – 40mm 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

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

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TOWARDS REAR  
OF BIKE



TOWARDS FRONT  
OF BIKE

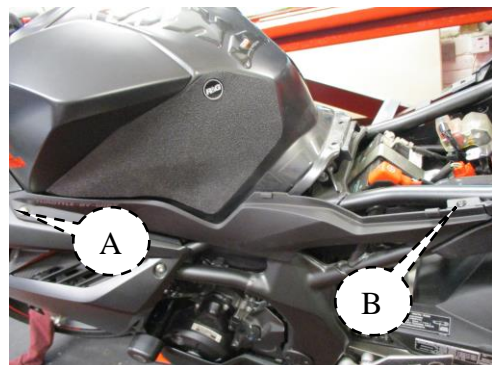
PICTURE C

**GENERAL TORQUE SETTINGS**

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



PICTURE 1



PICTURE 2



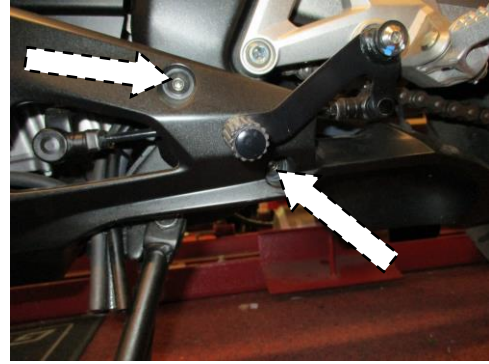
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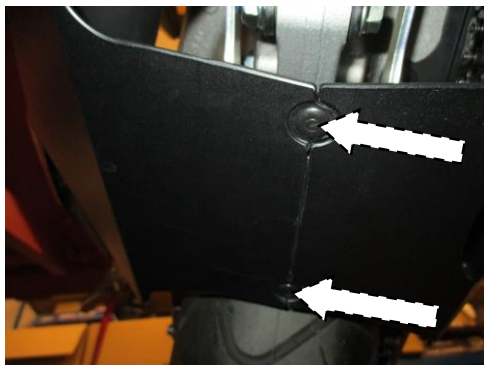
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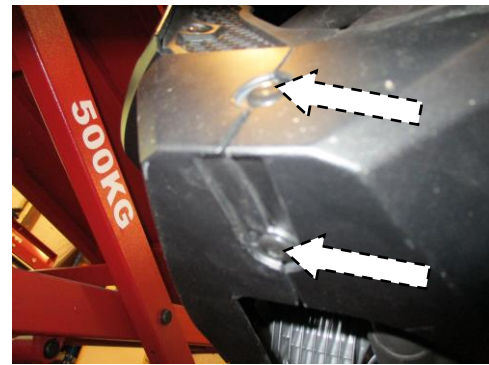
PICTURE 5



PICTURE 6



PICTURE 7



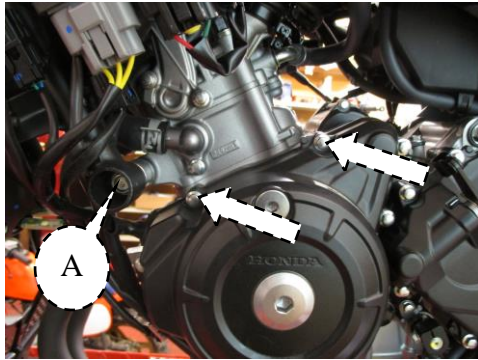
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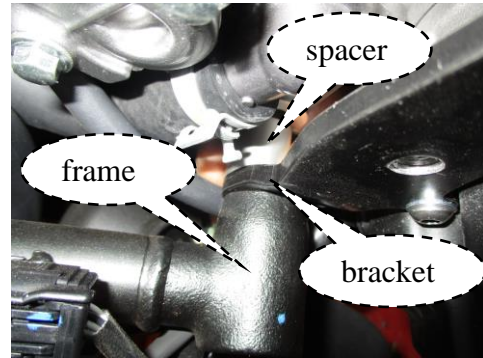
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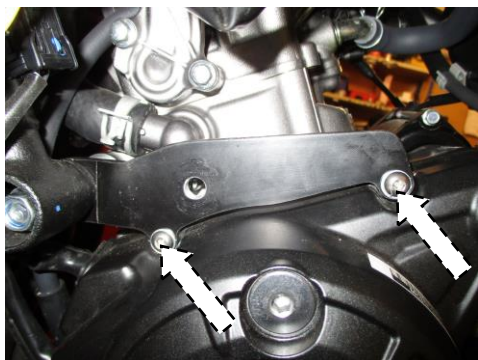
PICTURE 10



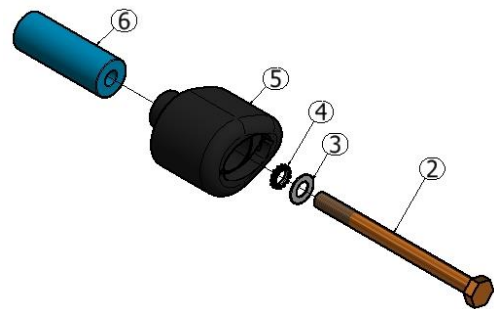
PICTURE 11



PICTURE 12



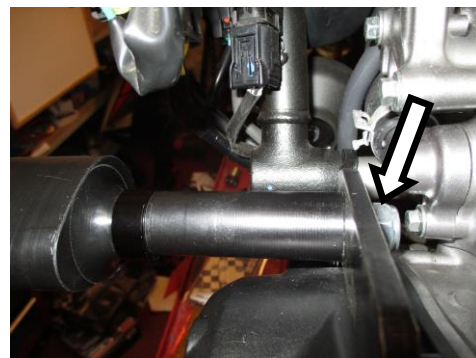
PICTURE 13



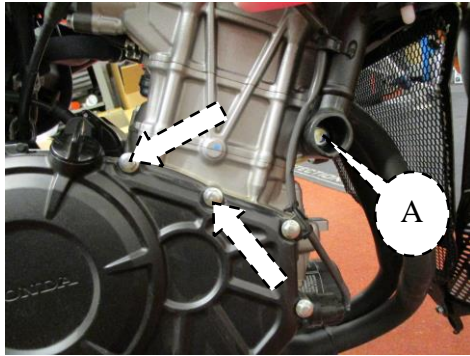
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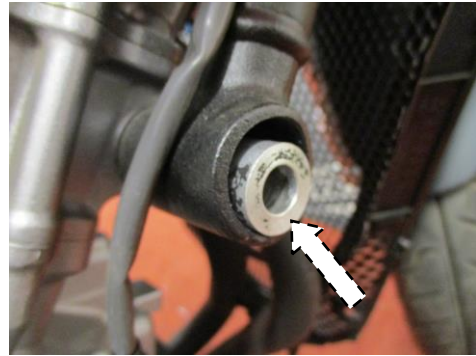
PICTURE 15



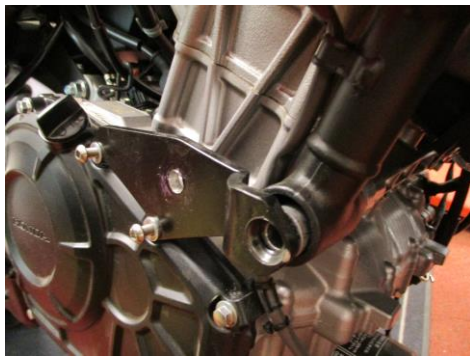
PICTURE 16



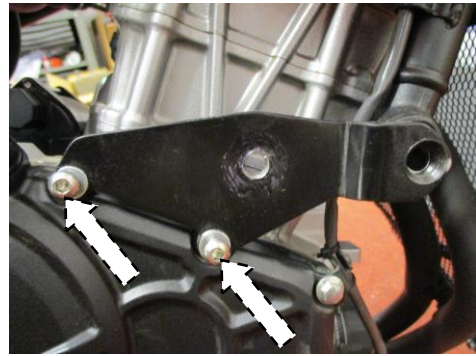
PICTURE 17



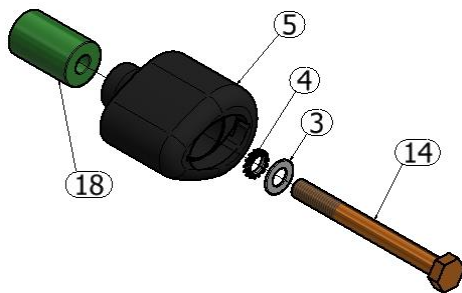
PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



## FITTING INSTRUCTIONS

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- To fit R&G crash protector, both fairings need to be removed. Starting from LHS fairing (as you sit on the bike); from the underside of the rider seat, remove the two black bolts and its spacers using 10mm socket and a wrench, labelled A in Picture 1. Remove the rider seat.
- From picture 2, remove bolt A using 5mm Allen key and screw B using a phillips screwdriver. Remove the LHS panel by sliding it off backwards.
- From the upper top LHS fairing, remove the two bolts arrowed in Picture 3 using 5mm Allen key.
- From the inside of the same panel, remove the push-in pin arrowed in Picture 4. Push the centre of the pin then remove the whole pin unit.
- On the mid area of the LHS fairing, remove the bolt arrowed in Picture 5 using a 5mm Allen key.
- On the lower side rear of the LHS fairing, remove the two bolts arrowed in Picture 6 using a 5mm Allen key.
- On the underside rear of the LHS fairing, remove the two push-in pins arrowed in Picture 7.
- On the underside front of the LHS fairing, remove the two push in pins arrowed in Picture 8.
- On the inside upper LHS fairing, remove the push-in pin arrowed in Picture 9.
- On the inside mid and lower LHS fairing, remove the two push-in pins arrowed in Picture 10.
- Gently unclip the LHS fairing from the infill panel. Once fully unclipped, gently pull the fairing away from the bike.
- Repeat the whole procedures to the RHS fairing.
- On the LHS of the engine, remove engine bolt A (as shown in Picture 11) using a 14mm socket and a wrench. Remove the bolt and the OEM spacer located behind the frame.
- Remove the two engine case bolts arrowed in Picture 11 using an 8mm socket and a wrench. Please note that the bolt sits furthest back is longer than the other bolt.
- From the kit, take the LHS mounting bracket (Item 10) and a 24mm long spacer (Item 12). Locate the big end of the mounting bracket (item 10) behind the frame follows by the spacer to sit between the engine and the mounting bracket (As shown in Picture 12). Also align the two small mounting holes to the engine case. Loosely fit the OEM engine bolt removed earlier as original.
- From the kit, take the longer M6 bolt (Item 7), one shorter M6 bolt (Item 8) and two M6 washers (Item 9). Place the washer to each bolt and locate the longer M6 bolt (Item 7) to the furthest back mounting point of the bracket. Fit the other bolts and the washer to the other mounting point of the bracket as shown in Picture 13. Tighten all bolts including the engine mount bolt to specified torque settings.
- From the kit, take the M10 x 130mm long bolt (Item 2). Locate one M10 washer (Item 3) follow by an M10 lock washer (Item 4) to the bolt. Insert one crash protector bobbin (Item 5) follow by a 70mm spacer (Item 6) (Assembly shown in Picture 14).
- Loosely fit the assembly to the LHS mounting bracket (as shown in picture 15) until the protruded end of the bolt starting to show on the other side of the mounting bracket. Place an M10 washer (Item 3) and an M10 nyloc nut (Item 11) to that protruded end (as shown in picture 16).
- 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

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- quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque. Tighten the M10 nyloc nut using a 17mm open-ended spanner.
- Fit crash protector cap (Item 1) to the end of crash protector bobbin just fitted.
  - On the RHS of the engine, remove the OEM engine bolt (labelled A in Picture 17) using a 14mm socket and a wrench.
  - Remove the two engine case bolts arrowed in Picture 17 using an 8mm socket and a wrench.
  - From the kit, take the RHS mounting bracket (Item 16) and a 37mm long spacer (Item 17). Place the spacer inside the frame on the RHS (as shown in picture 18) then locate the mounting bracket (Item 16) in front of the spacer (as shown in Picture 19). Loosely fit the M10 countersunk bolt (Item 15) from the kit to big end mounting point. Align the other two small mounting holes to the RHS engine case in the process.
  - From the kit, take the remaining two M6 bolts (Item 8) and two M6 washers (Item 9), place the washer to each bolt and offer to each small mounting point on the mounting bracket (Item 16) as shown in Picture 20. Tighten all bolts including the engine bolt just fitted to specified torque settings.
  - From the kit, assemble the remaining M10 x 100mm long bolt with an M10 washer (Item 3), M10 lock washer (Item 4), a crash protector bobbin (Item 5) and a 40mm long spacer (Item 18) as shown in picture 21.
  - Loosely fit the assembly to the RHS mounting bracket until the protruded end of the bolt starting to show on the other side of the bracket. Place an M10 washer (Item 3) and an M10 nyloc nut (Item 11) to that protruded end.
  - 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. Tighten the M10 nyloc nut using an open-ended 17mm spanner.
  - Fit crash protector cap (Item 1) to the end of crash protector bobbin just fitted.
  - Please ensure that the assembly accuracy of the fitted components is the same as exploded diagram shown in page 1.
  - If not already fitted, fit bubble stickers into recess of both crash protector caps.
  - Refit fairings as original.
  - Refit side panels as original.
  - Refit rider seat as original.

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**NOTICE DE MONTAGE POUR CP0419BL**  
**PROTECTIONS CRASH**  
**CBR 250RR 2017**

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Photo A

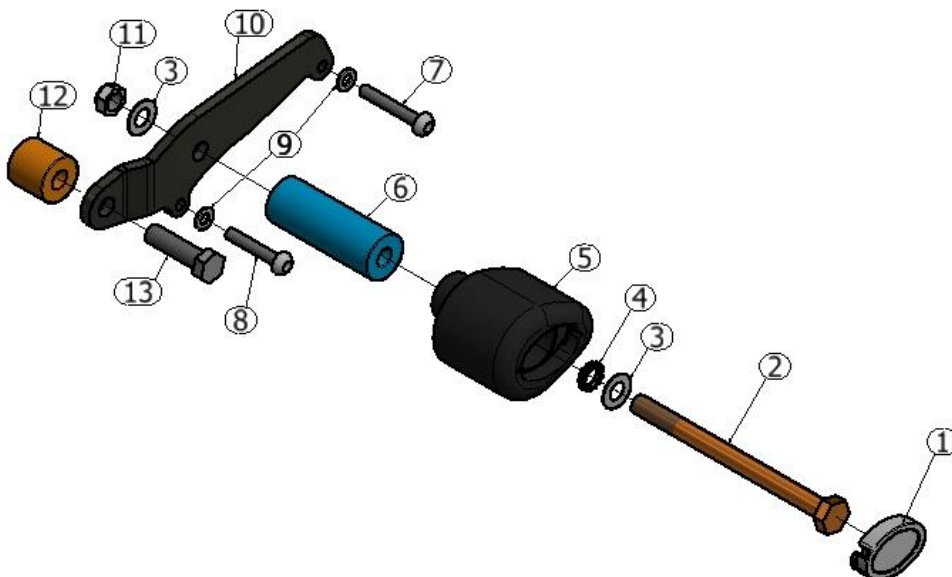


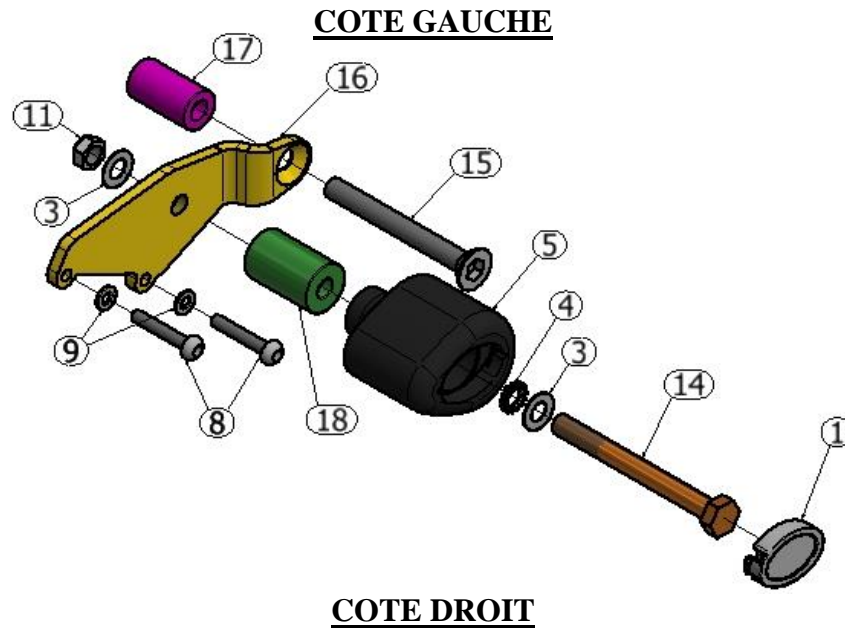
Photo B

**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 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).  
 ARTICLE 2 = M10x1.25x130mm BOULON (x1)  
 ARTICLE 3 = M10 RONDELLES (x4).  
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).  
 ARTICLE 5 = BOBINES DE PROTECTION CRASH (B0431 avec CS341) (x2).  
 ARTICLE 6 = ENTRETOISE (S1010 – 70mm DE LONG) (x1).  
 ARTICLE 7 = M6 x 40mm BOULON (x1)  
 ARTICLE 8 = M6 x 35mm BOULON (x3)  
 ARTICLE 9 = M6 RONDELLES (x4)  
 ARTICLE 10 = SUPPORT DE PLAQUE GAUCHE (PLAQUE 0203) (x1)  
 ARTICLE 11 = M10 ECROUS (x2)  
 ARTICLE 12 = ENTRETOISE (S0011 – 24mm DE LONG) (x1)  
 ARTICLE 13 = BOULON MOTEUR GAUCHE D'ORIGINE – *Pour illustrer uniquement, non fourni dans le kit.*  
 ARTICLE 14 = M10 x 100mm BOULON (x1)  
 ARTICLE 15 = M10 x 85mm BOULON (x1)  
 ARTICLE 16 = SUPPORT DE FIXATION DROIT (PLAQUE 0204) (x1)  
 ARTICLE 17 = ENTRETOISE (S1009 – 37mm DE LONG) (x1)  
 ARTICLE 18 = ENTRETOISE (S1011 – 40mm DE LONG) (x1)

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



### OUTILS REQUIS

- Clé et douilles 4 et 5mm.
- Clé à cliquet + douilles 14mm & 17mm.
- Clé dynamométrique (à 40Nm).
  - Clé à molette 17mm.

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PHOTO C

### COUPLES DE SERRAGE RECOMMANDES

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



PHOTO 1

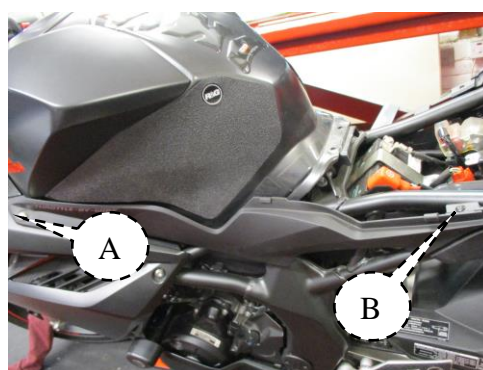


PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5

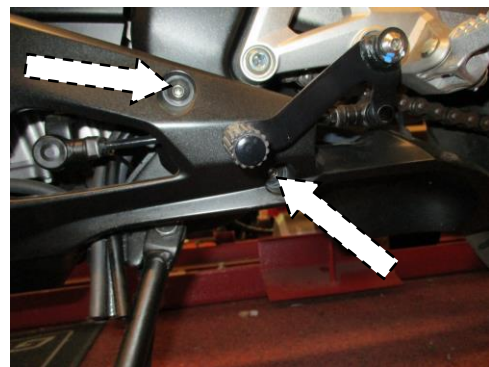


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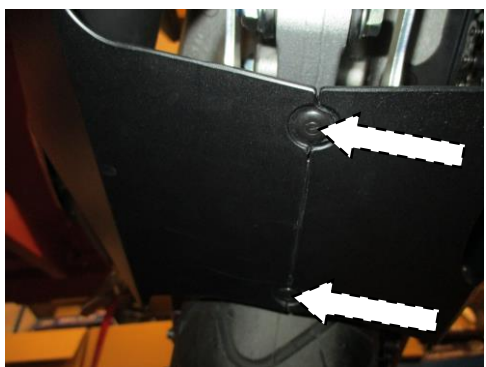


PHOTO 7

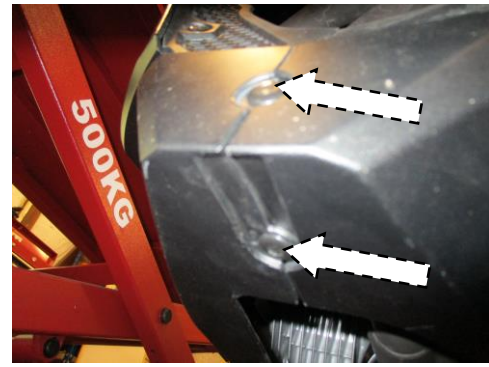


PHOTO 8



PHOTO 9



PHOTO 10

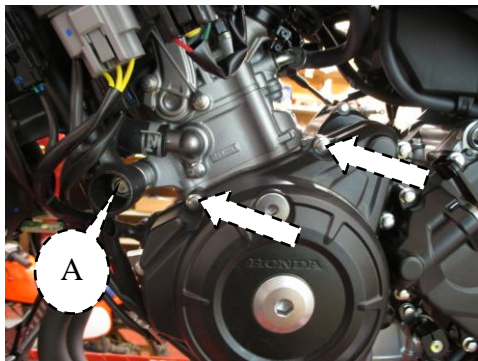


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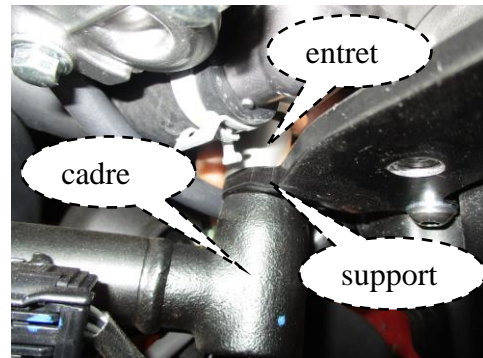


PHOTO 12

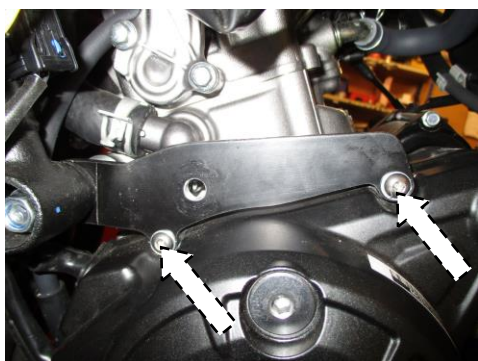


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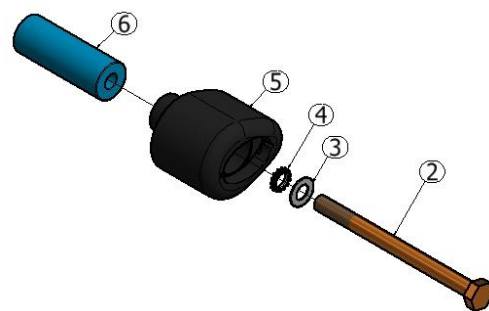


PHOTO 14



PHOTO 15

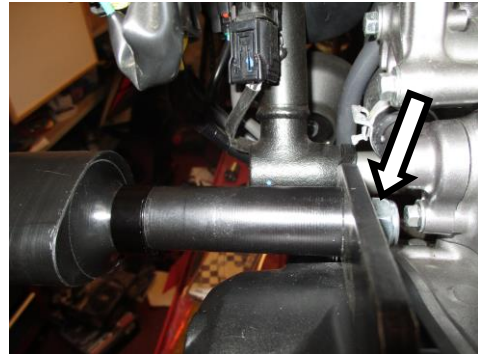


PHOTO 16

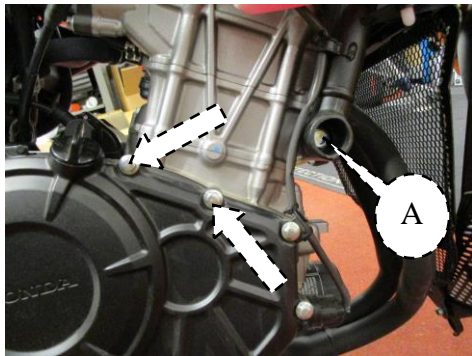


PHOTO 17

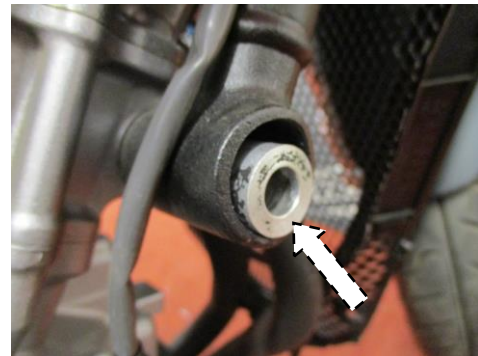


PHOTO 18

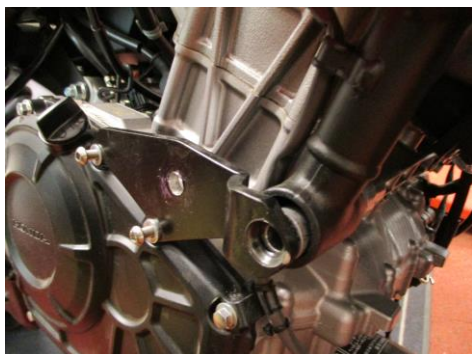


PHOTO 19

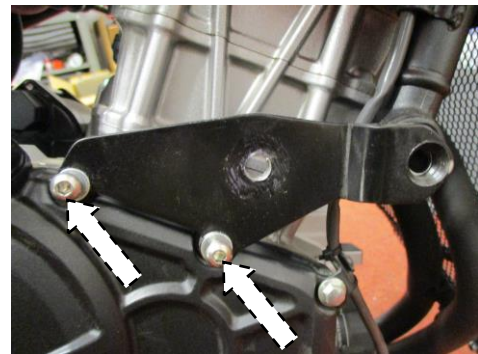


PHOTO 20

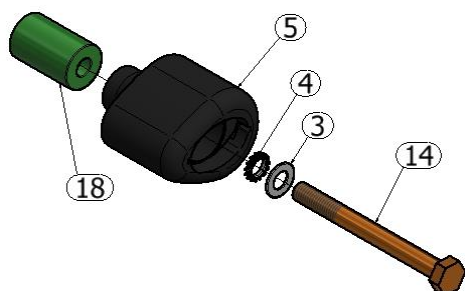


PHOTO 21

### NOTICE DE MONTAGE

- Pour monter la protection R&G, les 2 carénages doivent être enlevés. En partant du carénage gauche (lorsqu'on est assis sur la moto) ; depuis le dessous du siège pilote, enlever les 2 boulons noirs et leurs entretoises à l'aide d'une clé à cliquet + douille de 10mm, indiqué A sur la Photo 1. Enlever le siège du pilote.
- Sur la photo 2, enlever le boulon A avec une clé Allen de 5mm et visser B avec un tournevis. Enlever le panneau du côté gauche en le glissant vers le bas.
- Depuis le carénage gauche supérieur, enlever les 2 boulons indiqués sur la Photo 3 en utilisant une clé Allen 5mm.
- Depuis l'intérieur du même panneau, enlever la broche indiquée sur la Photo 4. Pousser le centre de la broche puis enlever l'unité complète.
- Au milieu du carénage gauche, enlever le boulon indiqué sur la Photo 5 en utilisant une clé Allen de 5mm.
- Sur le bord inférieur arrière du carénage gauche, enlever les 2 boulons indiqués sur la Photo 6 en utilisant une clé Allen 5mm. Au-dessous à l'arrière du carénage gauche, enlever les 2 broches indiquées sur la Photo 7.
- Au-dessous à l'avant du carénage gauche, enlever les 2 broches indiquées sur la Photo 8.
- Sur la partie intérieure supérieure du carénage gauche, enlever la broche indiquée sur la photo 9.
- A l'intérieur, sur la partie du milieu et inférieure du carénage gauche, enlevez les 2 broches indiquées sur la Photo 10.
- Déclipser le carénage gauche du panneau interne. Une fois qu'il est complètement déclipé, retirer le carénage de la moto.
- Répéter la manipulation complète pour le carénage droit.
- Du côté gauche du moteur, enlever le boulon moteur A (voir Photo 11) en utilisant une clé à molette de 14mm. Enlever le boulon et l'entretoise d'origine placée derrière le cadre.
- Enlever les 2 boulons de carter moteur visibles sur la Photo 11 en utilisant une clé à cliquet + douille de 8mm. Notez que le boulon qui se place le plus loin est plus long que l'autre.
- Dans le kit, prendre le support de fixation gauche (Article 10) et une entretoise 24mm (Article 12). Placer la grosse extrémité du support de fixation (article 10) derrière le cadre, suivi d'une entretoise à placer entre le moteur et le support de fixation (voir Photo 12). Alignez aussi les 2 trous de fixation sur le carter moteur. Insérer le boulon moteur d'origine enlevé plus tôt, comme au départ.
- Dans le kit, prendre le boulon M6 (Article 7), un boulon M6 plus court (Article 8) et 2 rondelles M6 (Article 9). Placer la rondelle sur chaque boulon et placer le boulon M6 plus

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- long (Article 7) sur le point de fixation le plus loin du support. Insérer les autres boulons et la rondelle sur l'autre point de fixation du support, voir Photo 13. Serrer tous les boulons, incluant le boulon de support moteur au serrage recommandé.
- Dans le kit, prendre le boulon M10 x 130mm (Article 2). Placer une rondelle M10 (Article 3) suivie d'une rondelle de blocage M10 (Article 4) sur le boulon. Insérer une bobine de protection crash (Article 5) suivie d'une entretoise de 70mm (Article 6) (Assemblage présenté sur la Photo 14).
  - Monter l'ensemble sur le support de fixation gauche (voir photo 15) jusqu'à ce que l'extrémité commence à dépasser de l'autre côté du support de fixation. Placer une rondelle M10 (Article 3) et un écrou M10 (Article 11) sur cette extrémité (voir photo 16).
  - 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 CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus de façon à ce que la pression s'accroisse légèrement. Puis appliquer un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon). Serrer l'écrou M10 avec une clé plate de 17mm.
  - Monter le capuchon de protection crash (Article 1) sur l'extrémité de la bobine de protection crash tout juste montée.
  - Du côté droit du moteur, enlever le boulon moteur d'origine (indiqué A sur la Photo 17) en utilisant une clé à cliquet + douille de 14mm.
  - Enlever les 2 boulons de carter moteur indiqués sur la Photo 17 une clé à cliquet + douille de 8mm.
  - Dans le kit, prendre le support de fixation du côté droit (Article 16) et une entretoise de 37mm (Article 17). Placer l'entretoise dans le cadre du côté droit (voir photo 18) puis placer le support de fixation (Article 16) devant l'entretoise (voir Photo 19). Insérer le boulon M10 (Article 15) du kit sur le point de fixation qui possède une grosse extrémité. Aligner les 2 autres petits trous de fixation du carter moteur droit dans le process.
  - Dans le kit, prendre les 2 boulons M6 restants (Article 8) et 2 rondelles M6 (Article 9), placer la rondelle sur chaque boulon et placez-les dans chaque point de fixation du support de fixation (Article 16) voir Photo 20. Serrer tous les boulons, ainsi que le boulon moteur tout juste inséré à la valeur de serrage recommandée.
  - Dans le kit, assembler le boulon M10 x 100mm restant avec une rondelle M10 (Article 3), une rondelle de blocage M10 (Article 4), une bobine de protection crash (Article 5) et une entretoise 40mm (Article 18), voir photo 21.
  - Monter l'ensemble sur le support de fixation du côté droit jusqu'à ce que l'extrémité du boulon dépasse de l'autre côté du support. Placer une rondelle M10 (Article 3) et un écrou M10 (Article 11) sur cette extrémité.
  - 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 CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon). Serrer l'écrou M10 à l'aide d'une clé plate de 17mm.
  - Insérer un capuchon (Article 1) sur l'extrémité de la bobine de protection tout juste montée.
  - Veiller à ce que l'ensemble fasse corps avec les autres composants selon le schéma présenté en page 1.
  - Si cela n'est pas déjà fait, insérer les stickers en caoutchouc dans le creux des 2 bouchons des protections crash.

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- Remonter les carénages comme à l'origine.
- Remonter les panneaux latéraux comme au départ.
- Remonter le siège du pilote comme à l'origine.

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