



FITTING INSTRUCTIONS FOR CP0290 CRASH PROTECTORS
HONDA CROSS RUNNER 2011

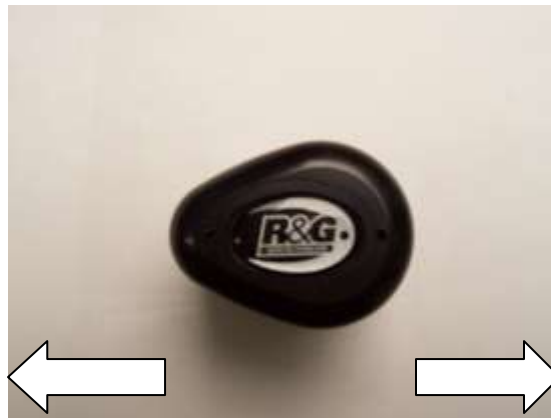
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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

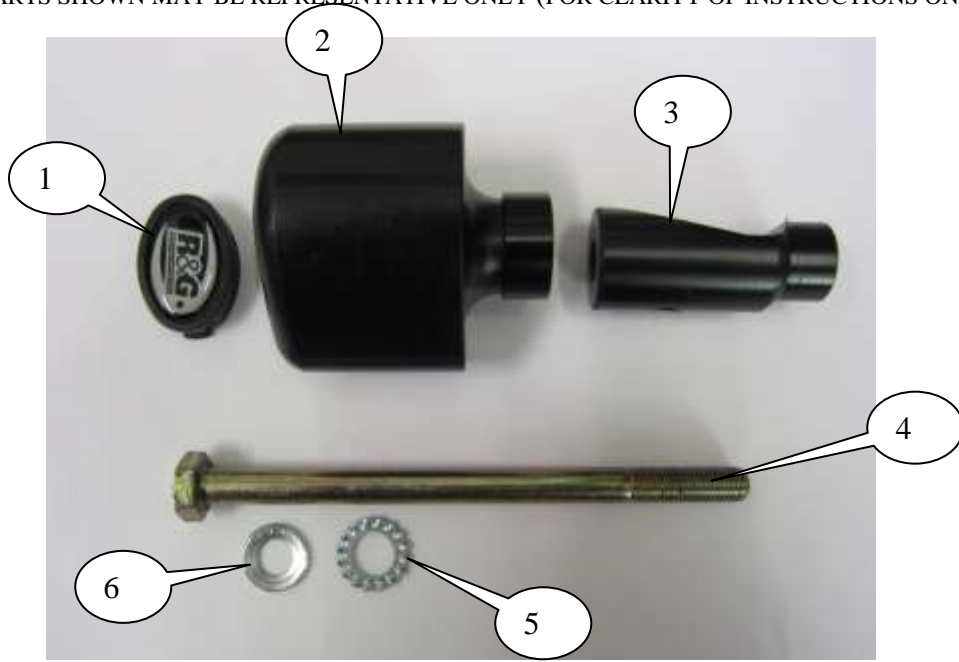
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



LEFT HAND SIDE



RIGHT HAND SIDE



ADDITIONAL EQUIPMENT

TOOLS REQUIRED

- Socket set to include 14 and 17mm sockets and wrench.
- Set of metric Allen keys to include 5mm A/F.
- Torque wrench (up to 40Nm).

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0431 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = S0452 SPACERS 63.5mm LONG (L&R-H-S) (x2).

ITEM 4 = M10x1.25x170mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 5 = M10 PLAIN WASHERS (x2).

ITEM 6 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 7 = M10x1.25x150mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 8 = M6x50mm LONG CAP HEAD BOLT (ANTI-ROTATION ASSEMBLY BOLT) (x1).



PICTURE 'D'



PICTURE 'E'



FITTING INSTRUCTIONS

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Near side (left side as you sit on bike)

- Remove the engine/frame bolt in position arrowed at top of picture 'D' (using 14mm socket), you may have to loosen the fairing panel (bolt and plastic push rivet) to allow the bolt to be removed.
- Replace fairing panel bolt and the plastic push rivet.
- Slide one of the 10mm washers onto one the longer M10 hexagon headed bolts (170mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in bobbin.
- Place either of the spacers into the frame recess with the small diameter going into recess and the angled cut-out facing the fairing panel bolt just refitted.
- Offer the crash protector assembly though the spacer and tighten bolt (use the M6 bolt in the radial hole to prevent the spacer turning) until you feel some compression from inside the protector using 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.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

Off side (right side as you sit on bike)

- Remove the engine/frame bolt in position arrowed at top of picture 'E' (using 14mm socket), you may have to loosen the fairing panel (bolt and plastic push rivet) to allow the bolt to be removed.
- Replace fairing panel bolt and the plastic push rivet.
- Slide the remaining 10mm washers onto one the shorter M10 hexagon headed bolts (150mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the remaining crash protector so head of bolt goes into counter-bore in bobbin.
- Place the remaining spacer into the frame recess with the small diameter going into recess and the angled cut-out facing the fairing panel bolt just refitted.
- Offer the crash protector assembly though the spacer and tighten bolt (use the M6 bolt in the radial hole to prevent the spacer turning) until you feel some compression from inside the protector using 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.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

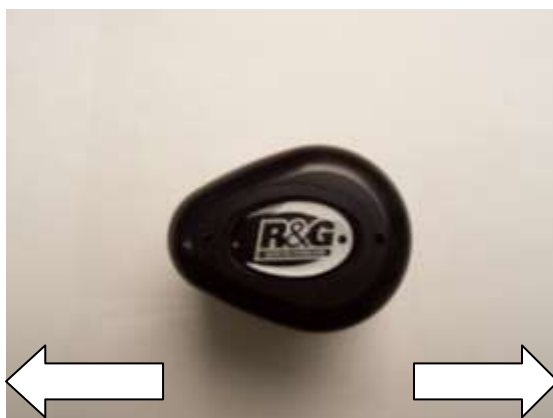
Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
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ARRIERE DE LA MOTO

AVANT DE LA MOTO

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

- Clefs de 14 et 17 mm à douille.
 - Clef allen 5 mm
- Clef dynamométrique (40Nm).

LEGENDE

- ART. 1 = CAPUCHON DE TAMPON BC0002 (x2).
- ART. 2 = TAMPON B0431 / CS341 (10mm) (x2).
- ART. 3 = ENTRETOISE S0452 -63.5mm (côté Droit et gauche) (x2).
- ART. 4 = VIS M10x1.25x170mm (vis coté Gauche) (x1).
- ART. 5 = RONDELLES M10 (x2).
- ART. 6 = RONDELLES CRNATEES M12 LW0001(x2).
- ART. 7 = VIS M6x50mm (x1).



INSTRUCTIONS

Gauche

- Enlever la vis de fixation moteur montrée en photo « D », utiliser la clef à douille de 14mm, vous aurez probablement besoin de desserrer le carénage (vis et rivet en plastique) pour avoir accès à la vis de fixation moteur.
- Replacer la vis du carénage et les rivets en plastique.
- Glisser une rondelle M10 sur la vis M10 la plus longue (170 mm). Placer la rondelle contre la tête de la vis.
- Glisser une rondelle crantée contre la rondelle lisse.
- Glisser le tout à travers l'un des tampons R&G. La tête de la vis sera placée dans le renforcement de la protection.
- Placez ensuite une entretoise R&G en alu dans le renforcement du cadre, le diamètre le plus petit sera à placer dans le cadre. La partie usinée de l'entretoise sera à positionner contre le carénage.
- Placer ensuite la protection et la vis à travers l'entretoise et serrer la vis. (Visser la vis M6 dans le trou radial de l'entretoise de manière à contrôler et éviter que l'entretoise ne bouge pendant le serrage de la protection).
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Attention au sens de montage de la protection. Voir la photo ci-dessus.
- Placer le sticker R&G sur le capuchon (si cela n'a pas déjà été fait).
- Clipper le capuchon dans le tampon R&G.

Droite

- Enlever la vis de fixation moteur montrée en photo « E », utiliser la clef à douille de 14mm, vous aurez probablement besoin de desserrer le carénage (vis et rivet en plastique) pour avoir accès à la vis de fixation moteur.
- Replacer la vis du carénage et les rivets en plastique.
- Glisser une rondelle M10 sur la vis M10 la plus petite (150 mm). Placer la rondelle contre la tête de la vis.
- Glisser une rondelle crantée contre la rondelle lisse.
- Glisser le tout à travers l'un des tampons R&G. La tête de la vis sera placée dans le renforcement de la protection.
- Placez ensuite l'entretoise R&G en alu restante dans le renforcement du cadre, le diamètre le plus petit sera à placer dans le cadre. La partie usinée de l'entretoise sera à positionner contre le carénage.
- Placer ensuite la protection et la vis à travers l'entretoise et serrer la vis. (Visser la vis M6 dans le trou radial de l'entretoise de manière à contrôler et éviter que l'entretoise ne bouge pendant le serrage de la protection).
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Attention au sens de montage de la protection. Voir la photo ci-dessus.
- Placer le sticker R&G sur le capuchon (si cela n'a pas déjà été fait).
- Clipper le capuchon dans le tampon R&G.

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