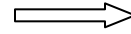




**FITTING INSTRUCTIONS FOR CP0243BL CRASH PROTECTORS
KYMCO KR125 SPORT 2008**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE

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!*

You will need the following tools to complete this job.

**Socket set to include 17mm, 12mm, 8mm A/F sockets, a 6mm Allen key and a Phillips screwdriver.
Torque wrench to be used at 40NM.**

Left-hand side (as you sit on bike)

- Remove the upper fairing from both sides of the bike.
- Remove the horn from its mounting on the frame.



- Undo the two bolts that hold the breather pipes to the side of the engine (see picture above)



- Fit the mounting bracket (see picture above) to the frame using the M8x20mm long cap head bolt, with a 8mm washer under the head of the bolt.



RHS



LHS

- Fit the bar across the front of the frame just under the oil cooler, so that the two cut outs fit over the frame. Note the end with the two counter bored holes goes on the right hand side of the frame.
- Take one of the M8x30mm long cap head bolts and slide a 8mm washer up to the head, and loosely fit the bar to the bracket that you fitted earlier on the right hand side.
 - Take the remaining clamp and place it over the frame on the left hand side.



- Take the two remaining M8 cap head bolts and washers and fit the bar to the clamp and tighten, see picture above.
- Tighten the bolt on the left hand side.
- Refit the breather pipes to the side of the engine.



- Refit the horn onto the bar using the oem bolt, see picture above.



- Refit the upper fairings. If you wish to keep the mesh on the fairing you will have to cut a hole to allow the bar to go through. (See picture above) If you do not want to cut the mesh just remove it from the fairing.
- For both sides place washer and shake-proof washer from kit onto the M10x60mm long hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore.
- Offer this assembly up to the bar and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE 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.
- When both protectors are tight fit the caps to them.

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**MONTAGEANLEITUNG FÜR CP0243BL STURZPADS
KYMCO KR125 SPORT 2008**



MOTORRAD
HINTEN



MOTORRAD
VORNE

Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

Sie benötigen folgendes Werkzeug:

**Steckschlüsselsatz inkl. 17mm, 12mm und 8mm Steckschlüssel
6mm Inbusschlüssel
Kreuzschlitzschraubendreher
Drehmomentschlüssel (max. 40Nm anwenden)**

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die obere Verkleidung an beiden Seiten des Motorrads.
- Entfernen Sie die Hupe von der Halterung am Rahmen.





- Lösen Sie die zwei Schrauben, die die Entlüftungsschläuche an der Seite des Motors befestigen (siehe Bild oben).



- Montieren Sie die Montagehalterung (siehe Bild oben) am Rahmen mit der M8x20mm Innensechskantschraube und einer 8mm Unterlegscheibe am Schraubenkopf.



Rechte Seite

Linke Seite

- Montieren Sie die Verbindungsstange am Rahmen vorne (unter dem Ölkühler), sodass die zwei Ausschnitte über den Rahmen passen. Bitte darauf achten, dass das Ende mit zwei Gegenbohrungen an der rechten Seite des Rahmens angebracht ist.
- Nehmen Sie eine der M8x30mm Innensechskantschrauben und schieben Sie eine 8mm Unterlegscheibe zum Schraubenkopf hoch. Die Verbindungsstange an der vorhin an der rechten Seite angebrachten Montagehalterung anbringen.
- Das verbleibende Befestigungselement am Rahmen auf der linken Seite ansetzen.



- Nehmen Sie die übrigen zwei M8 Innensechskantschrauben und Unterlegscheiben und montieren und befestigen Sie die Verbindungsstange an dem Befestigungselement - siehe Bild oben.
- Ziehen Sie die Schrauben auf der linken Seite fest.
- Montieren Sie die Entlüftungsschläuche an der Seite des Motors.



- Montieren Sie die Hupe an der Verbindungsstange– verwenden Sie die Originalschraube (siehe Bild oben).



- Montieren Sie die oberen Verkleidungen. Wenn Sie das Gitter an der Verkleidung weiterhin verwenden möchten, müssen Sie ein Loch für die Verbindungsstange ausschneiden (siehe Bild oben). Ansonsten entfernen Sie das Gitter von der Verkleidung.
- An beiden Seiten: eine M10x60mm Sechskantschraube und eine M10 Unterlegscheibe nehmen - schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch, danach eine Zahnscheibe nehmen und sie zur Unterlegscheibe hochschieben. Die Schraube mit den Unterlegscheiben in die Gegenbohrung des Sturzpads einführen.
- Die Einheit an der Verbindungsstange anbringen und die Schraube mittels eines 17mm Steckschlüssels festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE OBEN ABGEBILDET POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn beide Sturzpads festgezogen sind, beide Schutzkappen anbringen.

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