



**FITTING INSTRUCTIONS FOR CP0429BL**  
**AERO CRASH PROTECTORS**  
**HONDA MSX 125 2017-**



Picture A

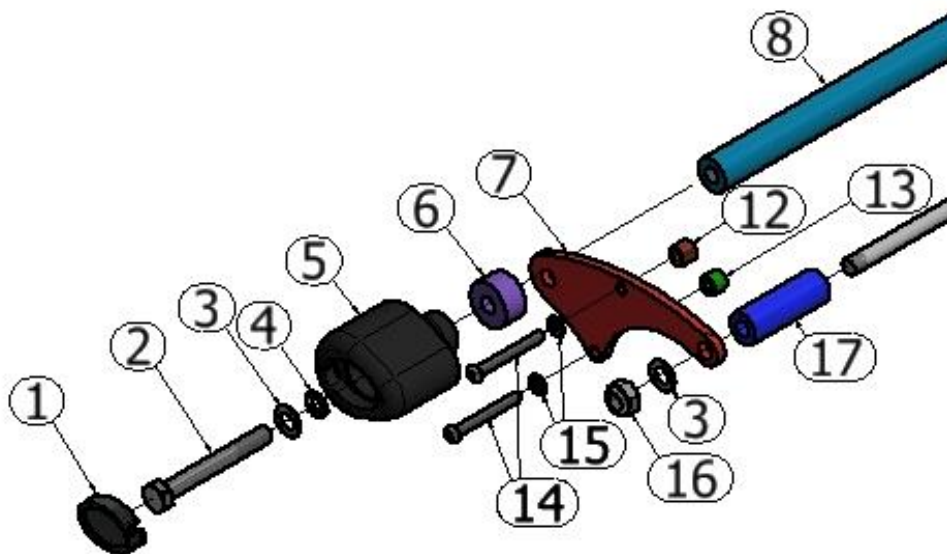


Picture B

**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).

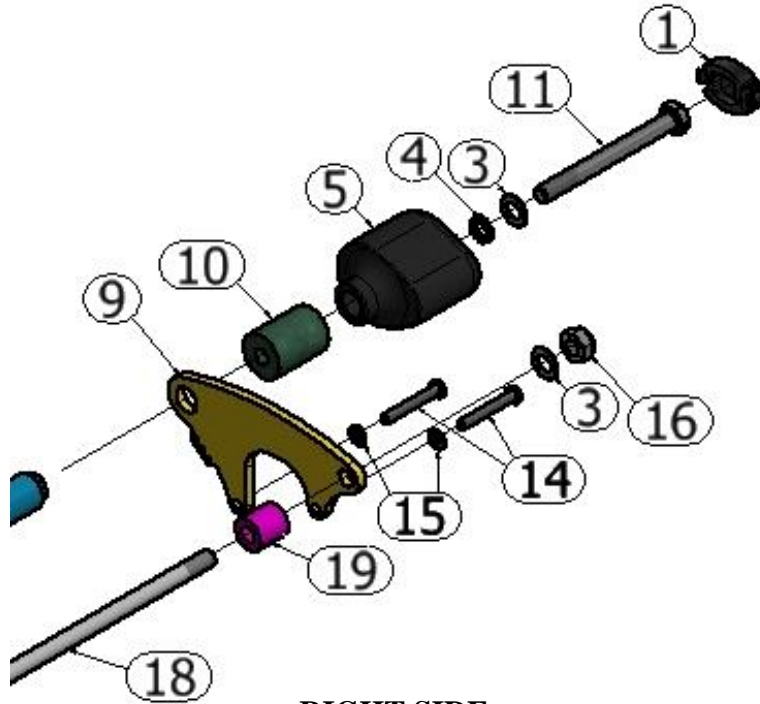


**LEFT SIDE**

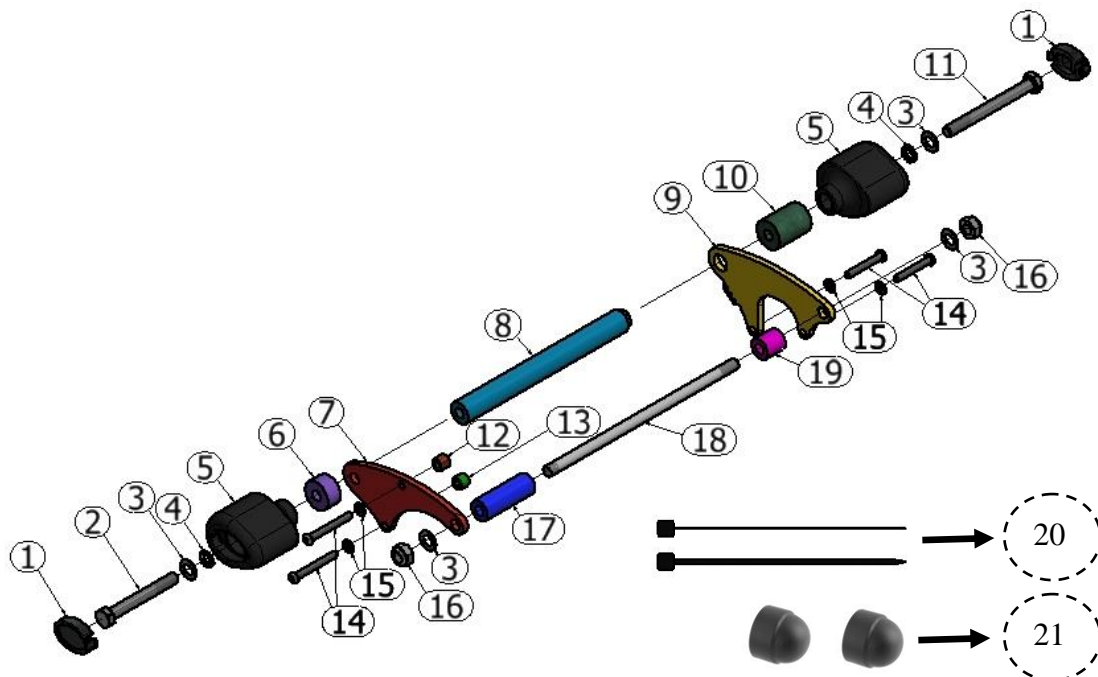
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**RIGHT SIDE**



**COMPLETE ASSEMBLY**



### **LEGEND**

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).  
 ITEM 2 = M10 x 1.25 x 80mm 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 = LHS BOBBIN SPACER (S1030 – 15mm LONG) (x1).  
 ITEM 7 = LHS MOUNTING PLATE (MP0181) (x1)  
 ITEM 8 = THREADED BAR (M0508) (x1)  
 ITEM 9 = RHS MOUNTING PLATE (MP0182) (x1)  
 ITEM 10 = RHS BOBBIN SPACER (S0822 – 56mm LONG) (x1)  
 ITEM 11 = M10 x 1.25 x 120mm LONG HEX HEAD BOLT (x1)  
 ITEM 12 = LHS UPPER MOUNTING PLATE SPACER (S0258 – 10mm LONG) (x1)  
 ITEM 13 = LHS LOWER MOUNTING PLATE SPACER (S0670 – 9mm LONG) (x1)  
 ITEM 14 = M6 x 1.00 x 45mm LONG BUTTON HEAD BOLTS (x4)  
 ITEM 15 = M6 WASHERS (x4)  
 ITEM 16 = M10 NYLOC NUT (x2)  
 ITEM 17 = LHS ENGINE MOUNT SPACER (S1092 – 56mm LONG) (x1)  
 ITEM 18 = ENGINE BAR (EB091) (x1)  
 ITEM 19 = RHS ENGINE MOUNT SPACER (S0671 – 21mm LONG) (x1)  
 ITEM 20 = 75mm LONG CABLE TIES (x2)  
 ITEM 21 = M10 RUBBER DOME NUT CAP (x2)

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**

- Allen Key set to include 4mm.
- Socket set to include 8mm & 17mm socket and wrenches.
  - 14 & 17mm spanner



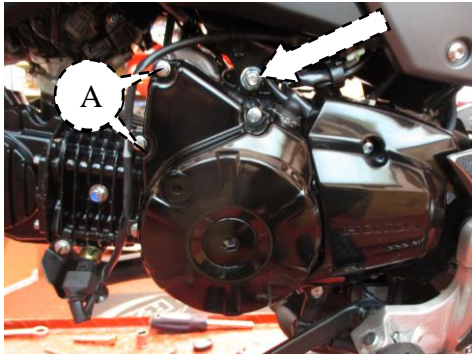
### **GENERAL TORQUE SETTINGS**

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

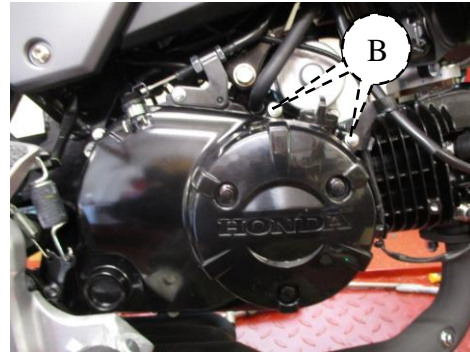
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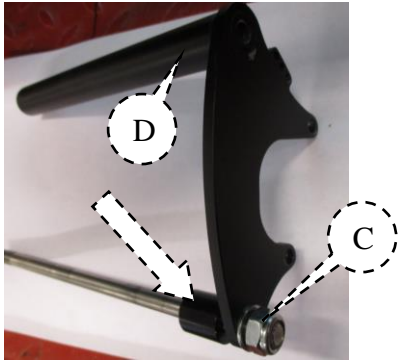
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PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

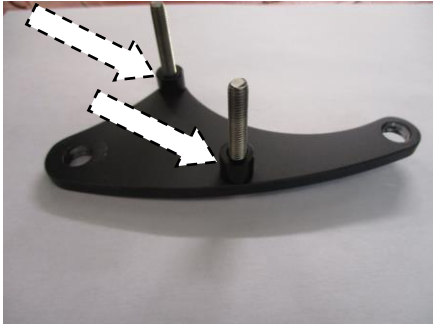


PICTURE 5



PICTURE 6





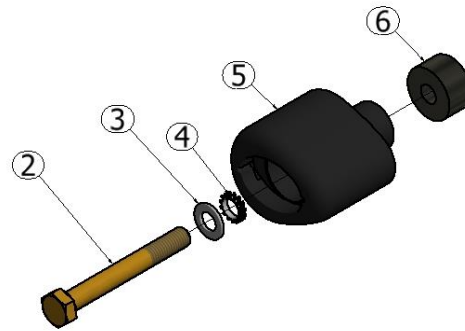
PICTURE 7



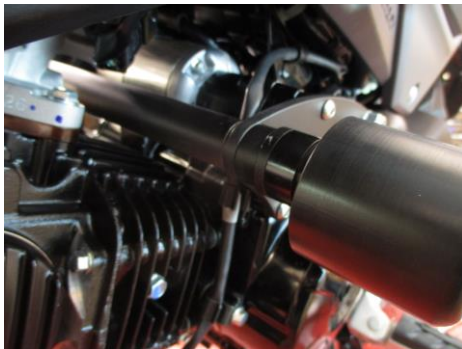
PICTURE 8



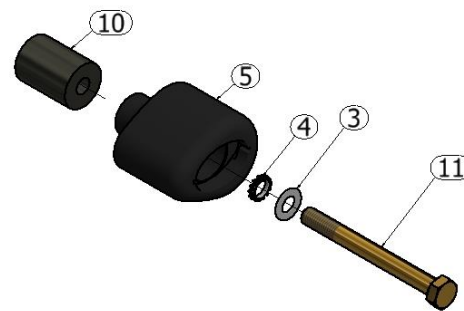
PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12





PICTURE 13

## **FITTING INSTRUCTIONS**

- Starting from the LHS of the engine, remove the top engine bolt arrowed in Picture 1 by removing the nut on the opposite end of the bolt. Slide the bolt off the frame from the LHS.
- Remove the two OEM M6 bolts labelled A in Picture 1 using an 8mm socket and a wrench. Please note NOT to remove the metal cable clip that hold the wiring from the engine case.
- On the RHS of the engine, remove the OEM M6 bolts labelled B in Picture 2 using an 8mm socket and a wrench. Remove the bolts and the metal bracket that holds the HT lead and wiring.
- From the kit, take the RHS mounting plate (Item 9), insert the new Engine bar (Item 18) through the rear mounting hole of the plate. Locate an M10 washer (Item 3) and an M10 nyloc nut (Item 15) to the thread closest to the plate, please ensure that the nyloc is fully engaged to the thread (as labelled C in Picture 3). Insert the RHS engine mount spacer (Item 19) through the protruded end of the engine bar so that the spacer sits against the plate as arrowed in Picture 3.
- Take the threaded bar (Item 8) from the kit and insert the 'D' shaped end into the 'D' shaped mounting hole on the RHS mounting plate (Item 9). Please ensure that the bar is inserted from the back of the plate as labelled 'D' in Picture 3.
- Offer the whole assembly towards the engine from the RHS. Insert the new Engine bar through the engine mount as original. Ensure that the HT lead and wire sits behind the plate (Item 9). Locate an M6 washer (Item 15) and an M6 x 45mm long button head bolt (Item 14) to each lower mounting point as shown in Picture 4. Tighten the two M6 bolts to a specified torque setting.
- From the kit take two small cable ties (Item 21) and loop it around the three small in-line holes on the RHS mounting plate (Item 9) so they hold the HT lead and wiring in place as shown in Picture 4.
- From the LHS of the engine, Insert the LHS engine mount spacer (Item 17) to the protruded end of the engine bar just fitted as shown in Picture 6.
- From the kit, take the LHS mounting plate (Item 7) and locate the two remaining M6 bolts (Item 14) with M6 washers (Item 15) to each small mounting point. Ensure that the bolts and washers are inserted from the front face of the plate (Item 7). Insert one LHS upper mounting spacer (Item 12) through the protruded end of the bolt on the upper mount. Insert the other LHS lower mounting spacer (Item 13) through the protruded end of the bolt on the lower mount as shown in Picture 7.
- Offer the LHS mounting plate assembly as shown in Picture 8 with the rear plate mount being inserted to the protruded end of the engine bar. Tighten the two M6 bolts to a specified torque setting.
- Locate an M10 washer (Item 3) and an M10 nyloc nut (Item 15) to the protruded end of the engine bar. Tighten the nut to a specified torque setting of 40Nm. Shown in Picture 9.
- Fit a nut cap provided in the kit onto the M10 nyloc nut just fitted on each side of the engine bar.
- From the kit take the M10 x 80mm Long bolt (Item 2), one M10 washer (Item 3), one Lock washer (Item 4), one Bobbin (item 5) and LHS bobbin spacer (Item 6). Assemble all the components as shown in Picture 10.
- Offer the LHS bobbin assembly to LHS mounting plate as shown in Picture 11. Do NOT fully tighten the bolt at this stage.



- From the kit take the M10 x 120mm Long bolt (Item 11), one M10 washer (Item 3), one Lock washer (Item 4), one Bobbin (item 5) and RHS bobbin spacer (Item 10). Assemble all the components as shown in Picture 12.
- Offer the RHS bobbin assembly to RHS mounting plate as shown in Picture 13. Tighten the RHS bobbin 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 LHS bobbin bolt in the same manner.
- If not already fitted, fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (Item 1) into both bobbins.

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**NOTICE DE MONTAGE CP0429BL**  
**PROTECTIONS CRASH**  
**HONDA MSX 125 2017-**



Photo A

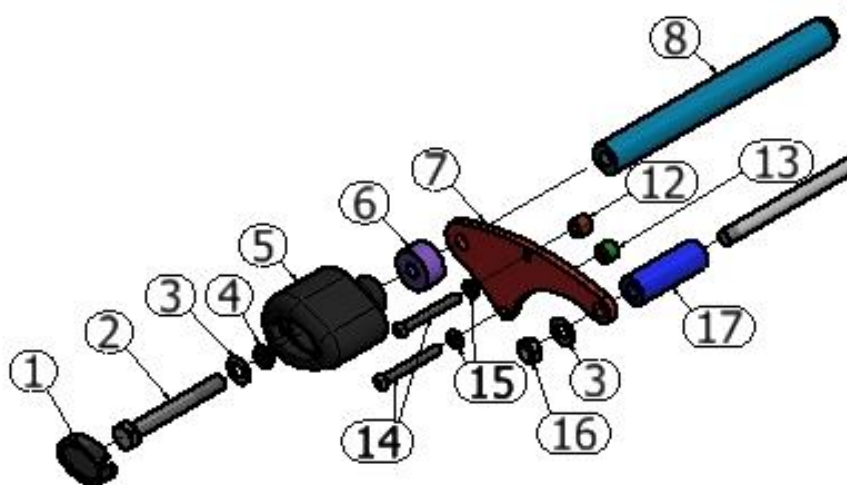


Photo B

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

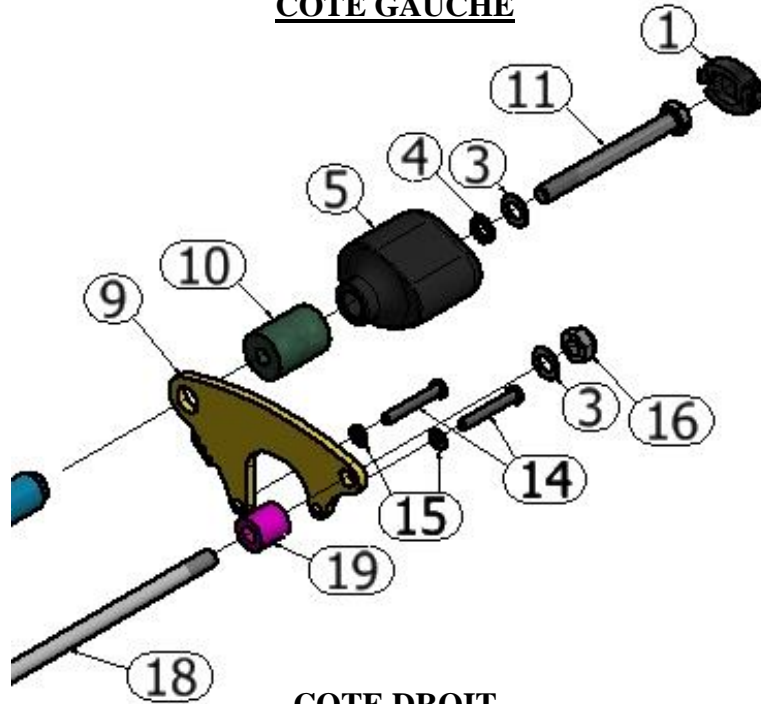
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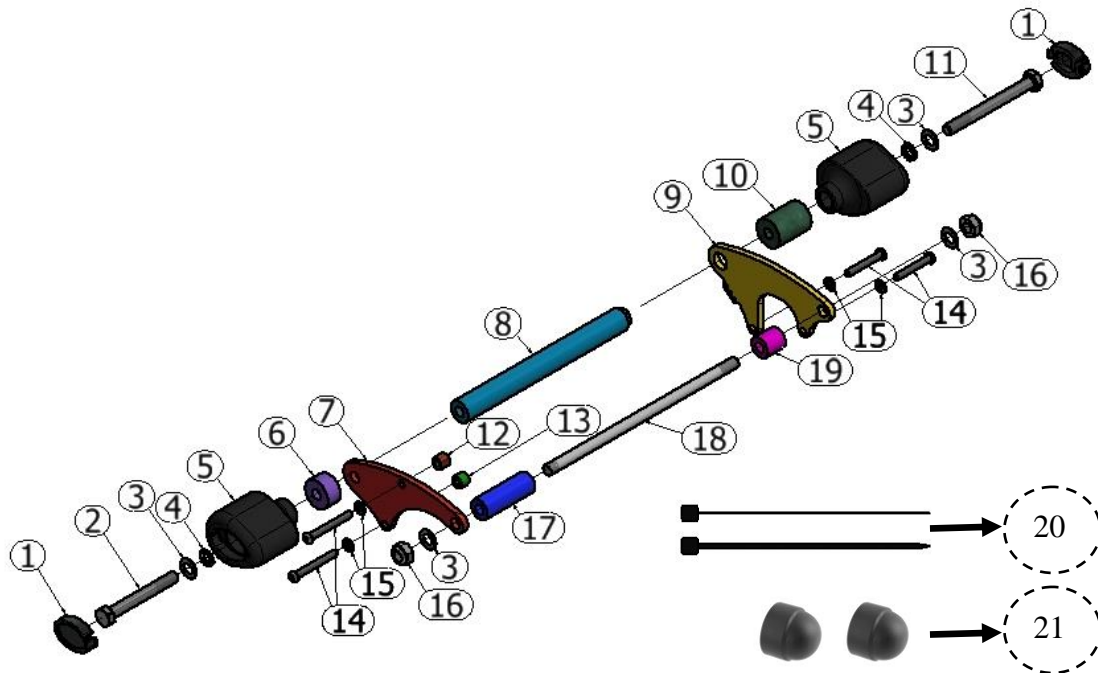




**COTE GAUCHE**



**COTE DROIT**



**ENSEMBLE COMPLET**

R&G

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### **LEGENDE**

- ARTICLE 1 = CAPUCHONS DE PROTECTIONS CRASH (BC0002) (x2).  
 ARTICLE 2 = M10 x 1.25 x 80mm BOULON (x1).  
 ARTICLE 3 = M10 RONDELLES (x4).  
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).  
 ARTICLE 5 = BOBINES DE PROTECTION (B0431 avec CS341) (x2).  
 ARTICLE 6 = ENTRETOISE DE BOBINE DU CÔTÉ GAUCHE (S1030 – 15mm DE LONG) (x1).  
 ARTICLE 7 = PLAQUE DE FIXATION CÔTÉ GAUCHE (MP0181) (x1)  
 ARTICLE 8 = AXE FILETÉ (M0508) (x1)  
 ARTICLE 9 = PLAQUE DE FIXATION CÔTÉ DROIT (MP0182) (x1)  
 ARTICLE 10 = ENTRETOISE DE BOBINE DU CÔTÉ DROIT (S0822 – 56mm DE LONG) (x1)  
 ARTICLE 11 = M10 x 1.25 x 120mm BOULON (x1)  
 ARTICLE 12 = ENTRETOISE DE PLAQUE DE FIXATION SUPÉRIEURE DU CÔTÉ GAUCHE (S0258 – 10mm DE LONG) (x1)  
 ARTICLE 13 = ENTRETOISE DE PLAQUE DE FIXATION INFÉRIEURE DU CÔTÉ GAUCHE (S0670 – 9mm DE LONG) (x1)  
 ARTICLE 14 = M6 x 1.00 x 45mm BOULONS (x4)  
 ARTICLE 15 = M6 RONDELLES (x4)  
 ARTICLE 16 = M10 ÉCROUS (x2)  
 ARTICLE 17 = ENTRETOISE DE SUPPORT MOTEUR DU CÔTÉ GAUCHE (S1092 – 56mm DE LONG) (x1)  
 ARTICLE 18 = AXE MOTEUR (EB091) (x1)  
 ARTICLE 19 = ENTRETOISE DE SUPPORT MOTEUR DU CÔTÉ DROIT (S0671 – 21mm DE LONG) (x1)  
 ARTICLE 20 = 75mm COLLIERS DE SERRAGE (x2)  
 ARTICLE 21 = M10 CAPUCHON D'ÉCROU EN CAOUTCHOUC (x2)

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

### **OUTILS REQUIS**

- Clé Allen 4mm.
- Clé à cliquet + douilles 8mm & 17mm
- Clé à molette 14 & 17mm

ARRIERE MOTO



AVANT MOTO

PHOTO C



**VALEURS DE SERRAGE RECOMMANDES**

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

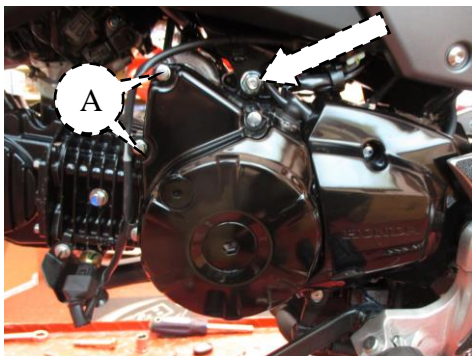


PHOTO 1

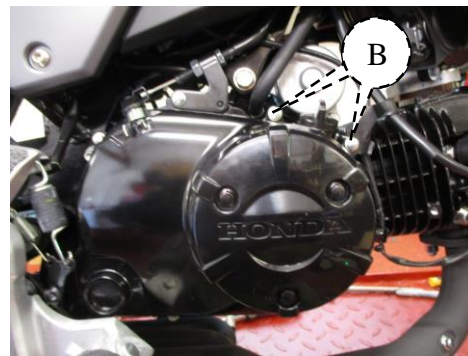


PHOTO 2

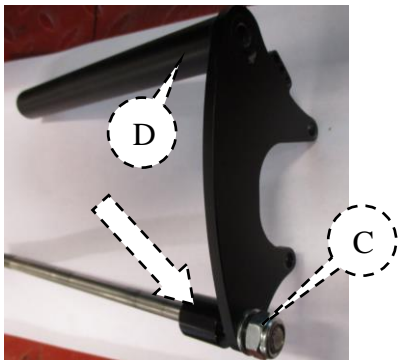


PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6

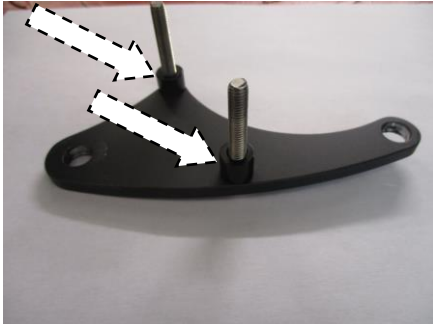


PHOTO 7



PHOTO 8



PHOTO 9

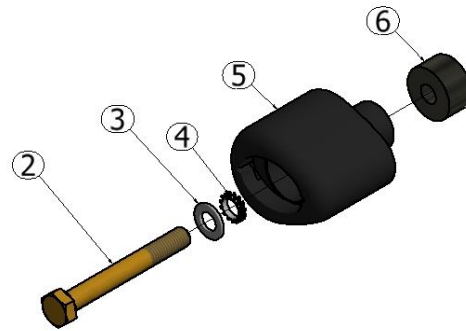


PHOTO 10

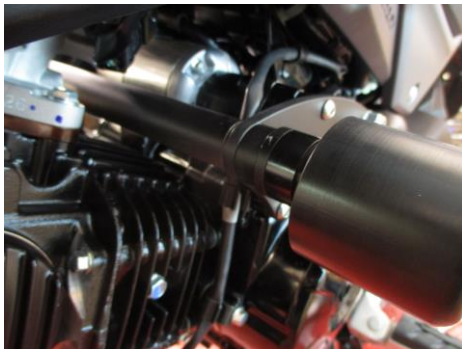


PHOTO 11

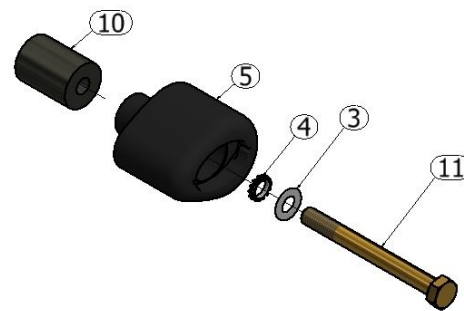


PHOTO 12



PHOTO 13





## **NOTICE DE MONTAGE :**

- En partant du côté gauche du moteur, enlever l'écrou supérieur du moteur, voir Photo 1 en enlevant l'écrou du côté opposé du boulon. Glisser le boulon en dehors du cadre du côté gauche.
- Enlever les 2 boulons M6 d'origine étiquetés A sur la Photo 1 en utilisant une clé à cliquet 8mm. Svp, NE PAS ENLEVER le clip câble en métal qui maintient les fils du carter moteur.
- Du côté droit du moteur, enlever les boulons M6 d'origine étiquetés B sur la Photo 2 en utilisant une clé à cliquet 8mm. Enlever les boulons et le support métal qui fixe la tête haute tension et les fils.
- Dans le kit, prendre la plaque de fixation du côté droit (Article 9), insérer le nouvel axe moteur (Article 18) dans le trou de fixation arrière de la plaque. Placer une rondelle M10 (Article 3) et un écrou M10 (Article 15) sur le filetage le plus proche de la plaque, veiller à ce que l'écrou soit complètement engagé sur le filetage (étiquette C sur la Photo 3). Insérer l'entretoise de support moteur du côté droit (Article 19) dans l'extrémité dépassant de l'axe moteur de façon à ce que l'entretoise se place contre la plaque indiquée sur la Photo 3.
- Prendre l'axe fileté (Article 8) du kit puis insérer l'extrémité 'D' dans le trou de fixation 'D' sur la plaque de fixation du côté droit (Article 9). Veiller à ce que l'axe soit inséré depuis le bas de la plaque étiqueté 'D' sur la Photo 3.
- Monter l'ensemble contre le moteur du côté droit. Insérer le nouvel axe moteur dans le support moteur comme à l'origine. Veiller à ce que la tête haute tension et le fil se place derrière la plaque (Article 9). Placer une rondelle M6 (Article 15) et un boulon M6 x 45mm (Article 14) sur chaque point de fixation inférieur, voir Photo 4. Serrer les 2 boulons M6 aux valeurs de serrage recommandées.
- Dans le kit, prendre les 2 colliers de serrage (Article 21) et encerclez les autour des 3 trous alignés sur la plaque de fixation du côté droit (Article 9) de façon à ce qu'ils maintiennent la tête haute tension et les fils en place, voir Photo 4.
- Du côté gauche du moteur, insérer l'entretoise de support moteur du côté gauche (Article 17) sur l'extrémité visible de l'axe moteur tout juste inséré, voir Photo 6.
- Dans le kit, prendre la plaque de fixation du côté gauche (Article 7) et insérez les 2 boulons M6 restants (Article 14) avec les rondelles M6 (Article 15) sur chaque petit point de fixation. Veiller à ce que les boulons et rondelles soient insérés depuis la face avant de la plaque (Article 7). Insérer une entretoise de fixation supérieure du côté gauche (Article 12) sur l'extrémité du boulon sur le support supérieur. Insérer l'autre entretoise de fixation inférieure du côté gauche sur le support inférieur, voir Photo 7.
- Monter l'ensemble de la plaque de fixation du côté gauche, voir Photo 8 avec le support de plaque arrière insérée sur l'extrémité dépassant de l'axe moteur. Serrer les 2 boulons M6 aux valeurs de serrage recommandées.
- Placer une rondelle M10 (Article 3) et un écrou M10 (Article 15) sur l'extrémité dépassant de l'axe moteur. Serrer l'écrou à la valeur de serrage recommandée. Voir Photo 9.
- Insérer un capuchon d'écrou fournir dans le kit sur l'écrou M10 tout juste inséré sur chaque côté de l'axe moteur.
- Dans le kit, prendre le boulon M10 x 80mm (Article 2), une rondelle M10 (Article 3), une rondelle de blocage (Article 4), une bobine (article 5) et une entretoise de bobine du côté gauche (Article 6). Assembler tous les composants, voir Photo 10.
- Monter l'ensemble de la bobine du côté gauche sur la plaque de fixation du côté gauche, voir Photo 11. NE PAS SERRER COMPLÈTEMENT LE BOULON À CE STADE.



- Prendre le boulon M10 x 120mm du kit (Article 11), une rondelle M10(Article 3), une rondelle de blocage (Article 4), une bobine (article 5) et une entretoise de bobine du côté droit (Article 10). Assembler tous les composants comme sur la photo 12.
- Monter l'ensemble de bobine droite sur la plaque de fixation droite, comme sur la photo 13. 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'accentuer 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 le boulon de la bobine gauche de la même manière.
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux des bouchons de chaque protection crash.
- Placer les 2 capuchons (article 1) dans les 2 protections.

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