



FITTING INSTRUCTIONS FOR CP0285 CRASH PROTECTORS
HONDA CBR 250R 2011

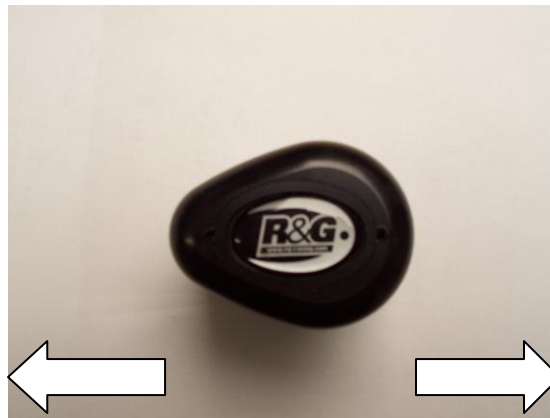
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PICTURE 'A'



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.

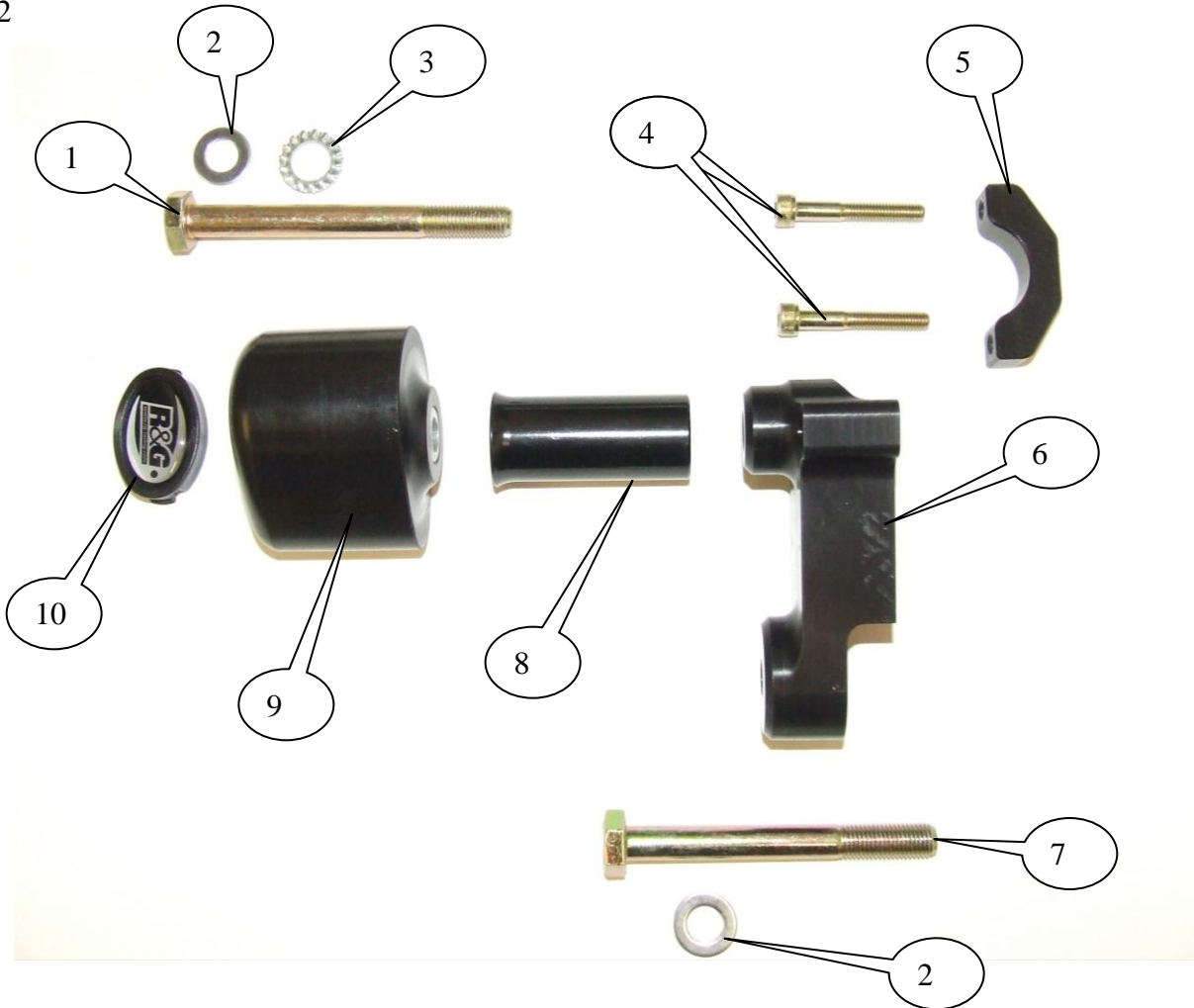
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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)

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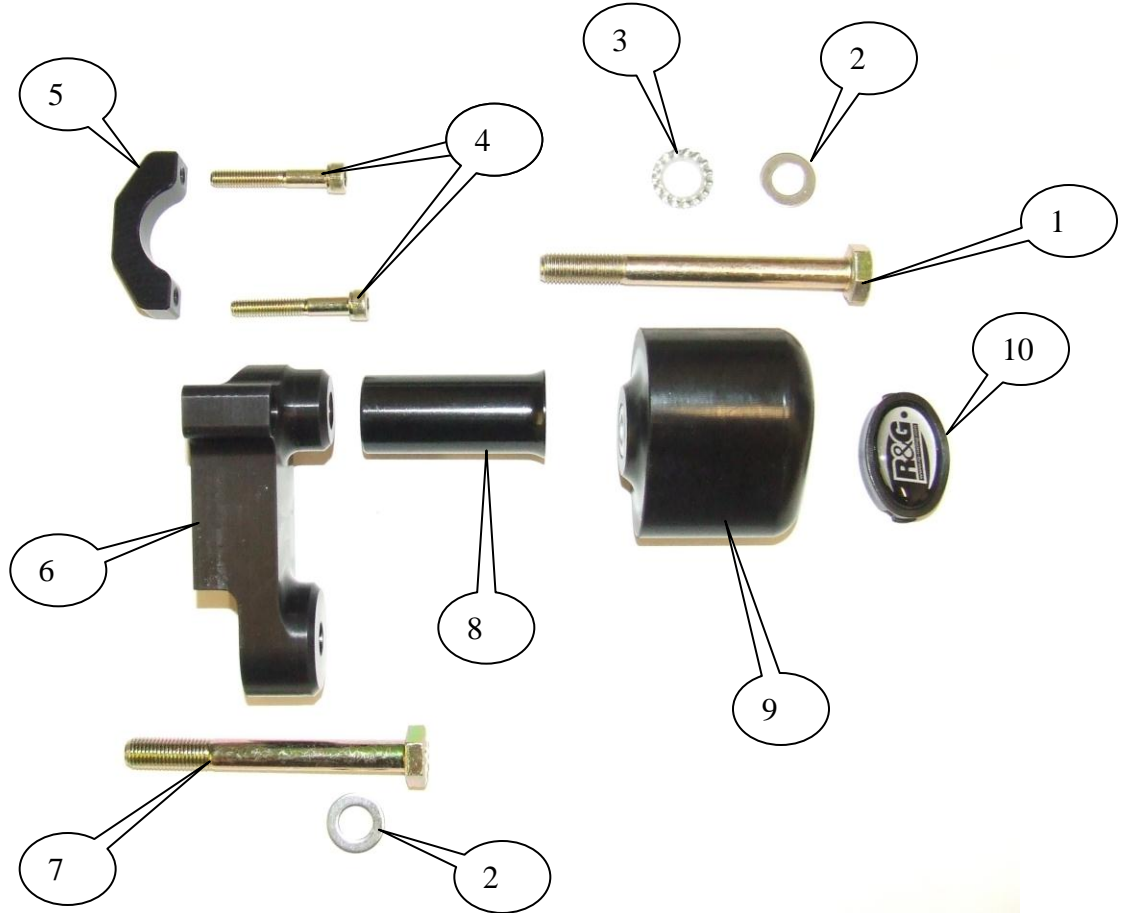


LEFT HAND SIDE



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

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RIGHT HAND SIDE





TOOLS REQUIRED

- Socket set to include 14mm and 17mm sockets and wrench
 - Set of metric Allen keys 4 and 5mm A/F
 - Torque wrench (up to 40Nm)
 - Drill
 - 28mm Hole saw

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LEGEND

ITEM 1 = M10x1.25x100mm LONG HEX HEAD BOLTS (CRASH PROTECTOR BOLTS)(x2).

ITEM 2 = M10 PLAIN WASHERS (x4).

ITEM 3 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 4 = M6x40mm LONG CAP HEAD BOLTS (x4).

ITEM 5 = H0016 CLAMP (BOTH SIDES)(x2).

ITEM 6 =M0276 MOUNTING BLOCKS (x2).

ITEM 7 = M10x1.25x90mm LONG HEX HEAD BOLTS (MOUNTING BLOCK BOLTS)(x2).

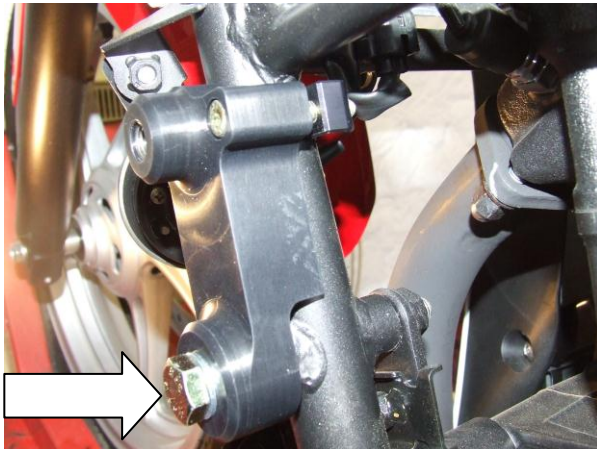
ITEM 8 = S0388 SPACERS 57.5mm LONG (BOTH SIDES) (x2).

ITEM 9 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).

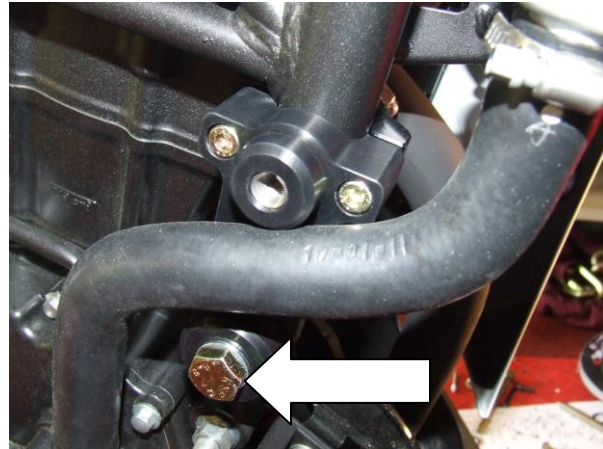
ITEM 10 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 11 = T0011 MARKING TOOL (60mm LONG) (x1).

ITEM 12 = 100mm LENGTH OF SELF ADHESIVE FOAM (NOT SHOWN) (x2).



PICTURE 'D'



PICTURE 'E'

PICTURE 'F'





Near side (left side as you sit on bike)

- Remove side fairing (you will need to disconnect indicators).
- Remove the frame bolt in position arrowed in picture 'D' (using 14mm socket).
- Stick the self-adhesive foam to the mounting surface of the mounting block (it helps prevent marking of the frame).
- Offer one of the mounting blocks (M0276) up to the motorcycle in position shown in picture 'D'.
- Take one of the shorter (90mm long) hex head bolts with washers and locate in the hole in mounting block and into the frame mount as shown in picture 'D'.
- Do not tighten bolt yet.
- Place the frame clamp around frame and aligned with the two clamping hole and secure in position using two of the M6x40mm long cap head bolts.
- Tighten all three bolts evenly.
- Fit the marking tool (shown in picture 'F') into remaining hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing (as shown in picture 'F').
- Gently push fairing into the marking tool so it leaves a mark on inside of fairing.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit fairing (connect indicator push fittings).
- Slide one of the 10mm washers onto one the longer M10 hexagon headed bolts (100mm 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.
- Next slide one of the spacers over exposed end of bolt so the larger face of spacer sits against the crash protector.
- Offer this assembly through the hole in fairing (ensuring the assembly does not distort the fairing) up to mounting block and tighten bolt 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 side fairing (you will need to disconnect indicators).
- Remove the frame bolt in position arrowed in picture 'E' (using 14mm socket).
- Stick the self-adhesive foam to the mounting surface of the mounting block (it helps prevent marking of the frame).
- Offer one of the mounting blocks (M0276) up to the motorcycle in position shown in picture 'E'.



- Take one of the shorter (90mm long) hex head bolts with washers and locate in the hole in mounting block and into the frame mount as shown in picture 'E'.
- Do not tighten bolt yet.
- Place the frame clamp around frame and aligned with the two clamping hole and secure in position using two of the M6x40mm long cap head bolts.
- Tighten all three bolts evenly.
- Fit the marking tool (shown in picture 'F') into remaining hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing (as shown in picture 'F').
- Gently push fairing into the marking tool so it leaves a mark on inside of fairing.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit fairing (connect indicator push fittings).
- Slide one of the 10mm washers onto one the longer M10 hexagon headed bolts (100mm 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.
- Next slide one of the spacers over exposed end of bolt so the larger face of spacer sits against the crash protector.
- Offer this assembly through the hole in fairing (ensuring the assembly does not distort the fairing) up to mounting block and tighten bolt 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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Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



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INSTRUCTIONS DE MONTAGE
CP0285 PROTECTION CARENAGE
HONDA CBR 250R 2011

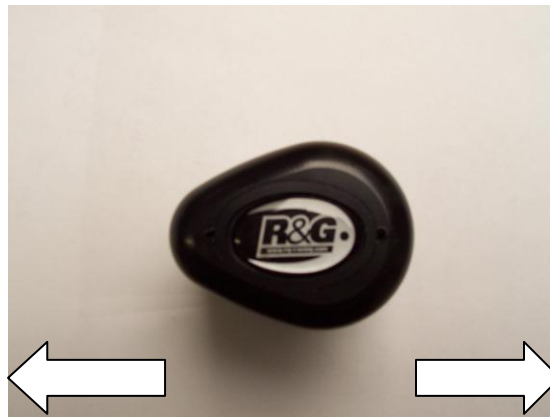
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IMAGE 'A'



IMAGE 'B'



ARRIERE DE LA MOTO

AVANT DE LA MOTO

IMAGE 'C'

**ASSURER VOUS QUE TOUTES LES PIECES SONT PRESENTES AVANT DE
PROCEDER AU MONTAGE**

**LA FACON DONT LE KIT EST EMBALLE NE REPRESENTE PAS NECESSAIREMENT LA FACON DE
LE MONTER SUR LA MOTO**

Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composants du boulon - les rondelles en caoutchouc doivent être jetées !

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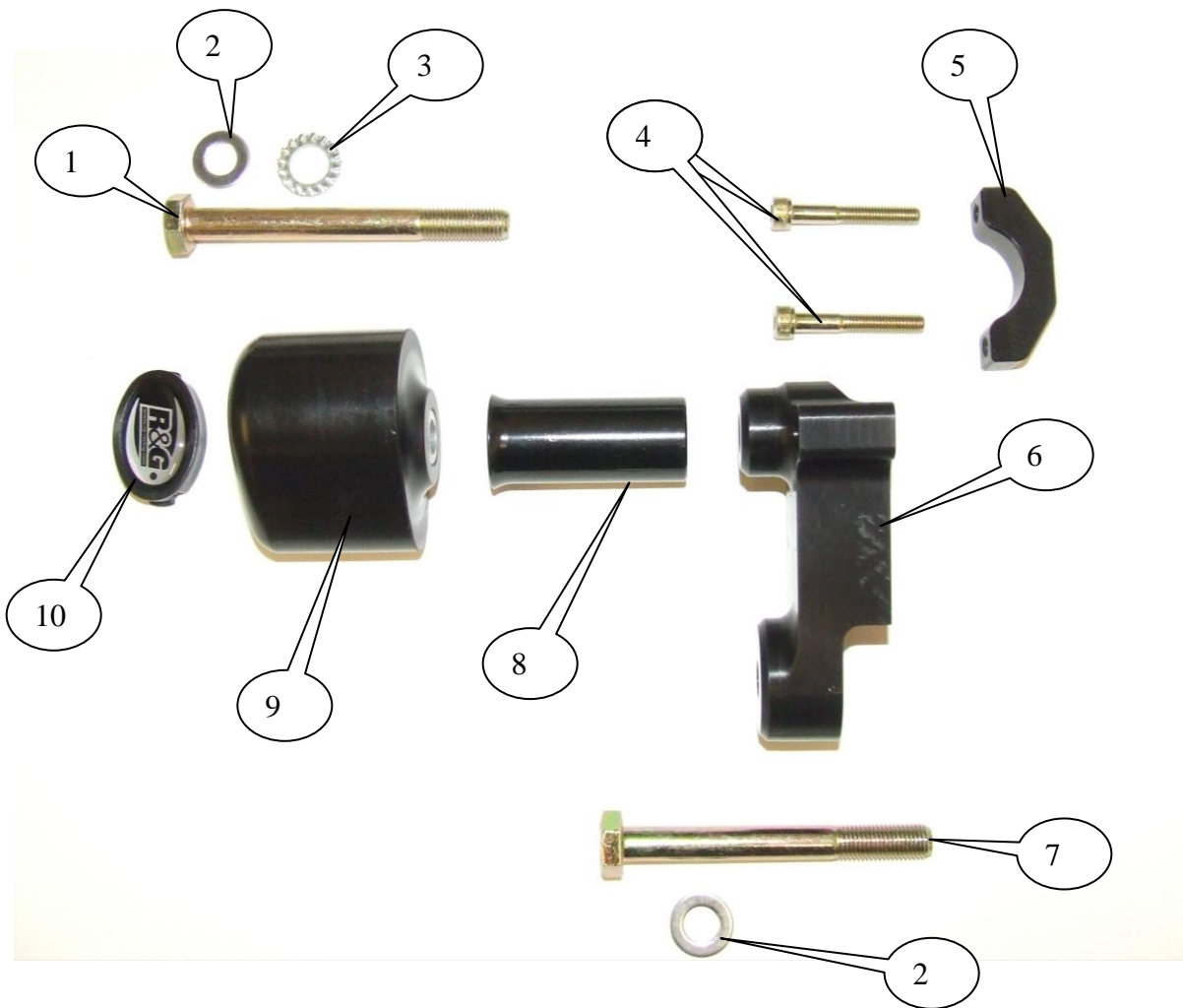
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LES PARTIES EXPOSEES PEUVENT AVOIR UNE VALEUR INDICATIVE

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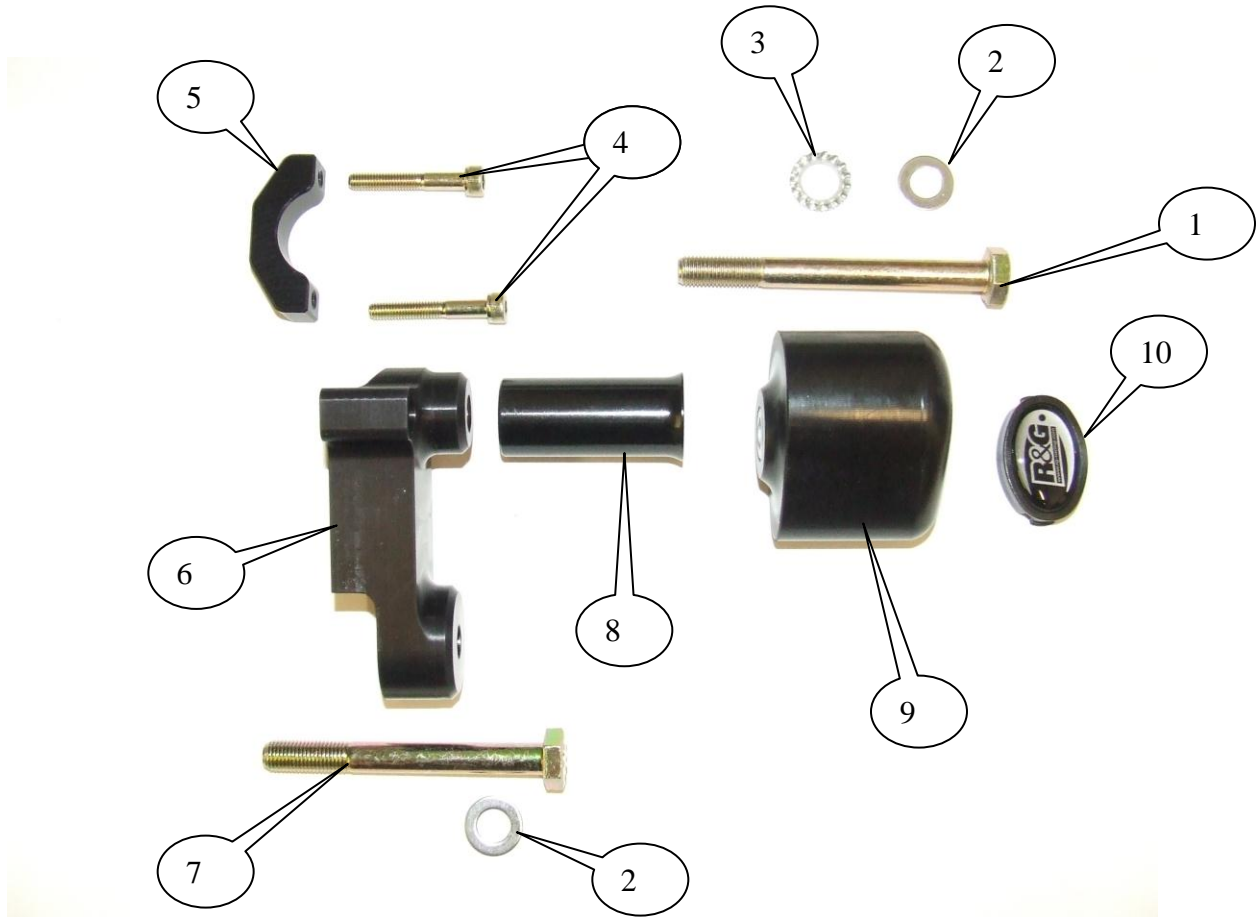


COTE GAUCHE



**ASSUREZ VOUS QUE TOUTES LES PIECES SONT PRESENTES AVANT DE
PROCEDER AU MONTAGE**

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COTE DROIT





OUTILS REQUIS

- Prise définie afin d'inclure 14mm et 17mm et une clé
- Jeu de clés Allen métriques 4 et 5 mm A / F
- ° Couple clé (jusqu'à 40Nm)
- Percer
- Trou de 28mm vu

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LEGENDE

- POINT 1 M10x1.25x100mm = LONG Boulons HEAD (BOULONS PROTECTOR CRASH) (x2).
- POINT 2 = M10 rondelles plates (x4).
- POINT 3 = LW0001 (M12 RONDELLES PREUVE SHAKE) (x2).
- POINT 4 = M6x40mm LONG BOULONS À TÊTE (x4).
- POINT 5 = H0016 CLAMP (deux côtés) (x2).
- POINT 6 = M0276 blocs de montage (x2).
- POINT 7 = M10x1.25x90mm LONG boulons à tête hexagonale (MONTAGE boulons de bloc) (x2).
- POINT 8 = S0388 57.5mm entretoises longues (deux côtés) (x2).
- POINT 9 = B0063 avec CS066 (10mm) (les deux PROTECTIONS CRASH) (x2).
- POINT 10 = BC0002 CAPS PROTECTOR CRASH (x2).
- POINT 11 = T0011 outil de marquage (60mm LONG) (x1).
- POINT 12 = 100mm LONGUEUR DE MOUSSE AUTOCOLLANTES (non montré) (x2).

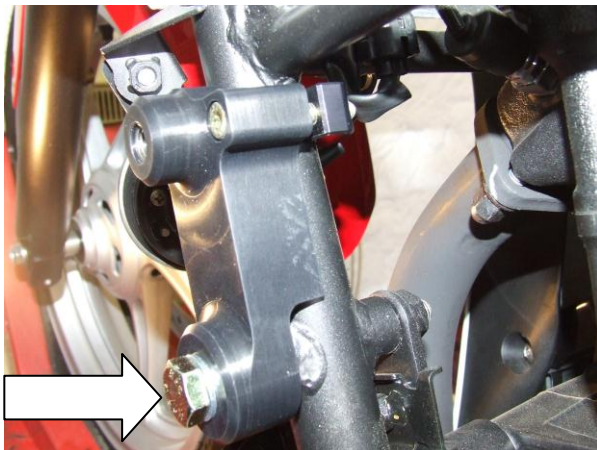


Image 'D'

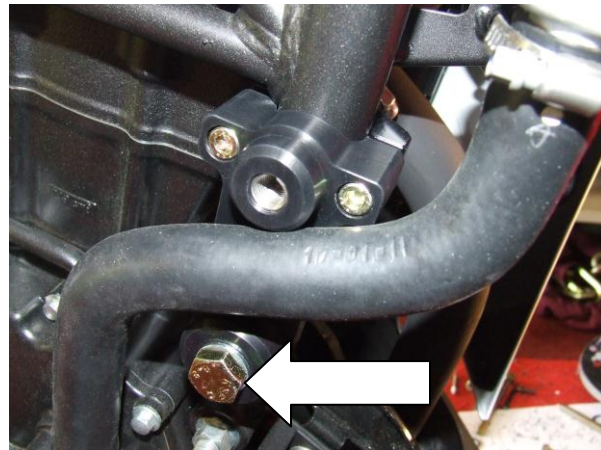


Image 'E'

Image 'F'





Cote gauche sur la moto:

- Retirez carénage latéral (vous aurez besoin de déconnecter les clignotants).
 - Retirez le boulon du châssis comme indiquée sur l'image 'D' (via la douille de 14mm).
 - Collez la mousse auto-adhésif à la surface de montage du bloc de montage (elle permet d'éviter le marquage de la trame).
 - Installer le bloc de montage (M0276) à la moto dans la position indiquée dans 'D' image.
 - Prenez l'un des plus courts boulons (90mm de long) à tête hexagonale avec des rondelles et installer le bloc comme indique en 'D'.
 - Ne pas serrer la vis au maximum.
 - Placez la pince autour du cadre et aligner avec le trou de deux de serrage et fixer en utilisant deux des vis à tête M6x40mm (long capuchin).
 - Serrer les trois boulons de façon uniforme.
 - Mettre en place l'outil de marquage (représenté sur l'image 'F').
 - Remonter le carénage tout en vous assurant que l'outil de marquage ne gene pas.
 - Visser l'outil de marquage jusqu'à ce qu'il renter en contact avec la face interne (comme le montre l'image 'F').
 - Poussez doucement le carénage dans l'outil de marquage pour qu'il laisse une marque à l'intérieur de la coiffe.
 - Retirez carénage.
 - Percer un trou dans le carénage (pour vérifier la position) de la face interne.
 - Remonter le carénage et s'assurer que le trou est aligne avec l'outil de marquage.
 - Si la position vous satisfait, retirez le carénage et l'outil de marquage.
 - Utilisation de la scie à trous de forage 28 mm pour le trou extérieur, ébavurer le trou avec un couteau ou du papier d'émeri en prenant soin de ne pas marquer à l'extérieur du carénage.
 - Remonter carénage (raccorder clignotants).
 - Faites glisser l'un des boulons a rondelles de 10mm sur l'hexagone plus une tête M10 (100 mm de long) afin que la rondelle se trouve sur la tête du boulon.
 - Faites glisser la rondelle dentelée sur le boulon de sorte qu'il se trouve contre la rondelle.
 - Ensuite glissez le boulon avec les rondelles de protection.
 - Ensuite, glissez des entretoises sur l'extrémité exposée de la vis de sorte que la plus grande face de l'entretoise soit contre du cote de la protection.
 - Installer l'ensemble à travers le trou dans le carénage (en veillant à ce que l'assemblage ne fausse pas le carenage) puis serrer la vis jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection a l'aide de la pipe de 17mm et une clé.
- Notez que la protection chute doit être positionnée comme dans 'C' avec le gros bout vers l'avant. Serrez davantage afin que vous sentiez une legere augmentation de la compression. Appliquez ensuite un quart de tour. Ne serrez pas trop car les dommages peuvent se produire à la moto. Ne pas dépasser 40 nm de couple.
- Mettre en place le capuchon protecteur R&G.



Cote gauche sur la moto:

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- Retirez carénage latéral (vous aurez besoin de déconnecter les clignotants).
 - Retirez le boulon du châssis comme indique sur l'image 'D' (via la douille de 14mm).
 - Collez la mousse auto-adhésif à la surface de montage du bloc de montage (elle permet d'éviter le marquage de la trame).
 - Installer le bloc de montage (M0276) à la moto dans la position indiquée dans 'D' image.
 - Prenez l'un des plus courts boulons (90mm de long) à tête hexagonale avec des rondelles et installer le bloc comme indique en 'D'.
 - Ne pas serrer la vis au maximum.
 - Placez la pince autour du cadre et aligner avec le trou de deux de serrage et fixer en utilisant deux des vis à tête M6x40mm (long capuchin).
 - Serrer les trois boulons de façon uniforme.
 - Mettre en place l'outil de marquage (représenté sur l'image 'F').
 - Remonter le carénage tout en vous assurant que l'outil de marquage ne gene pas.
 - Visser l'outil de marquage jusqu'à ce qu'il renter en contact avec la face interne (comme le montre l'image 'F').
 - Poussez doucement le carénage dans l'outil de marquage pour qu'il laisse une marque à l'intérieur de la coiffe.
 - Retirez carénage.
 - Percer un trou dans le carénage (pour vérifier la position) de la face interne.
 - Remonter le carénage et s'assurer que le trou est aligne avec l'outil de marquage.
 - Si la position vous satisfait, retirez le carénage et l'outil de marquage.
 - Utilisation de la scie à trous de forage 28 mm pour le trou extérieur, ébavurer le trou avec un couteau ou du papier d'émeri en prenant soin de ne pas marquer à l'extérieur du carénage.
 - Remonter carénage (raccorder clignotants).
 - Faites glisser l'un des boulons a rondelles de 10mm sur l'hexagone plus une tête M10 (100 mm de long) afin que la rondelle se trouve sur la tête du boulon.
 - Faites glisser la rondelle dentelée sur le boulon de sorte qu'il se trouve contre la rondelle.
 - Ensuite glissez le boulon avec les rondelles de protection.
 - Ensuite, glissez des entretoises sur l'extrémité exposée de la vis de sorte que la plus grande face de l'entretoise soit contre du cote de la protection.
 - Installer l'ensemble à travers le trou dans le carénage (en veillant à ce que l'assemblage ne fausse pas le carenage) puis serrer la vis jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection a l'aide de la pipe de 17mm et une clé.
- Notez que la protection chute doit être positionnée comme dans 'C' avec le gros bout vers l'avant. Serrez davantage afin que vous sentiez une legere augmentation de la compression. Appliquez ensuite un quart de tour. Ne serrez pas trop car les dommages peuvent se produire à la moto. Ne pas dépasser 40 nm de couple.
- Mettre en place le capuchon protecteur R&G.

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