



FITTING INSTRUCTIONS FOR CP0342 CRASH PROTECTORS
HONDA CB 500 F 2013

Page | 1



PICTURE 'A'



PICTURE 'B'



PICTURE 'C'

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

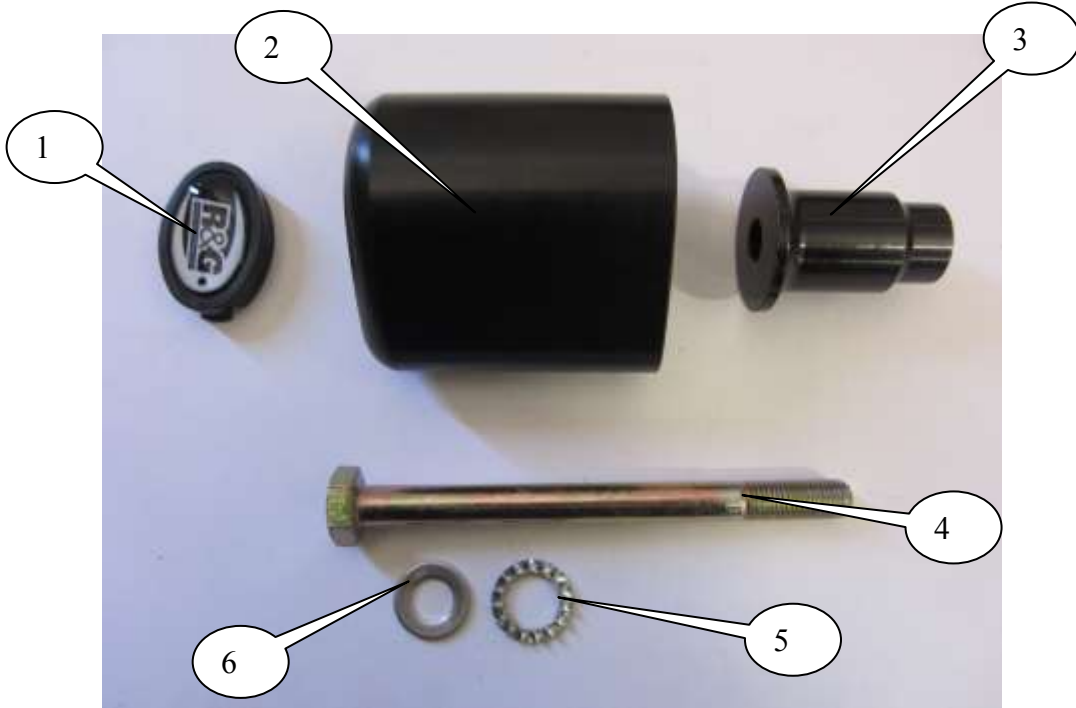
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*

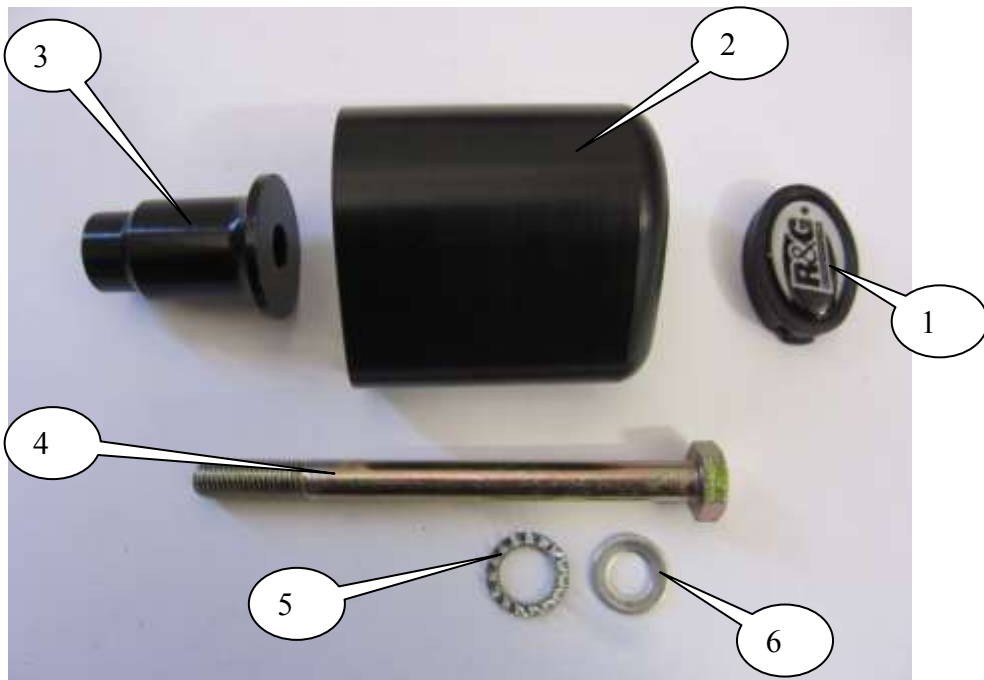
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

TOOLS REQUIRED

- Socket set to include a 14 and 17mm A/F socket and wrench.
 - 17mm spanner.
- Set of metric Allen keys to include 4 and 5mm A/F.
 - Phillips driver.
- Torque wrench (up to 40Nm).



LEFT HAND SIDE



RIGHT HAND SIDE



LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
ITEM 3 = S0260 CRASH PROTECTOR SPACERS (BOTH SIDES) (45mm LONG) (x2).
ITEM 4 = M10x1.25x120mm LONG HEX HEADED BOLT (CRASH PROTECTOR BOLTS) (x2).
ITEM 5 = LW0001 (SHAKE PROOF WASHERS) (x2).
ITEM 6 = M10 PLAIN WASHERS (x2).



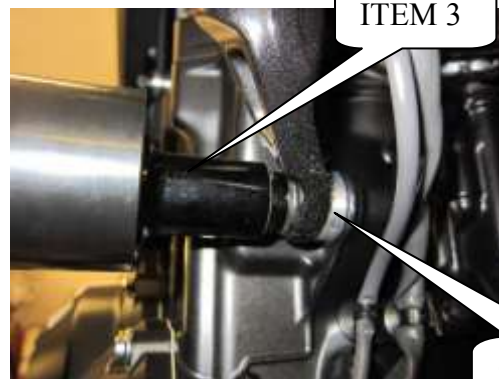
PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine/frame bolt arrowed in picture 1 (beware as the frame to engine spacer will drop as the bolt is removed (do not lose)).
- Take one of the M10x120 hex headed bolts (item 4) and place one of the plain M10 washers (item 6) over the thread up to the head of the bolt.
- Take one of the locking washers (item 5) and place against plain washer just fitted.
- Place this assembly through either of the crash protectors (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place one of the spacers (item 3) over the exposed end of the bolt so the larger end sits against the crash protector.
- Offer this assembly into the engine mount as shown in picture 2 (REFIT THE ORIGINAL SPACER).

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- Tighten the crash protector 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. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

Off side (right side as you sit on bike)

- Remove the engine/frame bolt arrowed in picture 3(beware as the frame to engine spacer will drop as the bolt is removed (do not lose).
- Take the remaining M10x120 hex headed bolt (item 4) and place the remaining plain M10 washer (item 6) over the thread up to the head of the bolt.
- Take the remaining locking washer (item 5) and place against plain washer just fitted.
- Place this assembly through the remaining crash protector (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place the remaining spacer (item 3) over the exposed end of the bolt so the larger end sits against the crash protector.
- Offer this assembly into the engine mount as shown in picture 4 (REFIT THE ORIGINAL SPACER).
- Tighten the crash protector 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. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

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Instructions de montage CP0342 CRASH PROTECTORS
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Page | 5



PHOTO 'A'



PHOTO 'B'



PHOTO 'C'

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

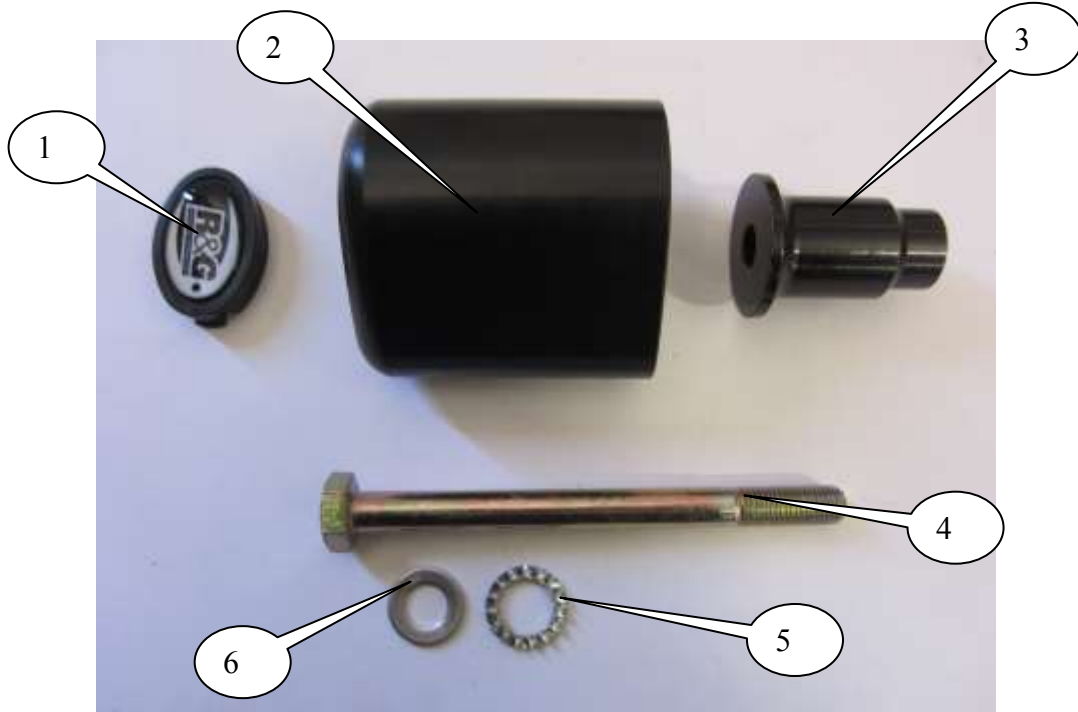
La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

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

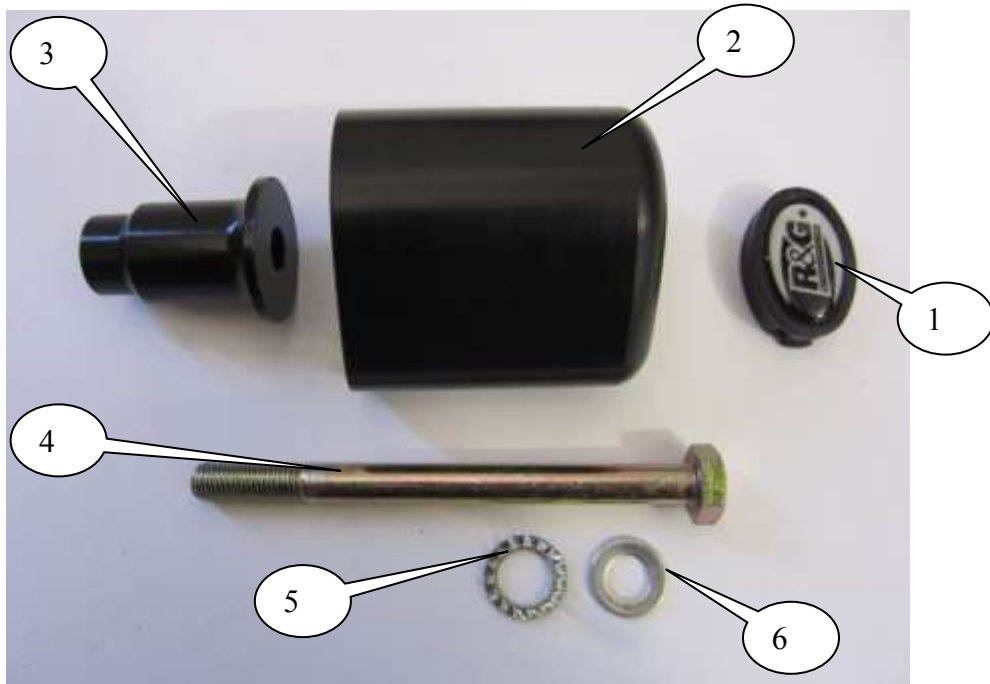
Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

Outils requis

- Jeu de clés de 14 et 17mm.
 - Pince 17mm.
- Clés Allen 4 et 5mm A/F.
 - Tournevis cruciforme.
- Clé dynamométrique (à 40Nm).



Coté gauche



Coté droit



LEGENDE

- ARTICLE 1 = BC0002 Capuchons de protection (x2).
ARTICLE 2 = B0061 avec CS341 (10mm) (Les 2 protections) (x2).
ARTICLE 3 = S0260 Entretoises protections crash (Des 2 cotés) (45mm de long) (x2).
ARTICLE 4 = M10x1.25x120mm Boulon à tête hexagonale (Boulons de protection) (x2).
ARTICLE 5 = LW0001 (Rondelles anti vibration) (x2).
ARTICLE 6 = M10 Rondelles plates (x2).

Page | 7

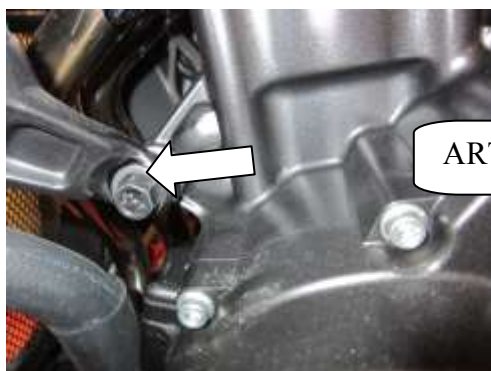


PHOTO 1

ARTICLE 3



PHOTO 2

Entretoise
d'origine



PHOTO 3

ARTICLE 3

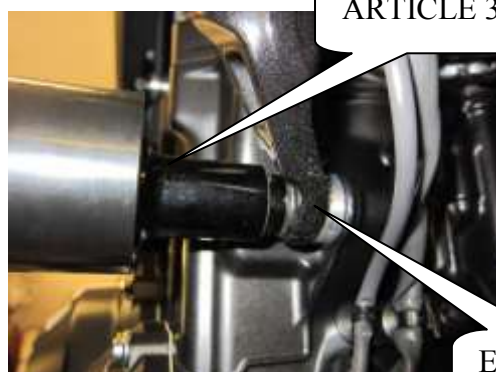


PHOTO 4

Entretoise
d'origine

Instructions de montage

Coté gauche (assis sur la moto) :

- Enlever le boulon de cadre/moteur (Photo 1)(méfiez-vous car, le cadre à entretoise moteur va baisser quand le boulon sera retiré (ne pas le perdre).
- Prendre un des boulons hexagonaux M10x120 (Article 4) et placez une des rondelles M10 (Article 6) autour du filetage du boulon.
- Prendre les rondelles de blocage restantes (Article 5) et placez les contre la rondelle plate tout juste installée.
- Placer l'ensemble à travers la protection crash (Article 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash.
- Placer une des entretoises (Article 3) autour du boulon de façon à ce que l'extrémité la plus large se place contre la protection crash.
- Poser cet ensemble sur le support moteur (Photo 2) (Remettre l'entretoise d'origine).

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- Serrer le boulon jusqu'à ce que vous sentiez une légère compression depuis l'intérieur de la protection (avec une clé de 17mm). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN PHOTO C AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm.
- vérifier que la bobine et l'entretoise ne soit en aucun cas en contact avec le carénage
- Placer le logo en caoutchouc dans le creux de la protection.

Coté droit (assis sur la moto) :

- Enlever le boulon de cadre/moteur (Photo 3) (méfiez-vous car, le cadre à entretoise moteur va baisser quand le boulon sera retiré (ne pas le perdre).
- Prendre un des boulons hexagonales M10x120 (Article 4) et placez une des rondelles M10 (Article 6) autour du filetage du boulon.
- Take the remaining locking washer (Article 5) and place against plain washer just fitted.
- Prendre la rondelle de blocage restante (Article 5) et placez la contre la rondelle plate tout juste installée.
- Placer l'ensemble à travers la protection crash (Article 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la protection crash.
- Placer l'entretoise restante (Article 3) autour du boulon de façon à ce que l'extrémité la plus large se place contre la protection crash.
- Poser cet ensemble sur le support moteur (Photo 4) (Remettre l'entretoise d'origine).
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression depuis l'intérieur de la protection (avec une clé de 17mm). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN PHOTO C AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm.
- vérifier que la bobine et l'entretoise ne soit en aucun cas en contact avec le carénage
- Placer le logo en caoutchouc dans le creux de la protection.

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