



FITTING INSTRUCTIONS FOR CP0018BL/WH CRASH PROTECTORS HONDA VTR FIRESTORM



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!*

- Undo fairing both sides
- Gently pull forward
- Undo engine bolt
- Mark end of engine bar with white paint/ tippex
- Put fairing back
- Push marked end up against fairing
- Repeat for the other side
- Once both sides are marked, remove fairing completely
- Pilot drill on centre of marks from inside edge of fairing both sides
- Re-fit fairing, check holes in correct position
- Using 16mm tank cutter/cone cutter
- Carefully drill holes outside edge inwards.
- Take a sharp knife and de-burr holes
- Take R & G kit
- Remove bobbins
- Remove the chunkier bar end (22mm spanner)
- Slide bar through engine bolt position
- The bar-end with the 14mm A/F dimension should fit on the recess of the engine on the Nearside.
- Re-fit other end. Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque. Refit fairing.
- Bar ends should just come through holes
- Refit bobbins.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR CP0018BL/WH CRASH PROTECTORS
HONDA VTR FIRESTORM

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.

- Enlever les carénages
- Retirer le carénage délicatement vers l'avant
- Enlever la vis de fixation moteur.
- Marquer à l'aide de peinture ou de tippex la tête de la barre de fixation moteur.
- Remettre le carénage
- Pousser la vis peinte contre le carénage.
- Refaire la même opération pour le côté opposé.
- Lorsque les deux côtés sont marqués, Enlever le carénage.
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 16 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Enlever la barre de fixation d'origine.
- Glisser la barre R&G
- Placer et serrer ensuite les pièces de fixation des tampons R&G, la partie de diamètre 14 mm sera à placer dans le cadre. (pour le côté gauche)
- Remettre le carénage.
- Mettre les tampons R&G sur la moto.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.