



**FITTING INSTRUCTIONS FOR CP0339BL
NON-DRILL AERO CRASH PROTECTORS
HONDA CBR600RR 2013**



Picture A

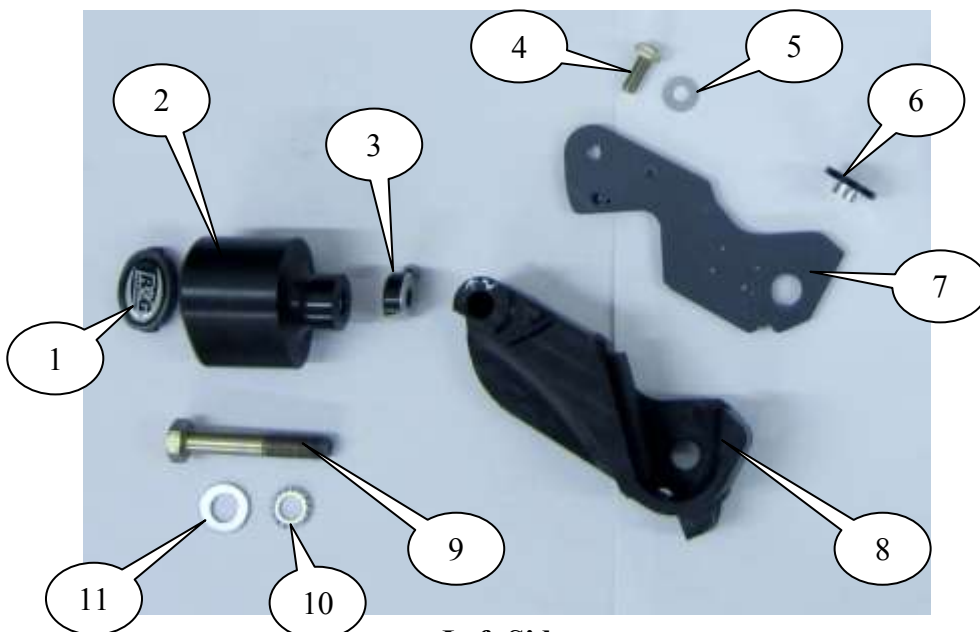


Picture B

**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)

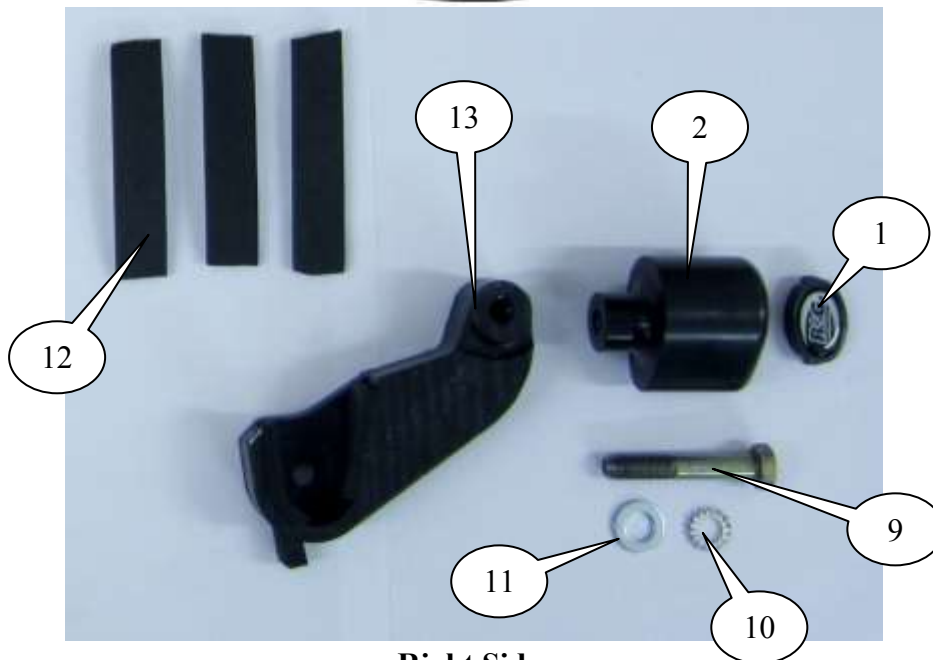


Left Side

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Right Side

LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2 = CRASH PROTECTOR (B0431 with CS340) (x2).
- ITEM 3 = SPACER (S0634) (10mm LONG) (x1).
- ITEM 4 = M8x16mm LONG HEX HEADED BOLT (x1).
- ITEM 5 = M8 PLAIN WASHER (x1).
- ITEM 6 = SPACER (S0633) (9.6mm LONG) (x1).
- ITEM 7 = STAINLESS BACKING PLATE (PLATE 0056) (x1).
- ITEM 8 = MOUNTING BLOCK (M0347) (x1).
- ITEM 9 = M12x1.25x70mm LONG HEX HEADED BOLT (x2).
- ITEM 10 = LOCK-WASHERS (LW0001) (x2).
- ITEM 11 = M12 PLAIN WASHERS (x2).
- ITEM 12 = 100mm LONG SELF-ADHESIVE FOAM (x3).
- ITEM 13 = MOUNTING BLOCK (M0348) (x1).

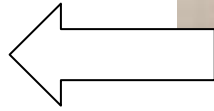
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

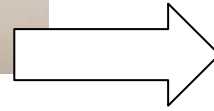
- Socket set to include 10, 12, 13, 17 & 19mm socket and wrench.
 - 13mm spanner.
- Socket set to include 5mm A/F.
- Torque wrench (up to 40Nm).
 - Phillips screwdriver.



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



PICTURE C



Picture 1



Picture 2



Picture 3



Picture 4



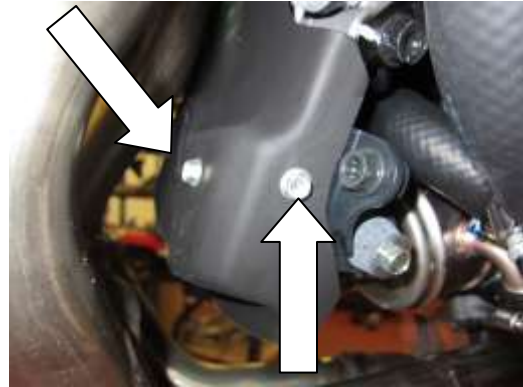
Picture 5



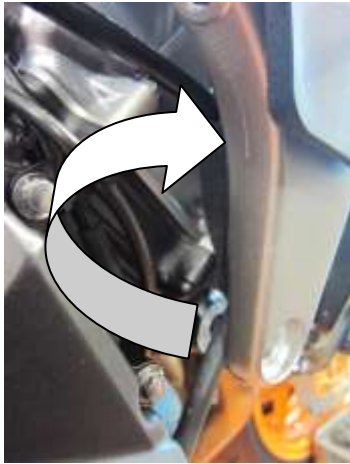
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



Picture 21



Picture 22



Picture 23



Picture 24



Picture 25



Picture 26

FITTING INSTRUCTIONS

- Remove both the upper and lower side fairings on both sides of the bike (ensuring to disconnect the indicators whilst taking the upper fairing off).
- On the left side of the bike remove the front engine/frame bolt along with the 12mm headed bolt just below, as shown in picture 1.
- With these removed the small aluminium comma shaped spacer can be removed, as shown in picture 2.
- Remove the metal insert along with rubber grommet that fits in the hole of the mounting plate just below the engine mount, as shown in picture 3. *Keep to one side, as these will need to be re-fitted later.*
- Remove the 10mm headed bolt that secures the electrical sensor in place into the engine, as shown in picture 4. This is located to the rear of the radiator and behind the coolant pipe. With the bolt out, rotate the sensor 90 degrees anti-clockwise to allow clearance for fitting the mounting block later. *There is no need to remove the sensor from the engine.*
- On the right side of the bike remove the front engine/frame bolt along with the 12mm headed bolt just below, as shown in picture 5.
- With these removed the small aluminium comma shaped spacer can be removed as on the previous side of the bike along with the 10mm headed bolt that secures the centre of the cross mounting bracket in place, as arrowed in picture 6.
- Remove the bolt that secures the bottom of the radiator to its mount, as shown in picture 7.
- The cross mounting bracket should now be relatively free to move about, but will still be located in the centre on a rubber bung in the engine case. To allow for a bit more manoeuvrability the metal shroud can be removed using the two bolts arrowed in picture 8 and one bolt on the reverse. *This shroud will not be able to come out, but can be dropped lower to allow more clearance.*
- On the left side of the bike, remove the radiator breather hose from its mount on the radiator filler cap and re-locate above the foam which sits between the frame and engine as arrowed in picture 9. It should sit next to the clutch cable. Re-connect the breather hose to the filler cap mount.
- Take the right side mounting block (item 13 – M0348) and cut one of the strips of self-adhesive foam (item 12) and stick to the inside of the V-shaped cut-out, as shown in picture 10.
- Locate the mounting block onto the right side of the bike, with the block sitting between the engine and frame mount, as shown in picture 11. *The cross mounting bracket will need to be*

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gentle eased out to allow clearance to slide the mounting block up into position. Once in position, re-fit the original engine bolt and loosely tighten.

- Take the left side mounting block (item 8 – M0347) and cut one of the strips of self-adhesive foam (item 12) and stick to the inside of the V-shaped cut-out, as shown in picture 12.
- To fit the left side mounting block is more awkward and requires the coolant hose to be gently pulled away to allow access, as shown in picture 13.
- The mounting block can now be fitted in position by locating underneath and sliding up, as shown in picture 14. *The prior removal of the rubber grommet from the cross mounting plate should allow greater clearance, but this plate will still need to be gently eased out to allow clearance.*
- With the mounting block in position, the rubber grommet and metal insert can now be re-fitted to the cross mounting plate as before, as shown in picture 15.
- Take the stainless backing plate (item 7) and spacer (item 6 – S0633 – 9.6mm long) and set out on a workbench as shown in picture 16. Take the backing plate and locate onto the smaller diameter of the spacer, as shown in picture 17.
- Take this assembly and slide into place behind the left side mounting block, as shown in picture 18. The inserted spacer will locate with the engine/frame mount, where the original engine bolt can be refitted and loosely tightened, as shown in picture 19. *The coolant hose should now sit comfortably in the machined cut-out of the mounting block.*
- Align the backing plate with the mounting block before fitting the M8 x 16mm long hex headed bolt (item 4) and washer through the backing plate and tighten into the rear of the mounting block, as shown in picture 20.
- Rotate the electrical sensor in the engine back 90 degrees to its original position and re-fit the original bolt, before tightening.
- Re-fit the cross mounting plate in place into the new threaded holes on the bottom of the new mounting blocks on both sides of the bike, as shown in pictures 21 & 22, and re-fit the lower radiator, central mounting and three metal shroud bolts previously removed. Ensure all these bolts are fully tightened before proceeding.
- The engine bolts on both sides of the bike can now be fully tightened (do not exceed 40nm of torque).
- Re-fit the lower fairing on the left side of the bike. With the metal blocks in place, the coolant hose may have moved position slightly with the plastic connector sitting closer to the fairing as arrowed in picture 23. *There is an additional strip of self-adhesive foam (item 12) in the kit which can be applied to the plastic connector if desired, to prevent any rubbing on the lower fairing.*
- Re-fit the upper fairing on the right side of the bike (ensuring to re-connect the indicator wiring) and the crash protector mount will be clearly visible as shown in picture 24.
- Now it's time to fit the bobbin to the mounting block. To do this, slide one M12 washer onto the M12 x 70mm hexagon headed bolt (item 9) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide the bolt and washers through the crash protector (item 2 – B0431 with CS340) so the head of the bolt goes into counter-bore in the crash protector.
- Place the spacer (item 4 – S0634 - 10mm long) onto the exposed thread of the bolt (ensuring the fully round face sits against the crash protector) and offer the assembly up to the threaded boss on the mounting block, as shown in picture 25, aligning the cut-out of the spacer with the machined profile in the mounting block, sitting around the coolant hose.
- On the right side of the bike, re-fit the upper fairing (ensuring to re-connect the indicator wiring) and fit the remaining crash protector.
- To do this, slide one M12 washer onto the M12 x 70mm hexagon headed bolt (item 9) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.

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- Next slide the bolt and washers through the crash protector (item 2 – B0431 with CS340) so the head of the bolt goes into counter-bore in the crash protector and offer the assembly up to the threaded boss on the mounting block, as shown in picture.
- Tighten both crash protector assemblies until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C 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.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.
- Refit the lower fairing on the right side of the bike.

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Instructions de montage pour CP0339BL
Protections crash latérales (pas de perçage)
HONDA CBR600RR 2013



Photo A

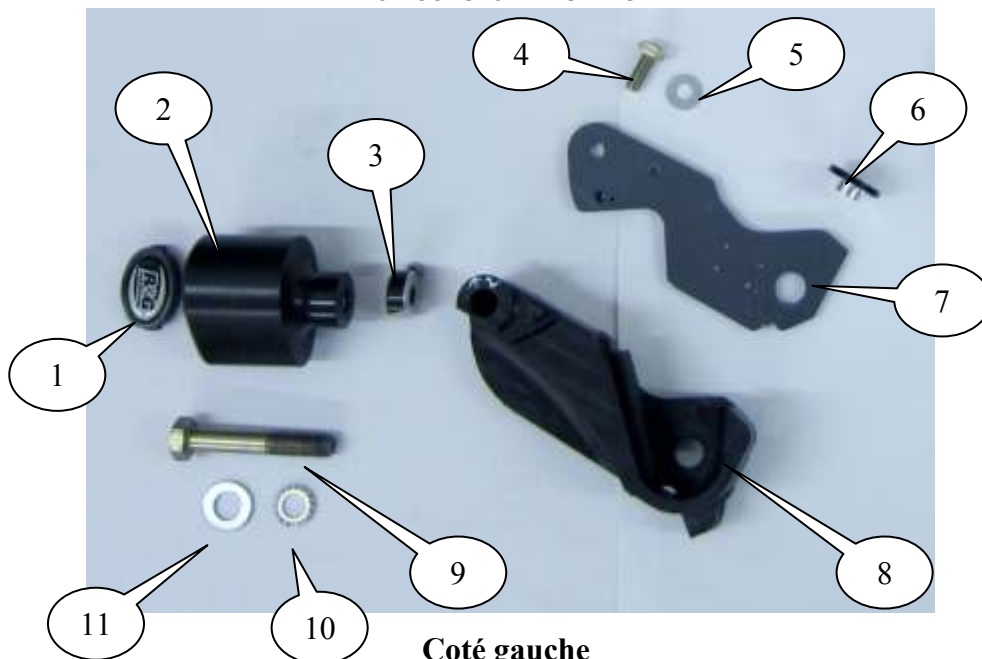


Photo B

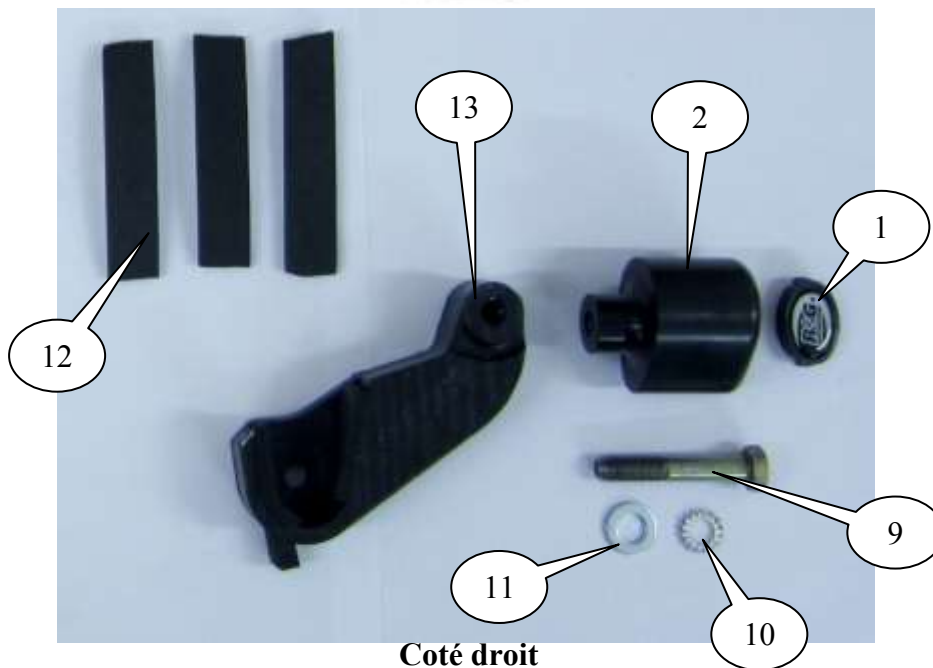
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.



Coté gauche



Coté droit

LEGENDE

- Article 1 = Capuchons de protection (BC0002) (x2).
ARTICLE 2 = Protection (B0431 avec CS340) (x2).
ARTICLE 3 = Entretoise (S0634) (10mm de long) (x1).
ARTICLE 4 = M8x16mm Long boulon à tête hexagonale (x1).
ARTICLE 5 = M8 Rondelle plate (x1).
ARTICLE 6 = Entretoise (S0633) (9.6mm de long) (x1).
ARTICLE 7 = Plaque de support inox (Plaque 0056) (x1).
ARTICLE 8 = Bloc de montage (M0347) (x1).
ARTICLE 9 = M12x1.25x70mm Boulon à tête hexagonale (x2).
ARTICLE 10 = Rondelles de blocage (LW0001) (x2).
ARTICLE 11 = M12 Rondelles plates (x2).
ARTICLE 12 = 100mm Mousse autocollante (x3).
ARTICLE 13 = Bloc de montage (M0348) (x1).

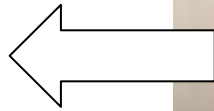
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

Outils requis:

- Clés de 10, 12, 13, 17 & 19mm
 - Pince 13mm.
 - Clé de 5mm A/F.
- Clé dynamométrique (à 40Nm).
 - Tournevis cruciforme.



ARRIERE MOTO



AVANT MOTO

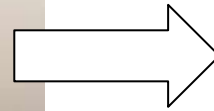


PHOTO C



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

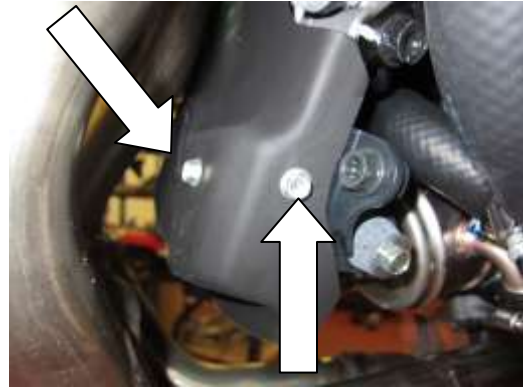


Photo 8

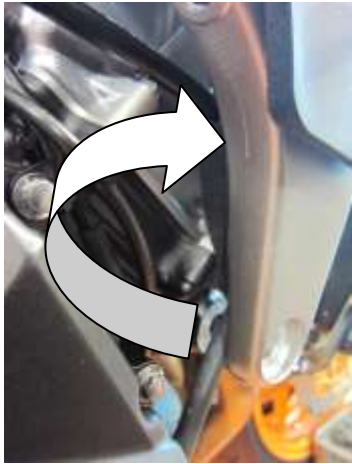


Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25



Photo 26

Instructions de montage:

- Enlever les carénages supérieurs et inférieurs des 2 cotés de la moto (en vous assurant de déconnecter les clignotants tout en enlevant le carénage supérieur).
- Du côté gauche de la moto, enlever le boulon avant du cadre/moteur avec le boulon 12mm juste en dessous (Photo 1).
- Une fois ces boulons retirés, vous pouvez enlever la petite entretoise en aluminium (Photo 2).
- Enlever l'insert en métal avec le caoutchouc qui se place dans le trou de la plaque de fixation juste en dessous le support moteur (Photo 3). *Gardez-les de côté, car ils devront être réinstallés plus tard.*
- Enlever le boulon 10mm qui fixe le capteur électrique en place dans le moteur (Photo 4). Il est logé à l'arrière du radiateur et derrière le conduit de liquide de refroidissement. Une fois le boulon enlevé, tournez les, faites tourner le capteur à 90 degrés dans le sens contraire d'une horloge, ce qui va permettre de libérer le bloc de montage pour l'installation future. Il n'y a pas besoin d'enlever le capteur du moteur.
- Du côté droit de la moto, enlever le boulon de cadre/moteur avec le boulon 12mm juste en dessous (Photo 5).
- Une fois qu'ils sont enlevés, vous pouvez enlever la petite entretoise en aluminium comme précédemment de l'autre côté de la moto avec le boulon 10mm qui fixe le centre du support de montage transversal en place (Photo 6).
- Enlever le boulon qui fixe le bas du radiateur à son support (Photo 7).
- Le support de montage transversal devrait à présent être relativement libéré, mais sera toujours placé au centre sur un bouchon en caoutchouc dans le carter moteur. Pour permettre un peu plus de marge de manoeuvre, l'enveloppe métallique peut être enlevée en utilisant les 2 boulons (Photo 8) et un boulon à l'inverse. Cette enveloppe ne sera pas en mesure de sortir, *mais peut être mise un peu plus bas, pour plus d'espace..*
- Du côté gauche de la moto, enlever le reniflard de radiateur de son support sur le capuchon de remplissage du radiateur et replacez le sur la mousse qui est située entre le cadre et le moteur (Photo 9). Il devrait se placer à côté du câble d'embrayage. Reconnecter le reniflard de radiateur au support de capuchon de remplissage du radiateur.
- Prendre le bloc de montage côté droit (Article 13 – M0348) et couper un des bandeaux de mousse autocollante (Article 12) et collez le à l'intérieur de l'ouverture en V (Photo 10).

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- Placer le bloc de montage du coté droit de la moto, avec le bloc placé entre le moteur et le support de cadre (Photo 11). *Le support de fixation transversale devra être délicatement enlevé pour permettre un espacement pour pouvoir glisser le bloc de montage en place. Une fois en position, remettre le boulon d'origine du moteur et serrez légèrement.*
- Prendre le bloc de montage coté gauche (Article 8 – M0347) et couper un des bandeaux de mousse autocollante (Article 12) et collez le à l'intérieur de l'ouverture en V (Photo 12).
- Installer le bloc de montage coté gauche est plus délicat, et nécessite de retirer le tuyau de refroidissement pour libérer l'accès (Photo 13).
- Le bloc de montage peut à présent être posé en position par le dessous et en le glissant (Photo 14). Le retrait préalable de la rondelle en caoutchouc de la plaque de montage devrait permettre un plus grand dégagement, mais cette plaque devra encore être assouplie légèrement pour permettre un dégagement.
- Une fois le bloc de montage en position, la bague en caoutchouc et l'insert de métal peut maintenant être réinstallée à la plaque de montage comme précédemment (Photo 15).
- Prendre la plaque d'appui en acier (Article 7) et l'entretoise (Article 6 – S0633 – 9.6mm de long) et posez la sur l'établi (Photo 16). Prendre la plaque d'appui et placez-la sur le plus petit diamètre de l'entretoise (Photo 17).
- Prendre l'ensemble et glissez-le en place derrière le bloc de montage coté gauche, comme indiqué sur la photo 18. L'entretoise insérée se placera avec le support moteur/cadre, où le boulon moteur d'origine peut être réinstallé et serrer légèrement (Photo 19). *Le tuyau de liquide de refroidissement doit maintenant être posé dans coupe usinée du bloc de montage.*
- Aligner la plaque d'appui avec le bloc de montage avant d'insérer un boulon M8 x 16mm (Article 4) et une rondelle à travers la plaque d'appui et serrer à l'arrière du bloc de montage (Photo 20).
- Tourner le capteur électrique dans le moteur à 90 degrés à sa position d'origine et réinsérer le boulon d'origine, avant de serrer.
- Remette la plaque d'appui en place dans les nouveaux trous au bas des nouveaux blocs de montage des 2 cotés de la moto (Photos 21 & 22), puis réinstaller le radiateur inférieur, support central et les 3 trois linceuls boulons métalliques enlevés précédemment. Assurez-vous que tous ces boulons soient complètement serrés avant de procéder.
- Les boulons moteur des 2 cotés de la moto peuvent à présent être complètement serrés (sans excéder 40nm de couple).
- Remette le carénage inférieur du coté gauche de la moto. Une fois les blocs de métal en place, le tuyau de refroidissement peut avoir déplacé légèrement la position du connecteur plastique situé près du carénage (Photo 23). *Il y a un bandeau additionnel de mousse autocollante (Article 12) dans le kit qui peut être appliqué au connecteur plastique si vous le souhaitez, pour empêcher tout frottement sur le carénage inférieur.*
- Remette le carénage supérieur du coté droit de la moto (en reconnectant correctement les fils de clignotants) et le support de protection crash sera à présent visible (Photo 24).
- Installer la bobine sur le bloc de montage. Pour cela, glisser une rondelle M12 sur le boulon M12 x 70mm (Article 9) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage autour du boulon de sorte à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et ses rondelles à travers la protection crash (Article 2 – B0431 avec CS340) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash.
- Placer l'entretoise (Article 4 – S0634 - 10mm de long) sur le filetage exposé du boulon (en vous assurant que la face ronde pleine soit placée contre la protection crash) et poser l'ensemble sur le patron fileté du bloc de montage (Photo 25), alignant l'ouverture de l'entretoise avec la partie usinée dans le bloc de montage, autour du tuyau de refroidissement.

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- Du coté droit de la moto, remonter le carénage supérieur (sans oublier de reconnecter les fils de clignotants) et installer la protection crash restante.
- Pour cela, glisser une rondelle M12 sur le boulon M12 x 70mm (Article 9) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser l'une des rondelles de blocage crantées autour du boulon de façon à ce qu'elle se mette contre la rondelle tout juste installée.
- Ensuite, glisser le boulon et les rondelles à travers la protection (Article 2 – B0431 avec CS340) de sorte à ce que la tête du boulon aille en contre alésage dans la protection crash puis poser l'ensemble sur le patron fileté sur le bloc de montage comme sur la photo.
- Serrer les 2 protections crash jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, avec une clé de 19mm. **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 risqué d'abîmer la moto. Pas plus de 40 Nm.
- Placer le logo en caoutchouc dans le creux de la protection.

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