



FITTING INSTRUCTIONS CP0608 AERO CRASH PROTECTORS



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF
MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,
THESE RUBBER WASHERS CAN BE THROWN AWAY.



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• 3/8" or 1/2" HEX KEY BIT SET • METRIC SOCKET & WRENCH • METRIC ALLEN KEY SET • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

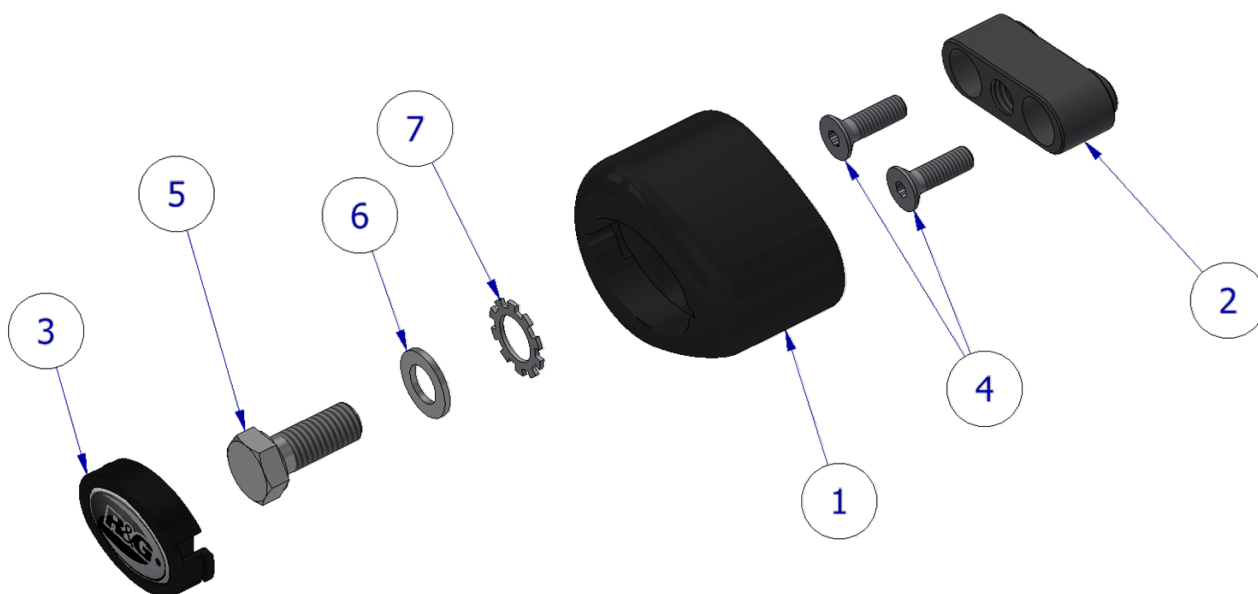
ITEM NO.	DESCRIPTION	QTY
ITEM 1	CRASH BOBBINS (B0472)	2
ITEM 2	MOUNTING BLOCK (M0865)	2
ITEM 3	BOBBIN CAP (BC0002)	2
ITEM 4	M6 COUNTERSUNK BOLT	4
ITEM 5	M10 HEX HEAD BOLT	2
ITEM 6	M10 WASHER	2
ITEM 7	LOCKING WASHER	2

AERO-STYLE CRASH PROTECTOR ORIENTATION





EXPLODED ASSEMBLY VIEW



FITTING INSTRUCTIONS

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.

PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.

INSTALLATION:

- Remove the LHS frame slider by removing the 2x M6 bolts.
- Install the mounting block (**Item 2**) in the position the frame slider was removed from using the 2x M6 countersunk bolts (**Item 4**).
- Install the crash bobbin in the orientation shown in the assembly diagram.
- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- Using a torque wrench to tighten the bolt to 40 Nm.
- Repeat the process for the RHS.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 3**) into place and remove the jack.

Please note: *Torque of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

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