



FITTING INSTRUCTIONS FOR CP0373BL
AERO CRASH PROTECTORS
YAMAHA MT-125 '14-



Picture A

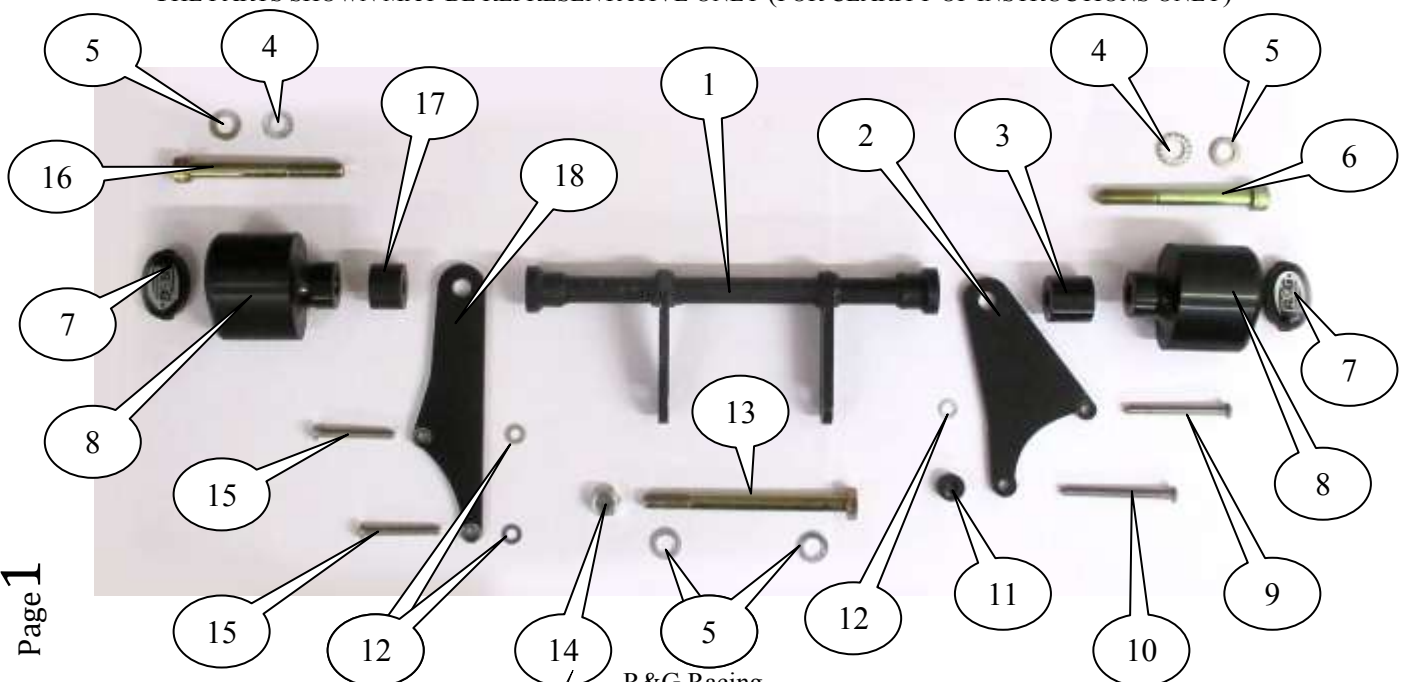


Picture B

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)



Page 1



LEGEND

- ITEM 1 = MAIN WELDED ASSEMBLY (M0404) (x1).
 ITEM 2 = STAINLESS PLATE RIGHT (M0406) (x1).
 ITEM 3 = SPACER (S0288) (25mm long) (x1).
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).
 ITEM 5 = M10 WASHERS (x4).
 ITEM 6 = M10x1.25x85mm LONG HEX HEAD BOLT (x1).
 ITEM 7 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 8 = CRASH PROTECTOR (B0431 with CS341) (x2).
 ITEM 9 = M6x60mm LONG BUTTON HEAD BOLT (x1).
 ITEM 10 = M6x65mm LONG BUTTON HEAD BOLT (x1).
 ITEM 11 = SPACER (S0691) (7mm long) (x1).
 ITEM 12 = M6 WASHERS (x3).
 ITEM 13 = M10x1.25x120mm LONG HEX HEAD BOLT (x1).
 ITEM 14 = M10x1.25 NYLOC NUT (x1).
 ITEM 15 = M6x45mm LONG BUTTON HEAD BOLTS (x2).
 ITEM 16 = M10x1.25x80mm LONG HEX HEAD BOLT (x1).
 ITEM 17 = SPACER (S0726) (18mm long) (x1).
 ITEM 18 = STAINLESS PLATE LEFT (M0405) (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!*

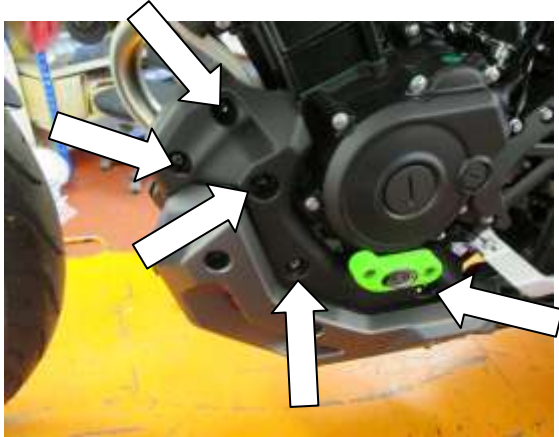
TOOLS REQUIRED

- Socket set to include 4 & 5mm A/F socket and wrench.
- Socket set to include 8 & 17mm socket and wrench.
 - Torque wrench (up to 40N/m).



GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm
 M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



Picture 3



Picture 4



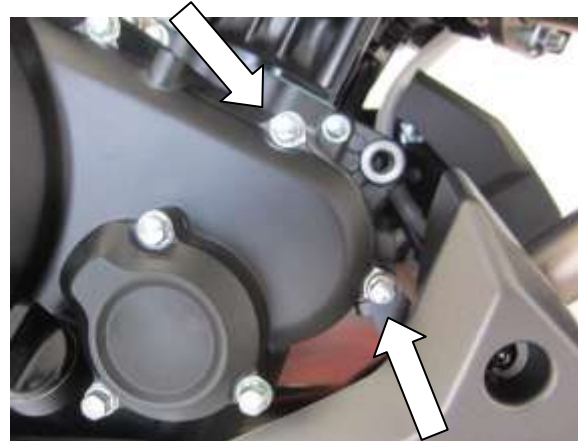
Picture 5



Picture 6



Picture 7



Picture 8



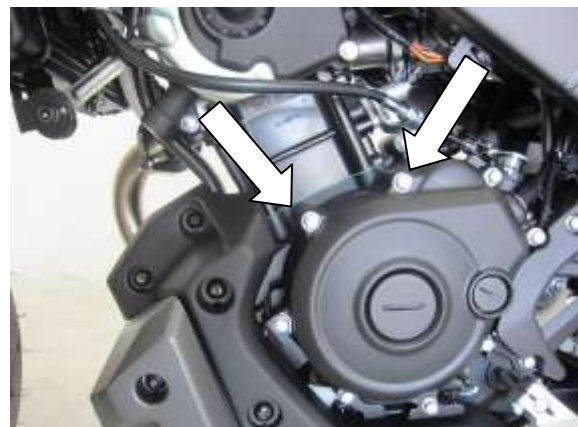
Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



FITTING INSTRUCTIONS

- Remove the five bolts that secure the plastic engine cover in place on the left side of the bike, as arrowed in picture 1.
- Carefully pull this away from its mounts, as shown in picture 2. *The plastic cover does not need to come off the bike, just moved clear to gain access.*
- Take the main welded assembly (item 1 – M0404) along with the M10 x 120mm long hex head bolt (item 13), two M10 washers (item 5) and the M10 nyloc nut (item 14), as shown in picture 3.
- Offer this assembly up to the bike as shown in pictures 4 & 5. *Take note to fit the welded assembly the correct way around (the side with the flat straight plate fits on the right side of the bike).*
- Once in place, the mounting holes on the welded plates should align with the hole through the front of the engine cases. From the right side of the bike, fit the M10 x 120mm long hex head bolt with one M10 washer fitted through the metal plate, then through the engine case and out the other side through the other metal plate, as shown in picture 6.
- Fit one M10 washer (item 5) and the M10 nyloc nut (item 14) onto the exposed thread of the bolt, before loosely tightening, as shown in picture 7.
- On the right side of the bike, remove the two engine case bolts, as arrowed in picture 8.
- Take the right side stainless plate (item 2 – M0406) and locate the bolts and washers through the two smaller mounting holes, as shown in pictures 9 & 10. The longer M6 x 65mm long button head bolt (item 10) fits through the mounting hole furthest away from the large hole and has the small spacer (item 11 – S0691 – 7mm long) located on the end of the exposed thread. The M6 x 60mm long button head bolt (item 9) fits through the remaining small hole with one M6 washer (item 12) located over the exposed thread.
- This assembly can now be offered up to the bike and the bolts loosely tightened, as shown in picture 11.
- On the left side of the bike, remove the two engine case bolts, as arrowed in picture 12.
- Take the left side stainless plate (item 18 – M0405) and locate the two M6 x 45mm long button head bolts through the two smaller mounting holes before fitting one M6 washer (item 12) over the exposed end of each thread, as shown in picture 13.
- This assembly can now be offered up to the bike and the bolts loosely tightened, as shown in picture 14.
- With the main welded assembly previously fitted not fully tightened, align the threaded bosses on each end with the large hole on the stainless plates on each side of the bike.
- The crash protectors can now be fitted. Slide one of the 10mm washers (item 5) onto the M10 x 1.25 x 80mm long hex head bolt (item 16) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 8) so head of bolt and washers go into the counter-bore in.
- Locate the shorter spacer (item 17 – S0726 – 18mm long) over the exposed thread and tighten the bolt through the stainless plate and into the thread on the welded assembly on the left side of the bike, as shown in picture 15.
- On the right side of the bike, slide one of the 10mm washers (item 5) onto the M10 x 1.25 x 85mm long hex head bolt (item 6) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 8) so head of bolt and washers go into the counter-bore in.



- Locate the remaining spacer (item 3 – S0288 – 25mm long) over the exposed thread and tighten the bolt through the stainless plate and into the thread on the welded assembly on the right side of the bike, as shown in picture 16.
- On the crash protector assembly, ensure all bolts are hand tight to align all the components, before tightening the four engine case bolts to 15Nm and the M10 nyloc nut & bolt to no more than 40Nm.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 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 40N/m of torque.
- Ensure the plastic hose is positioned as shown in picture 17, before re-fitting the plastic engine cover on the left side of the bike and re-fit the five OEM bolts, as shown in picture 18.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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INSTRUCTIONS DE MONTAGE POUR CP0373BL
PROTECTIONS CRASH
YAMAHA MT-125 '14-



Photo A

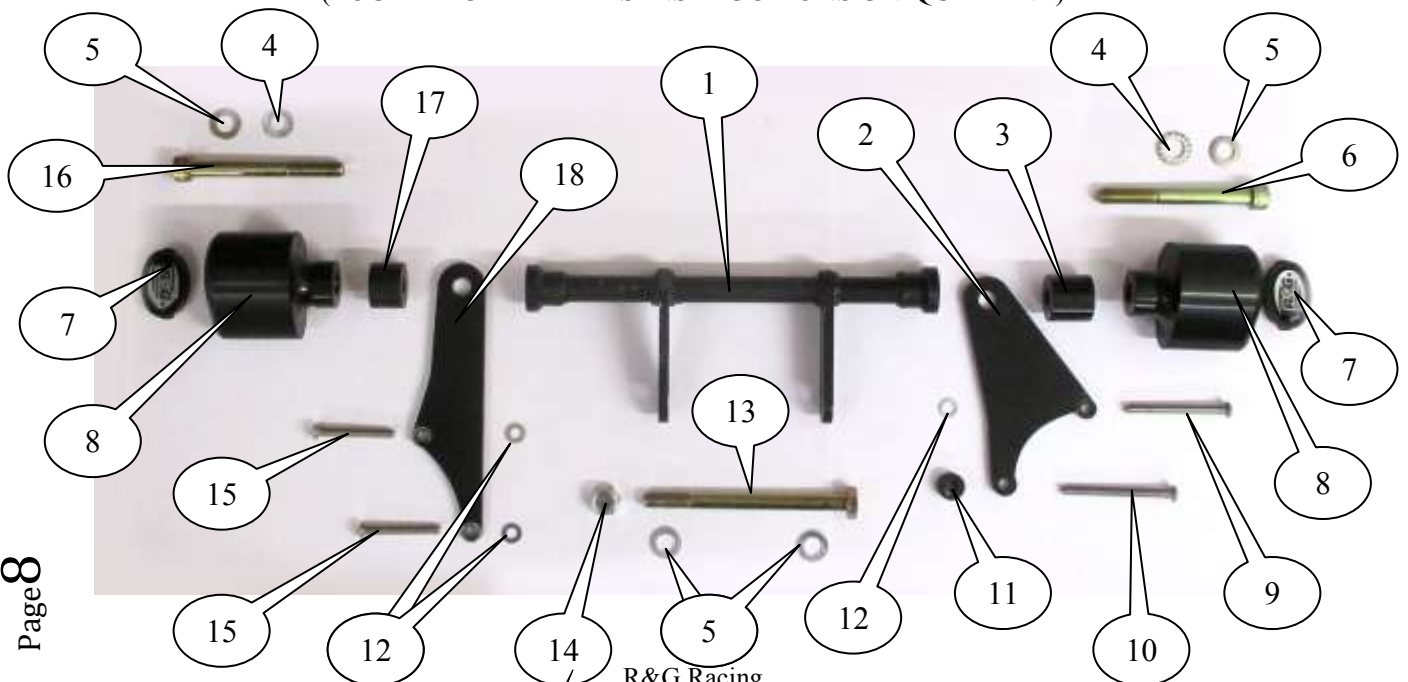


Photo B

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 PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)





LEGENDE

- ARTICLE 1 = ASSEMBLAGE SOUDE PRINCIPAL (M0404) (x1).
 ARTICLE 2 = PLAQUE D'ACIER COTE DROIT (M0406) (x1).
 ARTICLE 3 = ENTRETOISE (S0288) (25mm de long) (x1).
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 5 = M10 RONDELLES (x4).
 ARTICLE 6 = M10x1.25x85mm BOULON (x1).
 ARTICLE 7 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 8 = PROTECTION (B0431 avec CS341) (x2).
 ARTICLE 9 = M6x60mm BOULON (x1).
 ARTICLE 10 = M6x65mm BOULON (x1).
 ARTICLE 11 = ENTRETOISE (S0691) (7mm de long) (x1).
 ARTICLE 12 = M6 RONDELLES (x3).
 ARTICLE 13 = M10x1.25x120mm BOULON (x1).
 ARTICLE 14 = M10x1.25 ECROU (x1).
 ARTICLE 15 = M6x45mm BOULONS (x2).
 ARTICLE 16 = M10x1.25x80mm BOULON (x1).
 ARTICLE 17 = ENTRETOISE (S0726) (18mm de long) (x1).
 ARTICLE 18 = PLAQUE ACIER COTE GAUCHE (M0405) (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

- Jeu de clés à douille 4 & 5mm.
- Jeu de clés à douille 8 & 17mm.
- Clé dynamométrique (à 40N/m).



COUPLES DE SERRAGE RECOMMANDES

- M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm
 M12 ECROU = 40Nm

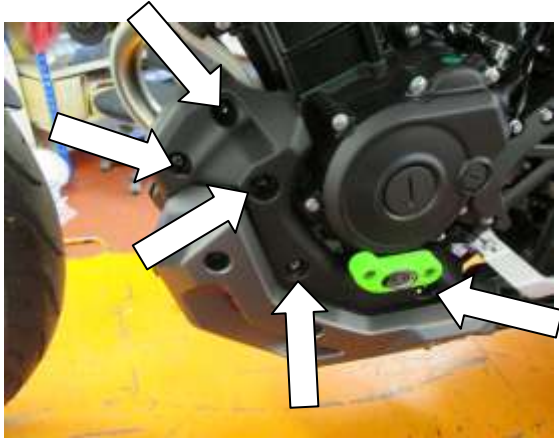


Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

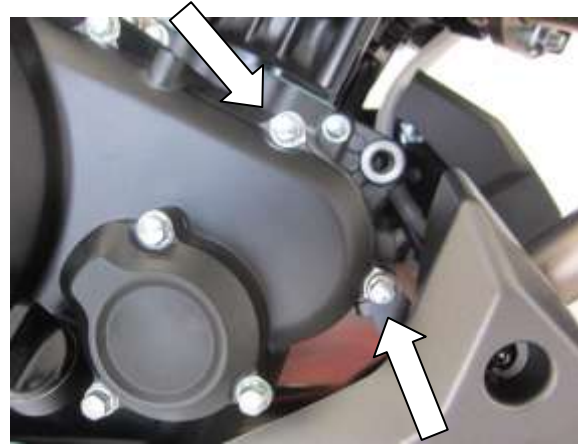


Photo 8



Photo 9



Photo 10



Photo 11

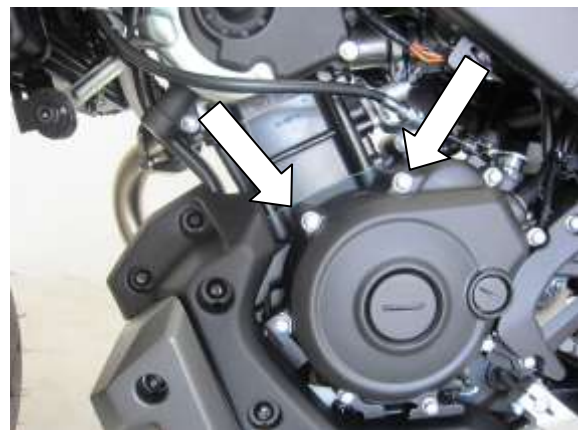


Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



INSTRUCTIONS DE MONTAGE

- Enlever les 5 boulons qui fixent la cache moteur en plastique du coté gauche de la moto, voir photo 1.
- Tirez le doucement de ses supports, voir photo 2. *Le cache en plastique ne doit pas être retiré de la moto, mais seulement bougé pour permettre l'accès.*
- Prendre l'assemblage soudé principal (article 1 – M0404) avec le boulon M10 x 120mm de long (article 13), 2 rondelles M10 (article 5) et l'écrou M10 (article 14), voir photo 3.
- Mettre cet ensemble sur la moto, voir photos 4 & 5. *Prendre note pour monter l'assemblage soudé de la bonne façon (le coté avec la plaque plate se place du cote droit de la moto).*
- Une fois en place, les trous de fixation sur les plaques soudées doivent s'aligner avec le trou à travers l'avant des carters moteur. Du coté droit de la moto, placez le boulon M10 x 120mm avec une rondelle M10 à travers la plaque en métal, puis à travers le carter moteur et à l'extérieur de l'autre coté à travers l'autre plaque de métal, voir photo 6.
- Placer une rondelle M10 (article 5) et un écrou M10 (article 14) sur l'extrémité du boulon, avant de serrer légèrement, voir photo 7.
- Du coté droit de la moto, enlever les 2 boulons de carter moteur, voir photo 8.
- Prendre la plaque d'acier du coté droit (article 2 – M0406) et placer les boulons et rondelles à travers les 2 plus petits trous de fixation, voir photos 9 & 10. Le boulon l plus long M6 x 65mm (article 10) se place dans le trou de fixation le plus éloigné du trou large et possède la petite entretoise (article 11 – S0691 – 7mm de long) placée sur l'extrémité du filetage. Le boulon M6 x 60mm (article 9) se place à travers le petit trou restant avec une rondelle M6 (article 12) placée sur l'extrémité du filetage.
- Cet ensemble peut maintenant se placer sur la moto et les boulons légèrement serrés, voir photo 11.
- Du coté gauche de la moto, enlever les 2 boulons de carter moteur, voir photo 12.
- Prendre la plaque d'acier du coté gauche (article 18 – M0405) et placer les 2 boulons M6 x 45mm à travers les 2 petits trous de fixation, avant de placer une rondelle M6 (article 12) sur l'extrémité de chaque filetage, voir photo 13.
- Cet ensemble peut à présent être monté sur la moto et les boulons légèrement serrés, voir photo 14.
- Avec l'assemblage soudé précédemment monté mais non serré, aligner les patrons filetés sur chaque extrémité avec le trou large sur les plaques de chaque coté de la moto.
- Les protections crash peuvent à présent être installées. Glisser une des rondelles 10mm (article 5) sur le boulon M10 x 1.25 x 80mm (article 16) de façon à ce que la rondelle soit placée contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.



- Glisser ensuite le boulon avec les rondelles dans la protection crash (article 8) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage.
- Placer l'entretoise la plus courte (article 17 – S0726 – 18mm de long) sur le filetage exposé puis serrer le boulon à travers la plaque d'acier et dans le filetage sur l'assemblage soudé du coté gauche de la moto, voir photo 15.
- Du coté droit de la moto, glisser une des rondelles 10mm (article 5) sur le boulon M10 x 1.25 x 85mm (article 6) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et ses rondelles à travers la protection restante (article 8) de façon à ce que la tête du boulon et les rondelles soient placés dans le contre alésage.
- Placer l'entretoise restante (article 3 – S0288 – 25mm de long) autour de l'extrémité du filetage et serrer le boulon à travers la plaque d'acier et dans le filetage sur l'assemblage soudé du coté droit de la moto, voir photo 16.
- Sur l'assemblage de protection crash, veiller à ce que tous les boulons soient bien serrés à la main pour aligner tous les composants, avant de serrer les 4 boulons de carter moteur à 15Nm et l'écrou M10 & le boulon sans dépasser 40Nm.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "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. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Veiller à ce que le bec en plastique soit positionné, voir photo 17, avant de remettre le cache moteur en plastique du coté gauche de la moto puis remettre les 5 boulons d'origine, voir photo 18.
- Placer les stickers R&G dans le creux du capuchon de la protection.
- Placer le capuchon de la protection crash dans la protection crash.

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