



Fitting Instructions for CP0125BL/WH Crash Protectors Honda CBR1000RR '04-'07 Fireblade

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!

Near side (left side as you sit on bike)

- Remove lower fairing (NOTE on 2006 model remove upper side fairing only)
- Remove *engine to frame* M12 diameter bolt.(2006 FURTHEST FORWARD ENGINE MOUNT BOLT)
- Insert one of the supplied M12 bolts into the bolt hole and paint the exposed end.
- Offer the fairing back into position so that the paint marks the position inside the fairing.
- Using a 28mm tank cutter/cone cutter, drill through the fairing with the pilot drill using the mark made by the paint to find the centre. Replace the fairing and ensure that the pilot hole is in the correct position. Remove the fairing and support it. Drill through carefully from the outside with the tank cutter.(NOTE on the 2006 model you will need to trim the corner off the lower side fairing where it obstructs 28mm hole using dremmel /cone cutter or similar)
- Insert aluminium spacer (supplied) into frame recess
- Replace the fairing
- Fix the nylon crash protector to the near side of the machine (with supplied washer behind head of bolt)
- 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.

Repeat for offside, except there is **NO** Spacer on the **off side** of the machine. In some cases it may be necessary to use one or two 12mm washers to space the bobbin away from the fairing.



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Notice de montage

CP0125 HONDA CBR 1000 RR 04-07

MOTEUR

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

GAUCHE:

- œ Démontez le carénage inférieur.
- œ Démontez la vis de fixation moteur M12.
- œ Insérez une vis M12 (du kit) dans la fixation moteur.
- œ Mettez un peu de peinture ou de tippex sur la tête de vis d'origine puis remettre le carénage, ceci afin de marquer l'intérieur du carénage.(recommencer l'opération si la marque n'est pas visible)
- œ Enlevez le carénage.
- œ Perçez le centre de la marque de peinture à l'aide d'un forêt diam.5 mm (perçez de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- œ Repositionnez le carénage et vérifiez que le perçage soit au milieu de l'axe de la vis.
- œ Retirer le carénage et perçer le carénage à l'aide d'une scie cloche diam. 28 mm
- œ Conseil: perçez de l'extérieur vers l'intérieur du carénage.
- œ Insérez l'entretoise en aluminium.
- œ Remontez le carénage.
- œ Mettez un tampon et fixez le à l'aide d'un vis M12. (Ne pas oublier de mettre une rondelle M10 sur la vis avant de serrer l'ensemble).
- œ Serrez la vis au couple de serrage d'origine (pour connaître le couple de serrage veuillez prendre contact avec votre concessionnaire)

Côté droit, idem côté gauche , il n'y a pas d'entretoise à placer sur la moto.

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