



**FITTING INSTRUCTIONS FOR CP0281 CRASH PROTECTORS**  
**HONDA CBR 125R 2011**

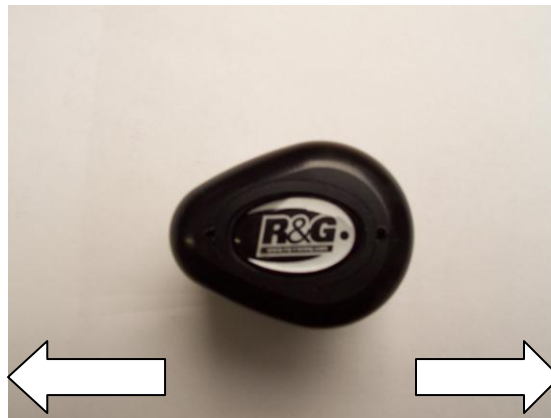
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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

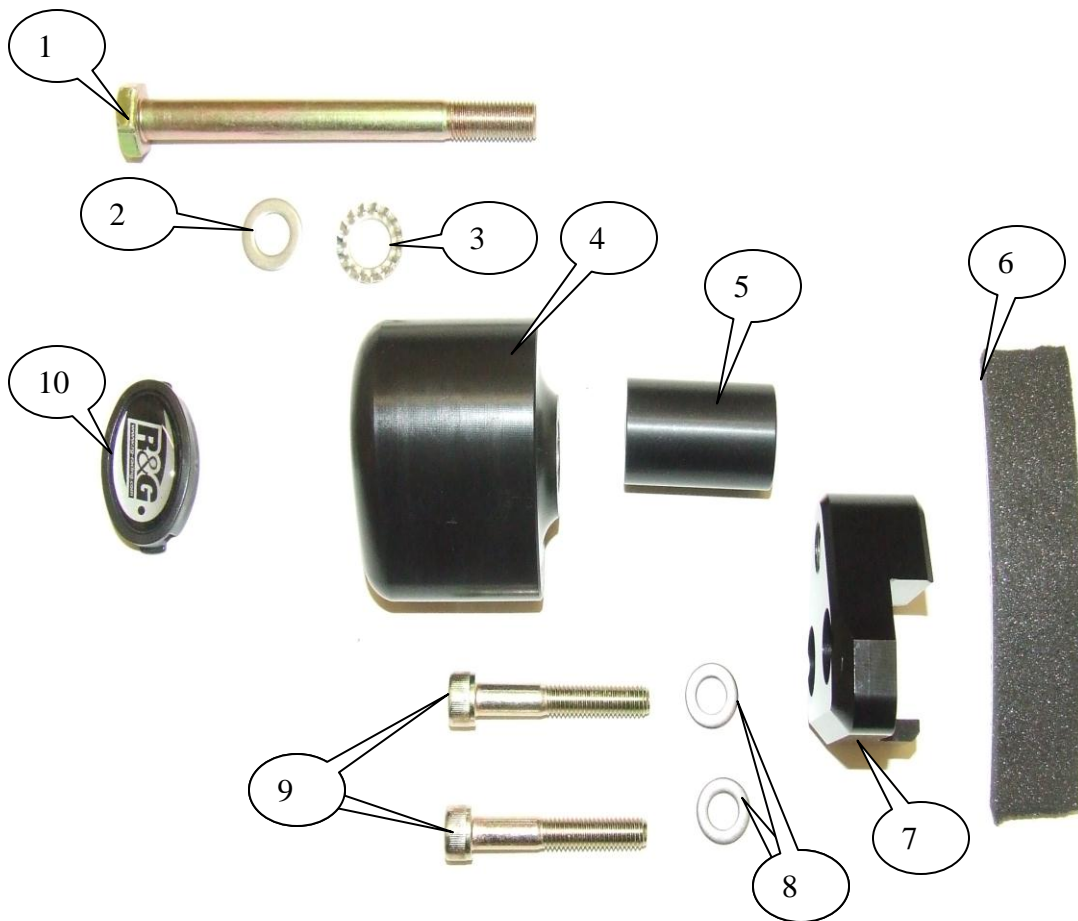
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

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!*



THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

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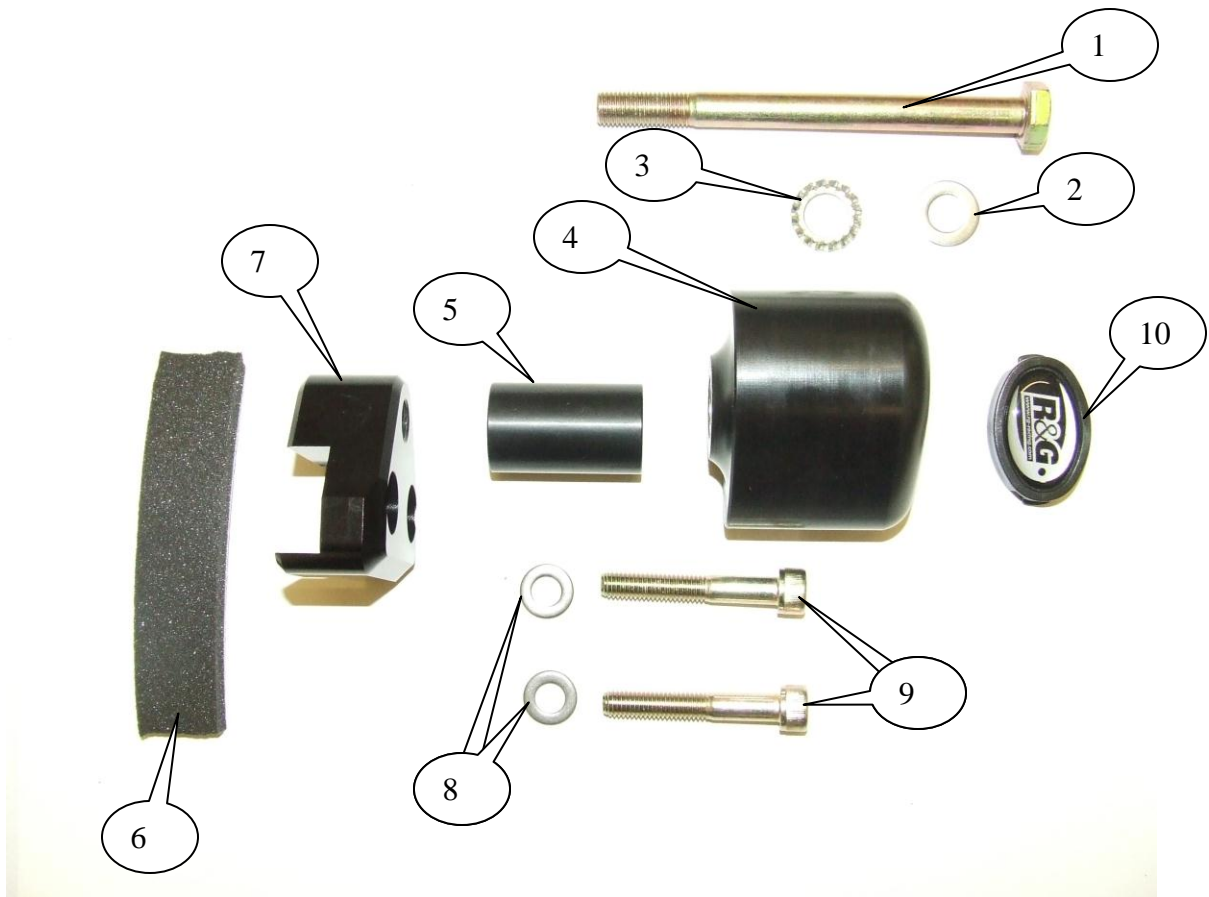


**LEFT HAND SIDE**



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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**RIGHT HAND SIDE**

**TOOLS REQUIRED**

- Socket set to include 12mm and 17mm sockets and wrench
  - Set of metric Allen keys 4,5,6 and 8mm A/F
    - Torque wrench (up to 40Nm)
      - Drill
      - 28mm Hole saw



### **LEGEND**

ITEM 1 = M10x1.25x100mm LONG HEX HEAD BOLTS.

ITEM 2 = M10 PLAIN WASHERS (x2).

ITEM 3 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 4 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 5 = S0191 ( SPACERS 51.5mm LONG) (x2).

ITEM 6 = 100mm LENGTH OF SELF ADHESIVE FOAM (x2).

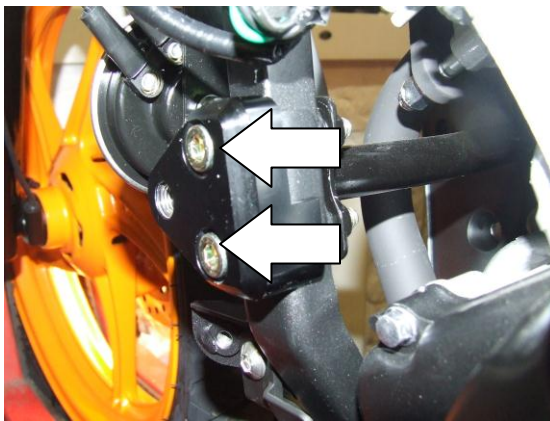
ITEM 7 = M0275 MOUNTING BLOCK (x2).

ITEM 8 = 8mm PLAIN WASHERS (16mm O/D) (x4).

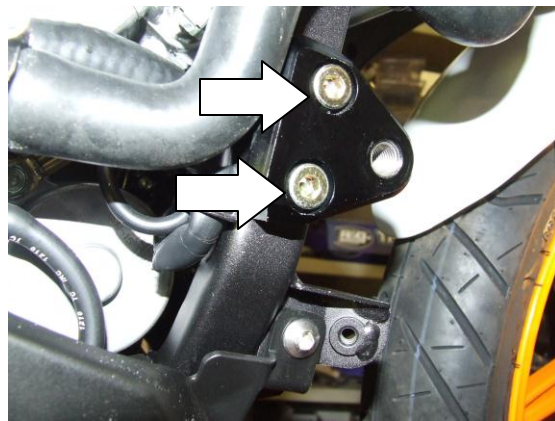
ITEM 9 = M8x30mm LONG CAP HEAD BOLTS (x4).

ITEM 10 = BC0002 Bobbin Caps (x2).

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PICTURE 'D'



PICTURE 'E'



**MARKING TOOL**

### **Near side (left side as you sit on bike)**

- Remove side fairing.
- Remove the two frame bolts in arrowed position in picture 'D' (using 14mm socket).
- Stick the self-adhesive foam to the mounting faces of the mounting block (it helps prevent marking of the frame).
- Offer one of the mounting blocks (M0275) up to the motorcycle in position shown in picture 'D'.

R&G Racing

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- Take two of the (30mm) cap head bolts with washers and locate in the two holes in mounting block and into the frame mount as shown in picture 'D'.
- Tighten both bolts evenly.
- Fit the marking tool (shown in picture) into remaining hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing.
- Gently push fairing into the marking tool so it leaves a mark.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face. The mark for drill should be on the black plastic addition to fairing.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.
- Using the hole saw drill 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit fairing (connect indicator push fittings).
- Slide one of the 10mm washers onto one the M10 hexagon headed bolt (100mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in bobbin.
- Offer this assembly through the hole in fairing (ensuring the assembly does not distort the fairing) up to mounting block and tighten bolt until you feel some compression from inside the protector using 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

#### **Off side (right side as you sit on bike)**

- Remove side fairing.
- Remove the two frame bolts in arrowed position in picture 'E' (using 14mm socket).
- Stick the self-adhesive foam to the mounting faces of the mounting block (it helps prevent marking of the frame).
- Offer the remaining mounting block (M0275) up to the motorcycle in position shown in picture 'E'.
- Take two of the (30mm) cap head bolts with washers and locate in the two holes in mounting block and into the frame mount as shown in picture 'E'.
- Tighten both bolts evenly.
- Fit the marking tool (shown in picture) into remaining hole.
- Refit the fairing ensuring the marking tool does not impede fairing.
- Screw the marking tool out until it contacts inside face of fairing.
- Gently push fairing into the marking tool so it leaves a mark.
- Remove fairing.
- Drill a pilot hole in fairing (for checking position) from the inside face. The mark for drill should be on the black plastic addition to fairing.
- Refit fairing and ensure the pilot hole lines up with marking tool.
- If happy with the position remove fairing and the marking tool.

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- Using the hole saw drill 28mm hole from the outside using the pilot hole as a guide, deburr hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit fairing (connect indicator push fittings).
- Slide one of the 10mm washers onto one the M10 hexagon headed bolt (100mm long) so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either crash protector so head of bolt goes into counter-bore in bobbin.
- Offer this assembly through the hole in fairing (ensuring the assembly does not distort the fairing) up to mounting block and tighten bolt until you feel some compression from inside the protector using 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap into crash protector.

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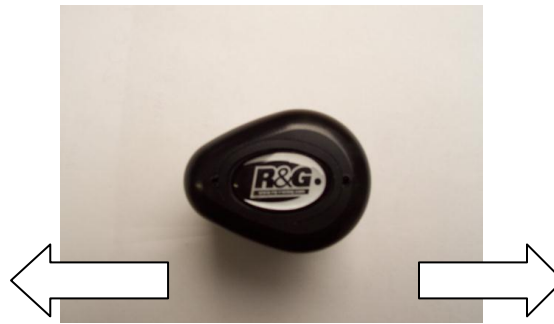
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ISSUE 1 21/03/2011 (NSY)



**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS**  
**CP0281 HONDA CBR 125R 2011**

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ARRIERE DE LA MOTO

AVANT DE LA MOTO

**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, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.**

**OUTILS NECESSAIRES**

- Clefs à douille de 12 et 17 mm
- Jeu de clef Allen 4,5,6 et 8mm A/F
- Clef Dynamométrique (+ de 40Nm)
  - Perceuse
- Scie cloche de 28mm avec foret centreur.

**LEGENDE**

- Art 1 = Vis M10x1.25x100mm.  
Art 2 = Rondelles Lisses M10 (x2).  
Art 3 = Rondelles crantées LW0001 M12 (x2).  
Art 4 = Tampons de protection B0063 +CS066 (10mm) (x2).  
Art 5 = Entretoise S0191 (51.5mm) (x2).  
Art 6 = Bande de mousse 100mm (x2).  
Art 7 = Block en aluminium M0275 (x2).  
Art 8 = Rondelles de 8mm (16mm O/D) (x4).  
Art 9 = Vis de M8x30mm (x4).  
Art 10 = Capuchon de tampon BC0002 (x2).



*Outil de marquage*

**Gauche (assis sur la moto)**

- Enlevez le carénage latéral.
- Enlevez les deux vis de cadre montrées en photo « D ». (utilisez la clef de 14mm).
- Collez une bande de mousse sur le bloc en aluminium R&G. Cela afin d'éviter les griffes sur le cadre.
- Placez le block (et la mousse) sur la moto, comme indiqué en photo D.
- Glissez une rondelle M10 sur deux des vis M10x30 mm, puis fixer le block en aluminium à l'aide de ces deux vis. Utilisez les deux points de fixation d'origine pour fixer le block sur la moto.
- Serrez les 2 vis.
- Vissez l'outil de marquage (voir photo ci-dessus) dans le trou restant. (pointe vers l'extérieur de la moto).
- Remplacez le carénage sur la moto, et vérifiez que l'outil ne gêne pas lors du remontage du carénage.
- Dévissez l'outil pointu de manière à mettre en contact la pointe contre le carénage.
- Une fois réalisé, pressez légèrement le carénage afin de marquer l'intérieur du carénage. Ce point de repère vous servira à percer le carénage. Cette opération est donc très importante.
- Enlevez le carénage.
- Percez le centre de la marque faite par l'outil pointu à l'aide d'un foret de 5 mm. (percer de l'intérieur vers l'extérieur).
- Repositionnez le carénage et vérifiez que le trou et la pointe soit alignés parfaitement.
- Si l'alignement est correct, enlevez le carénage et l'outil de marquage.
- A l'aide de la scie cloche de 28mm, percez le carénage de l'extérieur vers l'intérieur en utilisant le trou de 5 mm comme point de repère pour le foret centreur situé sur la scie cloche de 28mm.
- Ebavurez le trou si besoin.

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- Remontez le carénage sur la moto (connectez les clignotants).
- Glissez une rondelle M10 sur l'une des vis M10x100 mm.
- Glissez ensuite une rondelle M10 crantée contre la rondelle lisse.
- Puis glissez le tout dans le tampon R&G. la tête de la vis et les rondelles seront positionnées dans le renforcement du tampon de protection.
- Placez et fixez le tout sur la moto à l'aide de la clef de 17mm. Le tampon ne doit pas frotter ou déformer le carénage. Serrer la vis. Merci de noter le sens de montage du tampon R&G ( la partie la plus large du tampon sera placée vers l'avant de la moto).
- Attention ne pas serrer à plus de 40 Nm.
- Placer le capuchon R&G.

### **Droite (assis sur la moto)**

- Enlevez le carénage latéral.
- Enlevez les deux vis de cadre montrées en photo « E ». (utilisez la clef de 14mm).
- Collez une bande de mousse sur le bloc en aluminium R&G. Cela afin d'éviter les griffes sur le cadre.
- Placez le block (et la mousse) sur la moto, comme indiqué en photo E.
- Glissez une rondelle M10 sur deux des vis M10x30 mm, puis fixer le block en aluminium à l'aide de ces deux vis. Utilisez les deux points de fixation d'origine pour fixer le block sur la moto.
- Serrez les 2 vis.
- Vissez l'outil de marquage (voir photo ci-dessus) dans le trou restant. (pointe vers l'extérieur de la moto).
- Remplacez le carénage sur la moto, et vérifiez que l'outil ne gêne pas lors du remontage du carénage.
- Dévissez l'outil pointu de manière à mettre en contact la pointe contre le carénage.
- Une fois réalisé, pressez légèrement le carénage afin de marquer l'intérieur du carénage. Ce point de repère vous servira à percer le carénage. Cette opération est donc très importante.
- Enlevez le carénage.
- Percer le centre de la marque faite par l'outil pointu à l'aide d'un foret de 5 mm. (percer de l'intérieur vers l'extérieur).
- Repositionnez le carénage et vérifiez que le trou et la pointe soit alignés parfaitement.
- Si l'alignement est correct, enlevez le carénage et l'outil de marquage.
- A l'aide de la scie cloche de 28mm, percez le carénage de l'extérieur vers l'intérieur en utilisant le trou de 5 mm comme point de repère pour le foret centreur situé sur la scie cloche de 28mm.
- Ebavurez le trou si besoin.
- Remontez le carénage sur la moto (connectez les clignotants).
- Glissez une rondelle M10 sur l'une des vis M10x100 mm.
- Glissez ensuite une rondelle M10 crantée contre la rondelle lisse.
- Puis glissez le tout dans le tampon R&G. la tête de la vis et les rondelles seront positionnées dans le renforcement du tampon de protection.
- Placez et fixez le tout sur la moto à l'aide de la clef de 17mm. Le tampon ne doit pas frotter ou déformer le carénage. Serrer la vis. Merci de noter le sens de montage du tampon R&G ( la partie la plus large du tampon sera placée vers l'avant de la moto).
- Attention ne pas serrer à plus de 40 Nm.
- Placer le capuchon R&G.