



FITTING INSTRUCTIONS FOR CP0370BL AERO CRASH PROTECTORS
HONDA VFR 800 2014-



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

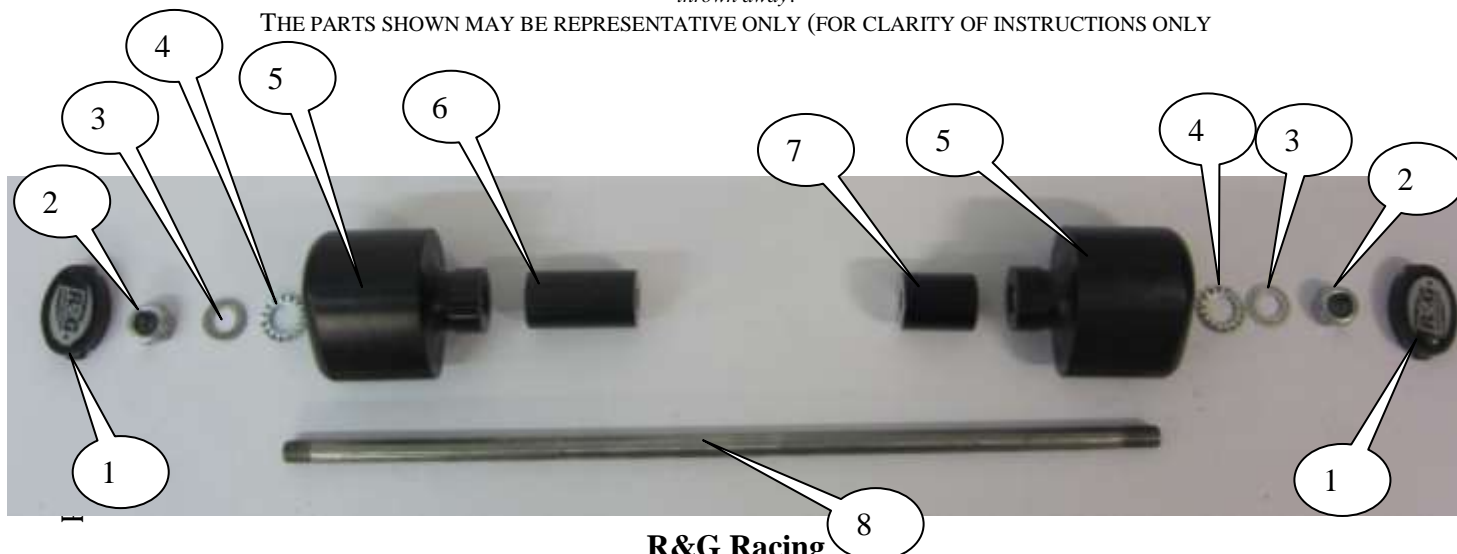
PICTURE 'C'

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!*

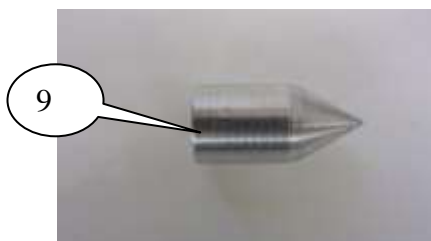
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



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LEFT HAND SIDERIGHT HAND SIDEMARKING TOOLTOOLS REQUIRED

- Socket set to include 14, 17 and 19mm(x2) A/F sockets and wrenches.
 - 5mm Allen key.
 - Drill
- 28mm Hole saw and/or Dremel type tool.
 - Torque wrench (up to 40Nm).

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = M12x1.25 NYLOC NUTS (x2).

ITEM 3 = M12 PLAIN WASHERS (ENGINE BAR WASHERS) (x2).

ITEM 4 = LW0001 (M12 LOCKING WASHERS) (x2).

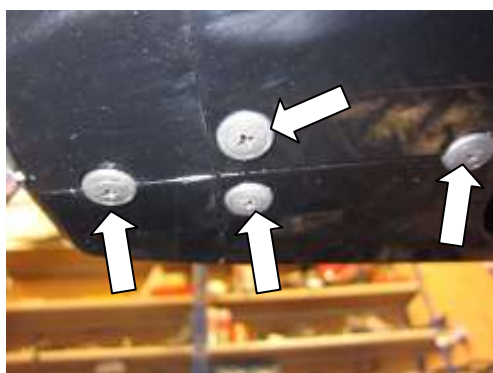
ITEM 5 = B0431 with CS0340 (12mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 6 = S0805 LEFT HAND SIDE SPACER (56mm LONG) (x1).

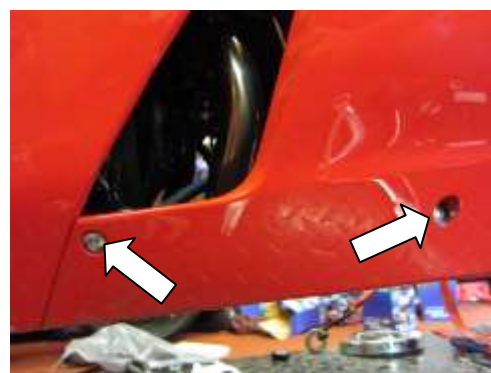
ITEM 7 = S0806 RIGHT HAND SIDE SPACER (54mm LONG) (x1).

ITEM 8 = EB005 ENGINE BAR (12mm x 560mm LONG) (x1).

ITEM 9 = T0023 FAIRING MARKING TOOL (x1).



PICTURE 1



PICTURE 2

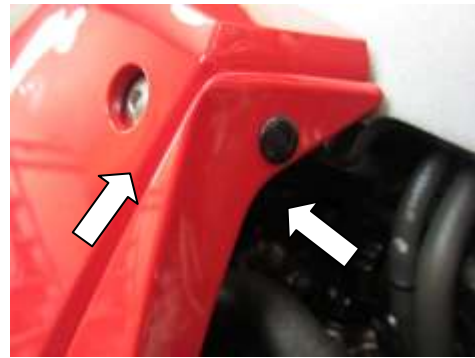
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PICTURE 3



PICTURE 4



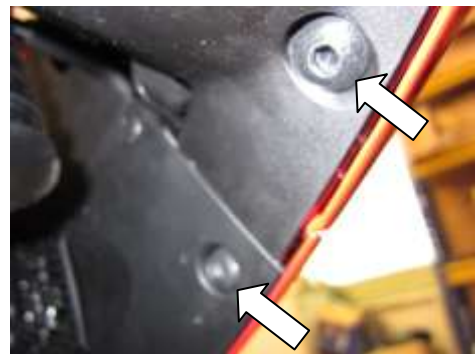
PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10

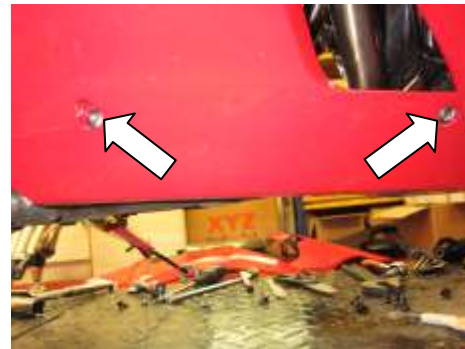
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PICTURE 11



PICTURE 12



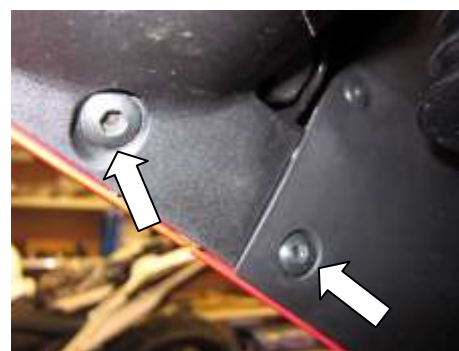
PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18

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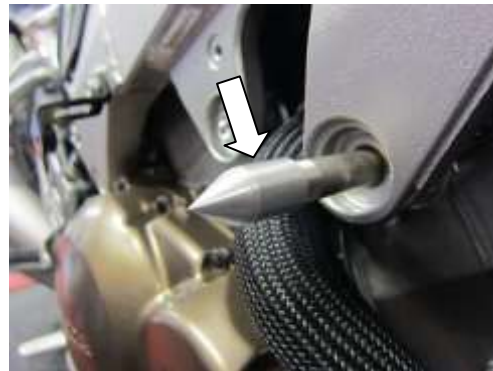
PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the four plastic rivets arrowed in picture 1.
- Remove the four fairing bolts and the plastic push rivet arrowed in pictures 2, 3 and 4.

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- Gently remove the left hand side lower fairing (please note the direction of removal as shown in picture 5).
- Remove the bolt arrowed in picture 6.
- Remove the bolts and push rivet arrowed in pictures 7, 8, 9, 10 and 11 and gently remove the upper fairing.

Off side (right side as you sit on bike)

- Remove the three fairing bolts and the plastic push rivet arrowed in pictures 12 and 13.
- Gently remove the right hand side lower fairing (please note the direction of removal as shown in picture 14).
- Remove the bolts and push rivet arrowed in pictures 15, 16, 17, 18 and 19 and gently remove the upper fairing.
- Remove the engine bolt nut in position arrowed in picture 20.
- Use the new engine bar (item 8) to gently push the original engine bolt out and position approximately equal amounts protruding from either side as shown in picture 21.
- Place the marking tool (item 9) over the exposed end of the engine bar as shown in picture 22.
- Carefully replace the right hand side upper fairing as original.
- While keeping light pressure on the fairing with the palm of your hand gently push the engine bar from the left hand side to mark the inside face of the right hand fairing (for drilling).
- Remove the right hand fairing and drill a pilot hole approximately 6mm diameter using the mark made by the marking tool (for checking the position of the hole) from the inside face.
- Remove the marking tool from the engine bar and refit the fairing and ensure the hole lines up with the engine bar.
- If happy with the position, remove the fairing. If not happy with the position, trim using a dremel type tool to align it.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, debur the hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit the upper fairing as original.

Near side (left side as you sit on bike)

- Place the marking tool (item 9) over the exposed end of the engine bar on the left hand side.
- Carefully replace the left hand side upper fairing as original.
- While keeping light pressure on the fairing with the palm of your hand gently push the engine bar from the right hand side to mark the inside face of the left hand fairing (for drilling).
- Remove the left hand fairing and drill a pilot hole approximately 6mm diameter using the mark made by the marking tool (for checking the position of the hole) from the inside face.
- Remove the marking tool from the engine bar and refit the fairing and ensure the hole lines up with the engine bar.
- If happy with the position, remove the fairing. If not happy with the position, trim using a dremel type tool to align it.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, debur the hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit the upper fairing as original.
- Refit both the lower fairings as original.
- Place the longer spacer (item 6) over the engine bar as shown in picture 23.
- Place one of the crash protectors over the engine bar as shown in picture 23.
- Place one of the locking washers (item 4) over the engine bar as shown in picture 23.
- Place one of the plain M12 washers (item 3) over the engine bar as shown in picture 23.

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- Place one of the M12 nyloc nuts (item 2) over the engine bar as shown in picture 23 (please ensure the nut is fully engaged through the nut by approximately 3-4mm).

Off side (right side as you sit on bike)

- Place the shorter spacer (item 7) over the engine bar as shown in picture 24.
- Place the remaining crash protector over the engine bar as shown in picture 24.
- Place the remaining locking washer (item 4) over the engine bar as shown in picture 24.
- Place the remaining plain M12 washer (item 3) over the engine bar as shown in picture 24.
- Place the remaining M12 nyloc nut (item 2) over the engine bar as shown in picture 24 (please ensure the nut is fully engaged through the nut by approximately 3-4mm).
- Finally tighten the nuts until you feel some compression from inside the protector using two 19mm sockets and wrenches. **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.
- Fit the crash protector caps as shown in picture B.

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

ISSUE 1 03/06/2014 (NSY)

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INSTRUCTIONS DE MONTAGE POUR CP0370BL PROTECTIONS CRASH
HONDA VFR 800 2014-

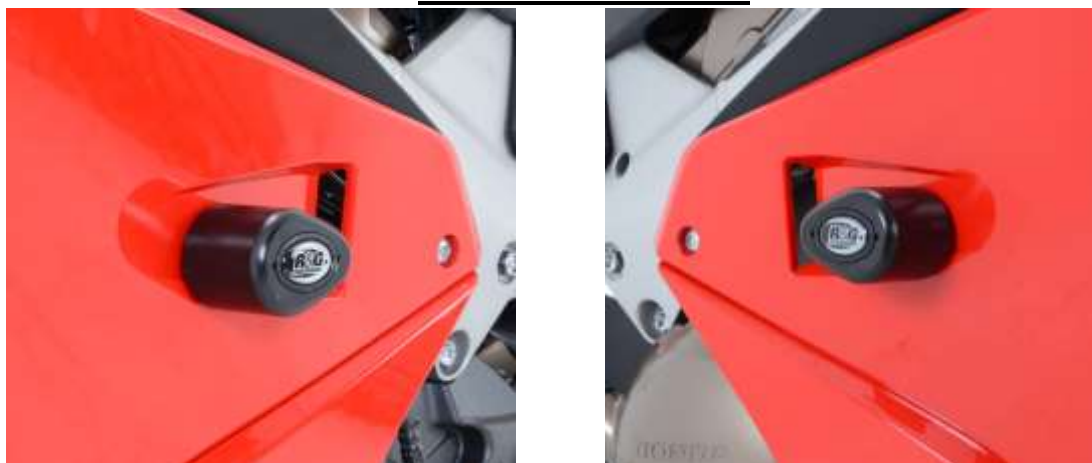


PHOTO 'A'

PHOTO 'B'



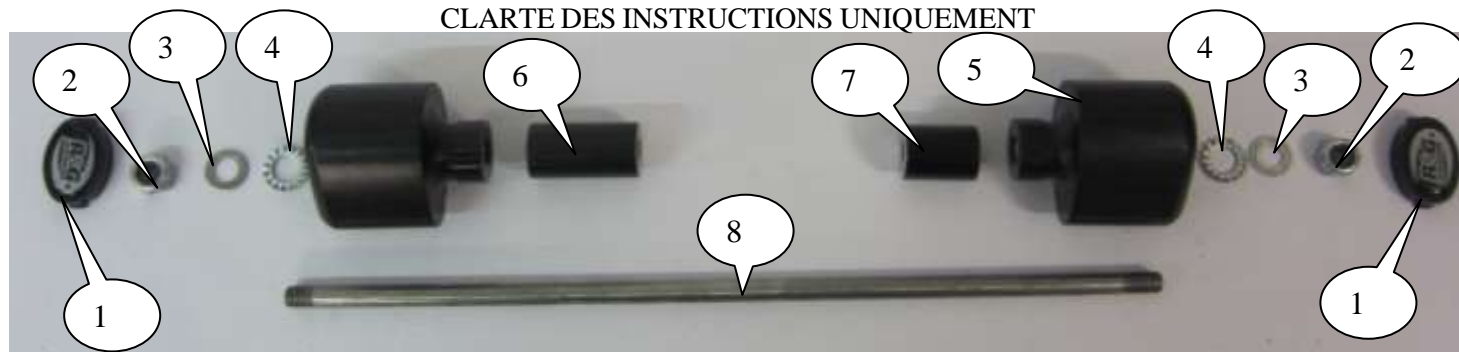
PHOTO C

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.

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

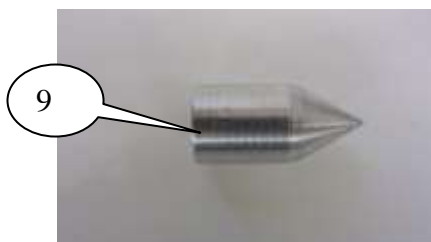
LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT



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COTÉ GAUCHECOTÉ DROITOutil de marquage**Outils requis**

- Jeu de clés 14, 17 et 19mm (x2).
 - Clé Allen 5mm.
 - Perçeuse
- Scie trou 28mm et outil type Dremel.
- Clé dynamométrique (à 40Nm).

LEGENDE

ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).

ARTICLE 2 = M12x1.25 ECROUS x2).

ARTICLE 3 = M12 RONDELLES (RONDELLES D'AXE MOTEUR) (x2).

ARTICLE 4 = LW0001 (M12 RONDELLES DE BLOCAGE) (x2).

ARTICLE 5 = B0431 avec CS0340 (12mm) (LES 2 PROTECTIONS CRASH) (x2).

ARTICLE 6 = S0805 ENTRETOISE COTÉ GAUCHE (56mm DE LONG) (x1).

ARTICLE 7 = S0806 ENTRETOISE COTÉ DROIT (54mm DE LONG) (x1).

ARTICLE 8 = EB005 AXE MOTEUR (12mm x 560mm DE LONG) (x1).

ARTICLE 9 = T0023 OUTIL DE MARQUAGE DU CARENAGE (x1).

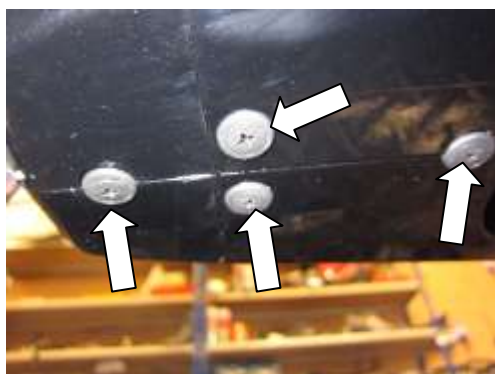


PHOTO1

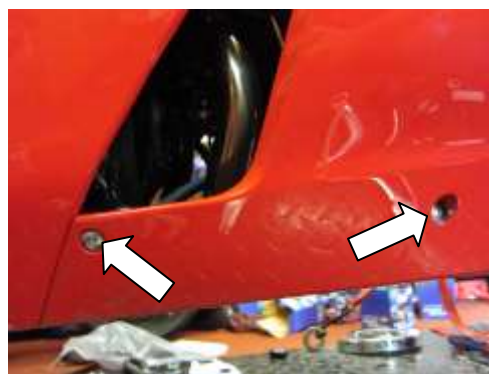


PHOTO2

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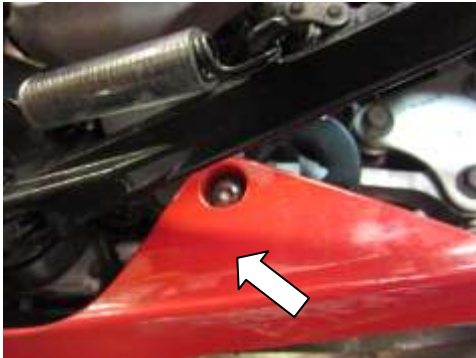


PHOTO3



PHOTO4



PHOTO5



PHOTO6



PHOTO7

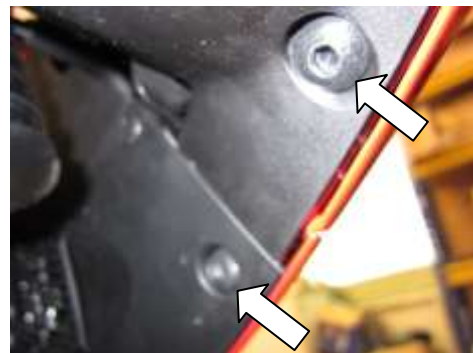


PHOTO8





PHOTO11

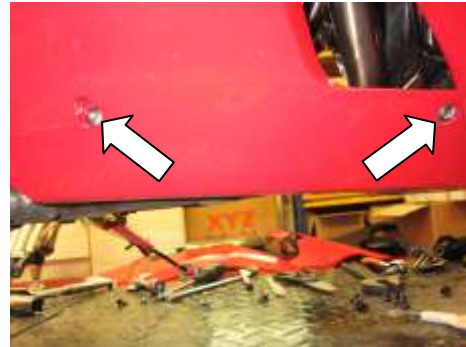


PHOTO12



PHOTO13



PHOTO14



PHOTO15

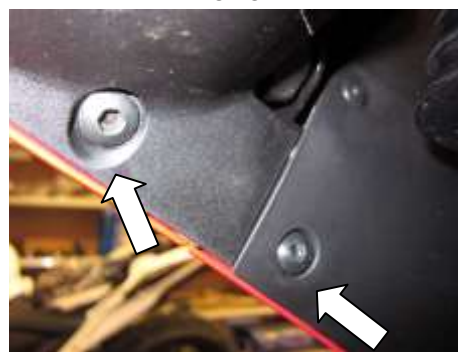


PHOTO16



PHOTO17



PHOTO18



PHOTO19



PHOTO20



PHOTO21



PHOTO22



PHOTO23



PHOTO24

INSTRUCTIONS DE MONTAGE

COTE GAUCHE (Assis sur la moto)

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- Enlever les 4 rivets indiqués sur la photo1.
- Enlever les 4 boulons de carénage et le rivet plastique, voir photos 2, 3 et 4.
- Enlever le carénage inférieur coté gauche (Notez la façon dont vous l'enlevez, voir photo 5).
- Enlever le boulon indiqué sur la photo6.
- Enlever les boulons et le rivet indiqué sur les photos 7, 8, 9, 10 et 11 puis enlever le carénage supérieur.

COTE DROIT (Assis sur la moto)

- Enlever les 3 boulons de carénage et le rivet indiqués sur les photos 12 et 13.
- Enlever le carénage inférieur coté droit (Notez la façon dont vous l'enlevez, voir photo 14).
- Enlever les boulons et le rivet indiqués sur les photos 15, 16, 17, 18 et 19 puis enlever le carénage supérieur.
- Enlever l'écrou de boulon moteur dans la position indiquée sur la photo 20.
- Utiliser le nouvel axe moteur (article 8) pour pousser le boulon moteur d'origine et faire en sorte que la longueur dépassante de chaque coté soit à peu près égale, voir photo21.
- Placer l'outil de marquage (article 9) sur l'extrémité de l'axe moteur comme sur la photo22.
- Replacer délicatement le carénage supérieur coté droit comme à l'origine.
- Tout en exerçant une légère pression sur le carénage avec la paume de la main, pousser l'axe moteur du coté gauche pour marquer la face interne du carénage coté droit (pour percer).
- Enlever le carénage coté droit et percer un trou pilote d'environ 6mm de diamètre en vous servant de la marque laissée par l'outil de marquage (pour vérifier la position du trou) depuis la face interne.
- Enlever l'outil de marquage de l'axe moteur et remettre le carénage en veillant à ce que le trou soit correctement aligné avec l'axe moteur.
- Si la position vous convient, enlever le carénage. Si cela ne vous convient pas, servez vous d'un outil type Dremel pour affiner l'alignement dans le trou.
- Percer un trou de 28mm à la scie trou de l'extérieur en utilisant le trou pilote comme guide, ébarber le trou à l'aide d'un couteau tranchant ou du papier de verre en prenant soin de ne pas marquer à l'extérieur du carénage.
- Remettre le carénage supérieur comme à l'origine.

COTE GAUCHE (Assis sur la moto)

- Placer l'outil de marquage (article 9) sur l'extrémité de l'axe moteur du coté gauche.
- Remettre le carénage supérieur gauche comme à l'origine.
- Tout en exerçant une légère pression sur le carénage avec la paume de la main, pousser l'axe moteur du coté droit pour marquer la face interne du carénage coté gauche (pour percer).



- Enlever le carénage coté gauche et percer un trou pilote d'environ 6mm de diamètre en vous servant de la marque laissée par l'outil de marquage (pour vérifier la position du trou) depuis la face interne.
- Enlever l'outil de marquage de l'axe moteur et remettre le carénage en veillant à ce que le trou soit correctement aligné avec l'axe moteur.
- Si la position vous convient, enlever le carénage. Si cela ne vous convient pas, servez vous d'un outil type Dremel pour affiner l'alignement dans le trou.
- Percer un trou de 28mm à la scie trou de l'extérieur en utilisant le trou pilote comme guide, ébarber le trou à l'aide d'un couteau tranchant ou du papier de verre en prenant soin de ne pas marquer à l'extérieur du carénage.
- Remettre le carénage supérieur comme à l'origine.
- Remettre les 2 carénages inférieurs comme à l'origine.
- Placer la plus longue entretoise (article 6) sur l'axe moteur, voir photo 23.
- Placer uen des protections crash sur l'extrémité de l'axe moteur, voir photo 23.
- Placer une des rondelles de blocage (article 4) sur l'axe moteur, voir photo 23.
- Placer une des rondelles plates M12 (article 3) sur l'extrémité de l'axe moteur, voir photo 23.
- Placer un des écrous M12 (article 2) sur l'axe moteur, voir photo23 (Veiller à ce que l'écrou soit complètement engagé dans l'axe, environ 3-4mm).

COTE DROIT (Assis sur la moto)

- Placer la plus petite entretoise (article 7) sur l'axe moteur, voir photo 24.
- Placer la protection crash restante sur l'axe moteur, voir photo 24.
- Placer la rondelle de blocage restante (article 4) sur l'axe moteur, voir photo 24.
- Placer la rondelle M12 restante (article 3) sur l'axe moteur, voir photo24.
- Placer l'écrou M12 restant (article 2) sur l'axe moteur, voir photo24 (Veiller à ce que l'écrou soit complètement engagé dans l'axe, d'environ 3-4mm).
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 19mm. **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.
- Positionner le capuchon de protection crash, voir photo B.

Ces instructions sont disponibles au téléchargement sur www.rg-racing.com

COUPLES DE SERRAGE RECOMMANDES

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

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