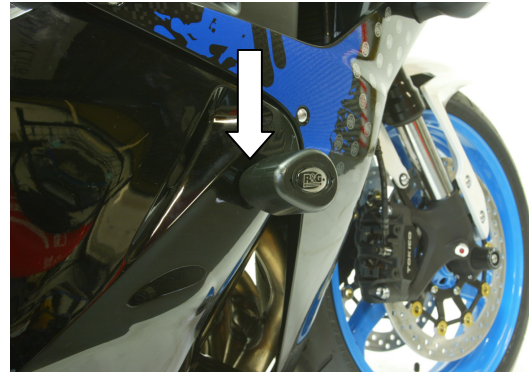
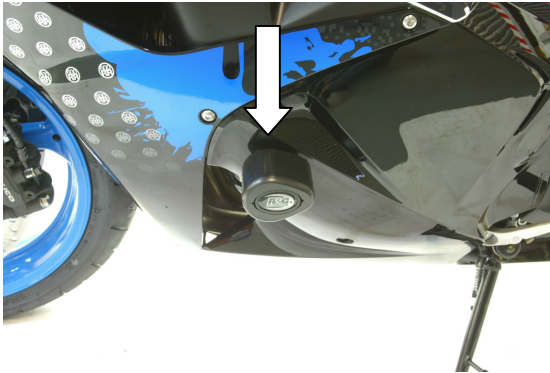
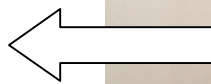




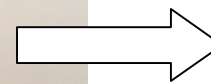
FITTING INSTRUCTIONS FOR CP0245BL/WH CRASH PROTECTORS HONDA CBR600RR 2009-



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



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!*

You will need the following tools to complete this job.

Set of metric allen keys.

Socket set to include 17mm and 19mm A/F socket and wrench.

Torque wrench to be used at 40NM.

Phillips and flat screwdrivers.

Left-hand side (as you sit on bike)

- Remove lower fairing (solid coloured piece only).
- Loosen the engine bolt in position arrowed above left, paint or tippex bolt head and loosen so when fairing is offered into position the inside of fairing is marked by paint (you may have to remove a small amount of fairing padding from around the area the fairing is to be drilled).

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- Offer the fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the engine bolt ensure engine to frame spacer does not move or fall out of position (if the spacer does fall out of position a dab of glue on face of spacer may solve this problem).
- Replace the fairing.
- Install the longer M12 (130mm) bolt with a washer, followed by a shake proof washer, into the bobbin counter bore (either bobbin), place the longer spacer over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole (ensure the engine to fame spacer is still in correct position) and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Insert bobbin cap so logo is as shown above.

Right-hand side (as you sit on bike)

- Remove lower fairing (solid coloured piece only).
- Loosen the engine bolt in position arrowed above right, paint or tippex bolt head and loosen so when fairing is offered into position the inside of fairing is marked by paint (you may have to remove a small amount of fairing padding from around the area the fairing is to be drilled).
- Offer the fairing back into position so that the paint marks the position on inside face of fairing.
- Remove the fairing.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the paint mark to find the centre position of engine bolt.
- Replace the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through fairing from the outside with the tank cutter.
- Deburr the hole and ensure the smaller spigot of crash protector fits through hole.
- Remove the engine bolt ensure engine to frame spacer does not move or fall out of position (if the spacer does fall out of position a dab of glue on face of spacer may solve this problem).
- Replace the fairing.
- Install the shorter M12 (110mm) bolt with a washer, followed by a shake proof washer, into the remaining bobbin counter bore, place the shorter spacer over the free end of bolt and install the assembly through drilled hole and into the engine mounting hole (ensure the engine to fame spacer is still in correct position) and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the

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- compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Insert bobbin cap so logo is as shown above.

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