



**FITTING INSTRUCTIONS FOR CP0252BL/WH AERO CRASH PROTECTORS  
HONDA CBF600 SPORT LIMITED EDITION 08'-**



**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.**

**Left-hand side (as you sit on bike)**

- Remove lower fairing.
- Remove the front engine bolt.
- Screw in the marking tool provided so when fairing is offered into position the inside of fairing is just clear of the point.



- Offer the fairing back into position.
- With a closed fist give the fairing a couple of taps so that the marking tool 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 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 marking tool.
- Replace the fairing.
- Install the longer M12 (140mm) bolt with a washer, followed by a shake proof washer, into the protector counter bore, 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.
- Remove the front engine bolt.
- Screw in the marking tool provided so when fairing is offered into position the inside of fairing is just clear of the point.
- Offer the fairing back into position.
- With a closed fist give the fairing a couple of taps so that the marking tool 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 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 marking tool.
- Replace the fairing.
- Install the shorter M12 (120mm) bolt with a washer, followed by a shake proof washer, into the protector 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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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS DE CARENAGE**  
**CP0252BL/WH AERO**  
**HONDA CBF600 SPORT EDITION LIMITEE08'-**

**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.**

**Outils nécessaires**

**Jeu de clé Allen.**

**Jeu de clé (incluant les clés de 17 et 19 mm).**

**Clé dynamométrique( 40NM.)**

**Gauche**

- Enlever le carénage latéral.
- Enlever la vis de fixation moteur avant.
- Visser l'outil de marquage R&G de manière à ce que la pointe puisse toucher l'intérieur du carénage.
- Remonter le carénage sur la moto et presser à l'aide de votre paume de main à l'endroit où est positionné l'outil de marquage.
- Enlever le carénage.
- **Perçage du carénage:**
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever l'outil de marquage.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Remonter le carénage.
- Prendre une rondelle M12 et la glisser sur la vis M12x140 mm, puis une rondelle crantée.
- Puis glisser l'entretoise la plus longue sur la vis contre le tampon.
- Fixer ensuite le tout sur la moto en vous assurant que l'entretoise se place bien dans le renforcement du cadre.  
(attention au sens du montage des tampons. La partie la plus large vers l'avant- voir photos)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

**Droit**

- Enlever le carénage latéral.



- Enlever la vis de fixation moteur avant.
- Visser l'outil de marquage R&G de manière à ce que la pointe puisse toucher l'intérieur du carénage.
- Remonter le carénage sur la moto et presser à l'aide de votre paume de main à l'endroit où est positionné l'outil de marquage.
- Enlever le carénage.
- **Perçage du carénage:**
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
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- Remonter le carénage.
- Prendre une rondelle M12 et la glisser sur la vis M12x120 mm, puis une rondelle crantée.
- Puis glisser l'entretoise la plus longue sur la vis contre le tampon.
- Fixer ensuite le tout sur la moto en vous assurant que l'entretoise se place bien dans le renforcement du cadre.  
(attention au sens du montage des tampons. La partie la plus large vers l'avant- voir photos)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
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