



**FITTING INSTRUCTIONS FOR CP0073 CRASH PROTECTORS
Honda VFR800 V-TEC [Interceptor]**



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!*

- Remove both fairing panels and expose engine.
- Remove water bottle on the left hand side of the bike.
- Replace with R&G supplied water bottle (refill).
- Undo engine bolt, which is now fully accessible, due to water bottle modification.
- Slide R&G engine bar through while removing original bar.
- Paint/Tippex end of engine bar.
- Refit fairing panel for that side.
- Push engine bolt until it touches fairing (inside and makes a mark).
- Remove fairing.
- Pilot drill from inner to outer fairing.
- Refit and make sure hole lines up with centre of bolt.
- Remove fairing and open up hole until it is wide enough to accept the engine bar (just over 12mm) – do this by using a Dremel tool/cone cutter or similar rotary cutting implement. Work from outside towards the inside.
- Slide the bar through the drilled hole and then slide the bobbin into place.
- Gradually draw a circle onto panel around the neck of the bobbin. Remove bobbin.
- Now you have a template for “Dremeling out” the panel to a diameter of 28mm.
- Use Dremel /cone cutter to make the 28mm hole.
- Use sharp knife to deburr hole.
- Refit fairing, repeat for other panel.
- Once both panels are back on, push bar equally through the engine.
- Slide longer of the two aluminium spacers over the right-hand end of the bar and the shorter one over the left-hand end of the bar.
- Slide bobbins onto both ends and pack them up tight to the spacers.
- Place washer and nut on either end and 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.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0073
Honda VFR800 V-TEC [Interceptor]

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.

Enlever les carénages.
Enlever le réservoir de liquide de refroidissement côté gauche
Fixer le réservoir R&G, et remplir de liquide de refroidissement.
Enlever la vis de fixation moteur
Remplacer la vis par la vis R&G livrée dans le kit.
Peindre l'extrémité de la vis.
Remonter le carénage
Pousser le vis jusqu'à ce qu'elle puisse toucher l'intérieur du carénage.
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 le carénage.
Agrandir le trou de manière à faire passer l'axe de diam 12 mm. (faire cette opération à l'aide d'une scie type DREMEL (usiner de l'extérieur vers l'intérieur du carénage)
Glisser la barre dans le trou et glisser le tampon sur la barre R&G.
Puis dessiner sur le carénage le contour de la colerette du tampon R&G.
Enlever le tampon
Puis à l'aide d'une scie cloche de 28 mm, ou de la DREMEL percer le carénage en prenant le contour du tampon comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
Remonter le carénage.
Refaire les mêmes opérations pour l'autre côté.
Une fois les carénages percés, pousser la barre R&G à travers le moteur.
Glisser l'entretoise la plus longue sur le côté droit et la plus petite côté gauche.
Glisser les tampons de chaque côté
Placer une rondelle et un écrou de chaque côté
Serrer les écrous 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.