



**Fitting Instructions for CP0099BL/WH Crash Protectors
Honda CBR600RR '03-'06**



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!*

Offside (right side as you sit on bike)

- Remove fairing
- Undo pinch bolt holding on front engine bolt
- Undo nut on the back of the front engine bolt
- Using white paint or Tippex, paint end of bolt
- Push bolt out so that it would touch the fairing
- Refit fairing, allowing white paint to mark inside of fairing
- Remove fairing
- Pilot drill hole back (inside) to front (outside) of fairing
- Fit fairing, make sure pilot hole lines up with centre of bolt
- Remove panel and drill 28 mm diameter hole (tank cutter/cone cutter r)
- Deburr hole with sharp knife
- Remove bolt
- Slide the stepped spacer into the recess as far as it will go, and then tighten pinch bolt
- Refit fairing
- Put washer onto M12 x 150 (longer) bolt, slide bolt through bobbin and through new fairing hole and into frame
- Fit original nut to back of bolt and tighten bolt (do not overtighten – can use Loctite or similar). 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.

Nearside

- Remove fairing
- Undo front engine bolt
- Wind out bolt until it would touch the inside of the fairing
- Dab some white paint or Tippex onto the end of the bolt
- Refit fairing (white paint should then mark the inside of the fairing)
- Remove fairing
- Pilot drill the fairing from the inside towards the outside

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



- Refit the fairing and check that the hole is in the right place
- Remove fairing and drill 28mm hole from outside inwards
- Deburr hole with sharp knife
- Remove engine bolt and refit fairing
- Put washer onto M12 x 130 (shorter) bolt, slide bolt through bobbin, slide straight spacer up behind bobbin and through new fairing hole and into frame
- Tighten bolt (do not overtighten – can use Loctite or similar). 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.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes.

Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products.

On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect.

Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned.

These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected)

Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor.

Goods must be in re-sellable condition, in the opinion of R&G Racing.

All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase).

The customer must pay any and all carriage charges.

No returns of discontinued products, unless within 14 days of purchase.

This policy does not affect your statutory rights and does not refer to faulty goods.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



Notice de montage

CP0099 HONDA CBR 600RR 03-06

Perçage 28 mm D et G

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage: côté droit

- œ Enlevez le carénage.
- œ Désserrez la vis de fixation moteur.
- œ Enlevez l'écrou se situant à l'arrière de la vis (derrière le moteur)
- œ Faite ressortir la vis de fixation, afin que celle-ci puisse toucher l'intérieur du bas de carénage.
- œ Mettez un peu de peinture blanche ou de tippex sur la tête de vis puis remettez le carénage, ceci afin de marquer l'intérieur du carénage.(recommencer l'opération si la marque n'est pas visible)
- œ Enlevez le carénage.
- œ Percez le centre de la marque de peinture à l'aide d'un forêt diam.6mm (percez de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- œ Repositionnez le carénage et vérifiez que le perçage soit au milieu de la vis de fixation.
- œ Retirez le carénage et percez le carénage à l'aide d'une scie cloche diam. 28 mm
Conseil: percez de l'extérieur vers l'intérieur du carénage.
- œ Percez le carénage et remettez le carénage.
- œ Enlevez la vis d'origine
- œ Glissez l'entretoise la plus longue à l'intérieur de la moto,(attention au sens de montage)
- œ Remontez le carénage.
- œ Placez une entretoise M12 sur la vis M12 x 150 mm,(la vis la plus longue), et glissez le tout à travers une protection R&G.
- œ Placez le tout à travers le trou dans le carénage , remplacez l'écrou d'origine à sa place originale, puis serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

GAUCHE (assis sur la moto):

Pour le côté gauche répéter les mêmes opérations, vous devrez utiliser la vis la plus courte et l'entretoise la plus petite.

IMPORTANT:Nous vous recommandons également de faire monter ce kit de protection par un professionnel.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com