



**FITTING INSTRUCTIONS FOR CP0374BL**  
**AERO CRASH PROTECTORS**  
**HONDA CBR 300R '14- DRILL KIT**



Picture A

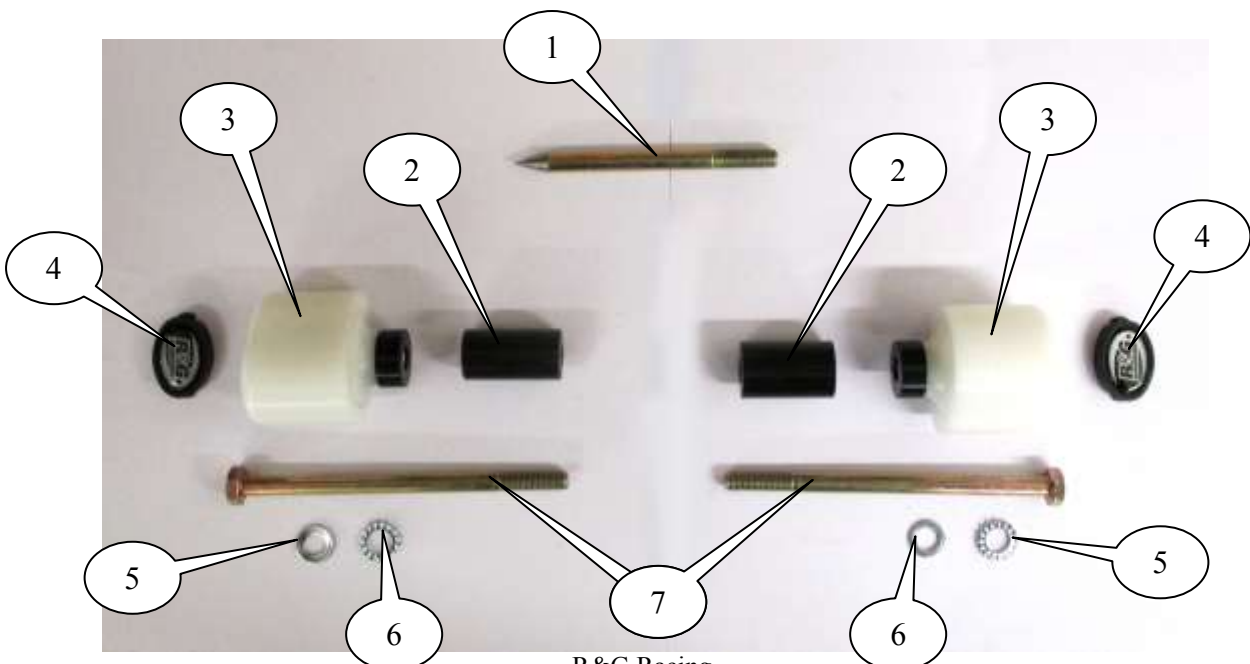


Picture B

**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.**

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





## **LEGEND**

- ITEM 1 = MARKING TOOL (T0025) (x1).  
 ITEM 2 = SPACER (S0822) (56mm long) (x2).  
 ITEM 3 = CRASH PROTECTOR (B0431 with CS341) (x2).  
 ITEM 4 = CRASH PROTECTOR CAPS (BC0002) (x2).  
 ITEM 5 = M10 WASHERS (x2).  
 ITEM 6 = LOCK-WASHERS (LW0001) (x2).  
 ITEM 7 = M10x1.25x170mm LONG HEX HEAD BOLTS (x2).

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!*

## **TOOLS REQUIRED**

- Socket set to include 5mm A/F socket and wrench.
- Socket set to include 14 & 17mm socket and wrench.
  - 28mm Hole-saw and/or dremmel type tool.
  - Torque wrench (up to 40N/m).



## **GENERAL TORQUE SETTINGS**

- M4 BOLT = 8Nm  
 M5 BOLT = 12Nm  
 M6 BOLT = 15Nm  
 M8 BOLT = 20Nm  
 M10 BOLT = 40Nm  
 M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



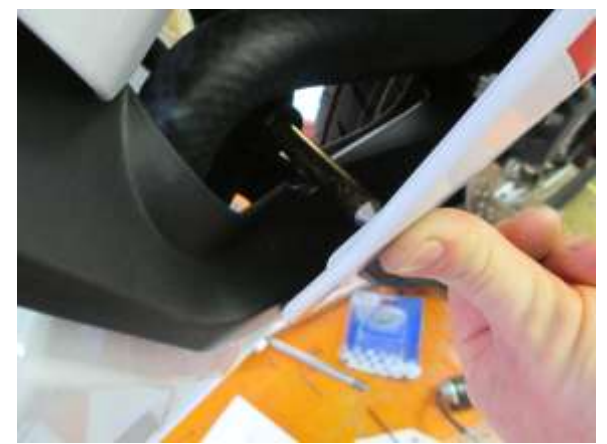
Picture 3



Picture 4



Picture 5



Picture 6





Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



## FITTING INSTRUCTIONS

- Remove the fairings from both sides of the bike, as shown in picture 1.
  - To fit the crash protectors onto the right side of the bike, remove the bolt from the upper frame mount at the front of the engine, as shown in picture 2.
  - Insert the marking tool (item 1 – T0025) into this boss so that the point on the end sits roughly against where the inner fairing panel sits when refitted to the bike, as shown in pictures 3 & 4.
  - Use this point to press a mark into the inner fairing panel. Remove the fairing from the bike and take some material off the black inner panel in order for the marking tool to clear, as shown in picture 6. *We suggest using a Dremel type tool to do this (do not use a hole saw as the center cannot be located as it's on the edge of the panel). At this stage, only remove enough material for the marking tool to clear.*
  - Re-fit the fairing and un-screw the marking tool a little so that it sits against the outer fairing. Apply pressure to the outside of the fairing to create a mark on the inside from the marking tool, and then remove the fairing once again, as shown in picture 7.
  - Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the mark to find the centre position of the engine bolt.
  - Re-fit the fairing and ensure the pilot hole is central to the engine mount hole, as shown in picture 8.
  - Remove the fairing and while supporting it carefully drill through the fairing from the outside with the tank cutter.
  - Debur the hole and ensure the spacer fits through the hole.
  - With the use of a Dremel type tool, remove material from the black plastic inner fairing in order for the spacer to clear this as well, as shown in pictures 9, 10 & 11.
  - Remove the marking tool from the hole and re-fit the fairing to the right side of the bike.
  - The crash protector can now be fitted. Slide one of the 10mm washers (item 5) onto one of the M10 x 1.25 x 170mm long hex head bolts (item 7) so the washer sits against head of bolt.
  - Slide one serrated locking washer (item 6) over the bolt so it sits against the washer just fitted.
  - Next slide the bolt with washers through either crash protector (item 3) so the head of the bolt and washers go into the counter-bore in.
  - Locate one spacer (item 2 – S0822 – 56mm long) over the exposed thread and position this through the holes in the fairing and tighten into the boss on the frame, as shown in picture 12.
  - Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **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 40N/m of torque.
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- To fit the crash protector to the other side of the bike, repeat the above procedure on the left side of the bike.
  - If not already fitted fit bubble stickers into recess of both crash protector caps.
  - Fit crash protector caps into both crash protectors.

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**INSTRUCTIONS DE MONTAGE POUR CP0374BL**  
**PROTECTIONS CRASH**  
**HONDA CBR 300R '14- Kit Percage**



Photo A

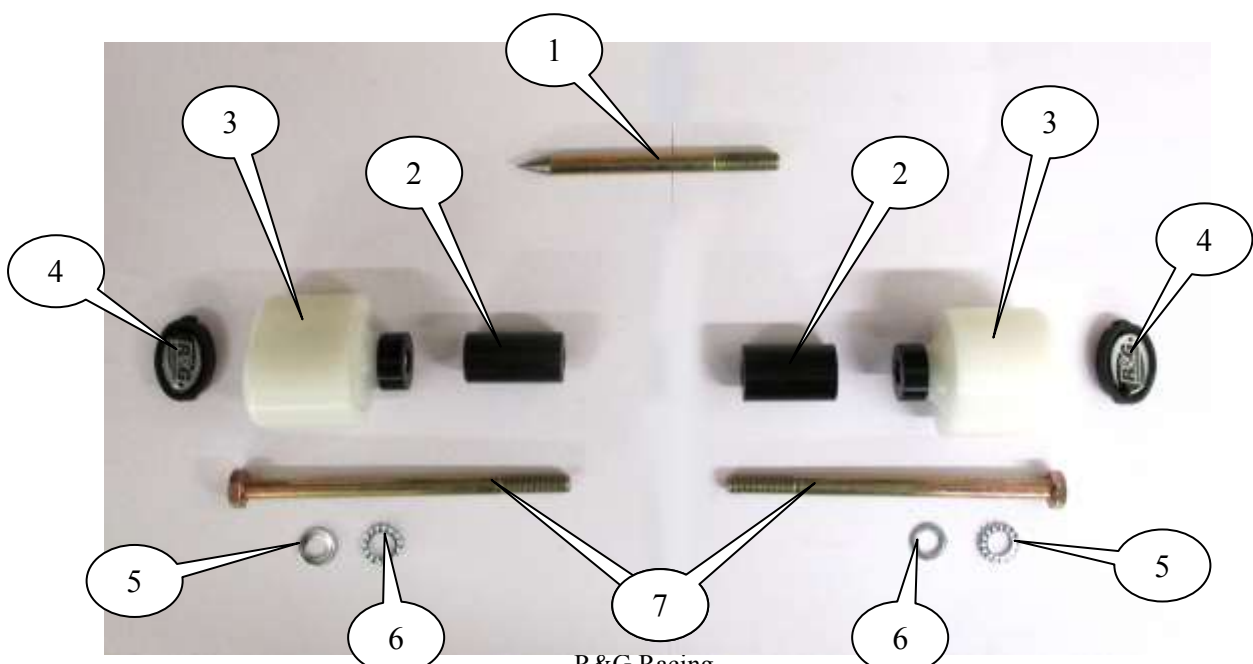


Photo B

**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.

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



R&amp;G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



## **LEGENDE**

- ARTICLE 1 = OUTIL DE MARQUAGE (T0025) (x1).  
 ARTICLE 2 = ENTRETOISE (S0822) (56mm de long) (x2).  
 ARTICLE 3 = PROTECTION CRASH (B0431 avec CS341) (x2).  
 ARTICLE 4 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).  
 ARTICLE 5 = M10 RONDELLES (x2).  
 ARTICLE 6 = RONDELLES DE BLOCAGE (LW0001) (x2).  
 ARTICLE 7 = M10x1.25x170mm BOULONS (x2).

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

### **OUTILS REQUIS**

- Jeu de clés à douille 5mm.
- Jeu de clés à douille 14 & 17m.
- 28mm Scie trou et/ou outil dremmel.
- Clé dynamométrique (à 40N/m).

Arrière de la moto



Avant moto

PHOTO C

### **COUPLES DE SERRAGE RECOMMANDES**

- M4 BOULON = 8Nm  
 M5 BOULON = 12Nm  
 M6 BOULON = 15Nm  
 M8 BOULON = 20Nm  
 M10 BOULON = 40Nm  
 M12 ECROU = 40Nm





Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

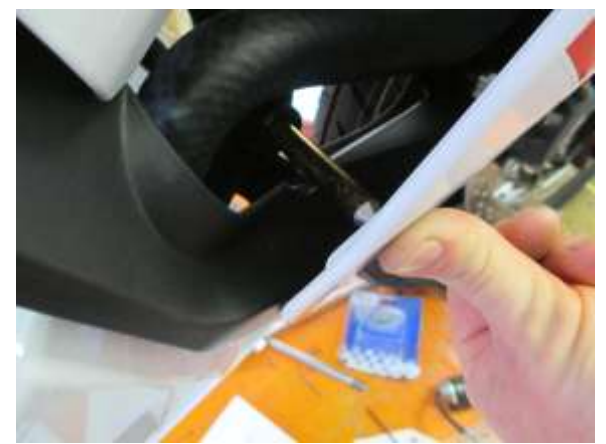


Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



## **INSTRUCTIONS DE MONTAGE**

- Enlever les carénages des 2 cotés de la moto, voir photo 1.
- Pour monter les protections crash du coté droit de la moto, enlever le boulon du support cadre supérieur à l'avant du moteur, voir photo 2.
- Insérer l'outil de marquage (article 1 – T0025) dans le patron de façon à ce que la pointe sur l'extrémité se place contre l'intérieur du carénage à l'endroit précis où celle-ci se place lorsque l'on remet le carénage sur la moto, voir photos 3 & 4.
- Utiliser ce point pour émettre une légère pression et laisser une marque sur l'intérieur du carénage. Enlever le carénage de la moto et prenez et retirer un peu de surplus à l'intérieur du carénage pour pouvoir placer aisément l'outil de marquage, voir photo 6. Nous vous suggérons d'utiliser un outil type Dremel pour cela (Ne pas utiliser de scie trou car le centre ne peut pas être placé sur le bord du carénage). *A ce stade, enlevez juste assez de surplus pour passer l'outil de marquage.*
- Remettre le carénage et desserrer légèrement l'outil de marquage pour qu'il se place contre l'intérieur du carénage. Appliquer une légère pression depuis l'extérieur du carénage pour créer une marque à l'intérieur du carénage grâce à l'outil, puis enlever le carénage à nouveau, voir photo 7.
- Utiliser un cutter de 28mm pour percer à travers le carénage grâce au trou pilote en utilisant la marque pour trouver la position centrale du boulon moteur.
- Remettre le carénage et veiller à ce que le trou pilote soit centré avec le trou du support moteur, voir photo 8.
- Enlever le carénage et tout en le supportant, percez doucement à travers le carénage depuis l'extérieur avec le cutter de réservoir.
- Ebarber le trou et veiller à ce que l'entretoise se place dans le trou.
- A l'aide de l'outil type Dremel, enlever le surplus présent à l'intérieur du carénage, afin de positionner l'entretoise le plus aisément possible, voir photos 9, 10 & 11.
- Enlever l'outil de marquage du trou et remettre le carénage du coté droit de la moto.
- La protection crash peut maintenant être installée. Glisser une des rondelles 10mm (article 5) sur un des boulons M10 x 1.25 x 170mm (article 7) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 6) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et ses rondelles à travers la protection crash (article 3) so de façon à ce que la tête du boulon et ses rondelles aillent dans le contre alésage.
- Placer une entretoise (article 2 – S0822 – 56mm de long) sur le filetage et positionnez le à travers les trous dans le carénage puis serrer dans le patron du cadre, voir photo 12.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **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.

- Pour monter la protection crash de l'autre coté de la moto, répétez la procédure ci dessus du coté gauche de la moto.
- Placer les stickers R&G dans le creux des deux capuchons de la protection.
- Placer les capuchons des protections crash dans les protections crash.

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