



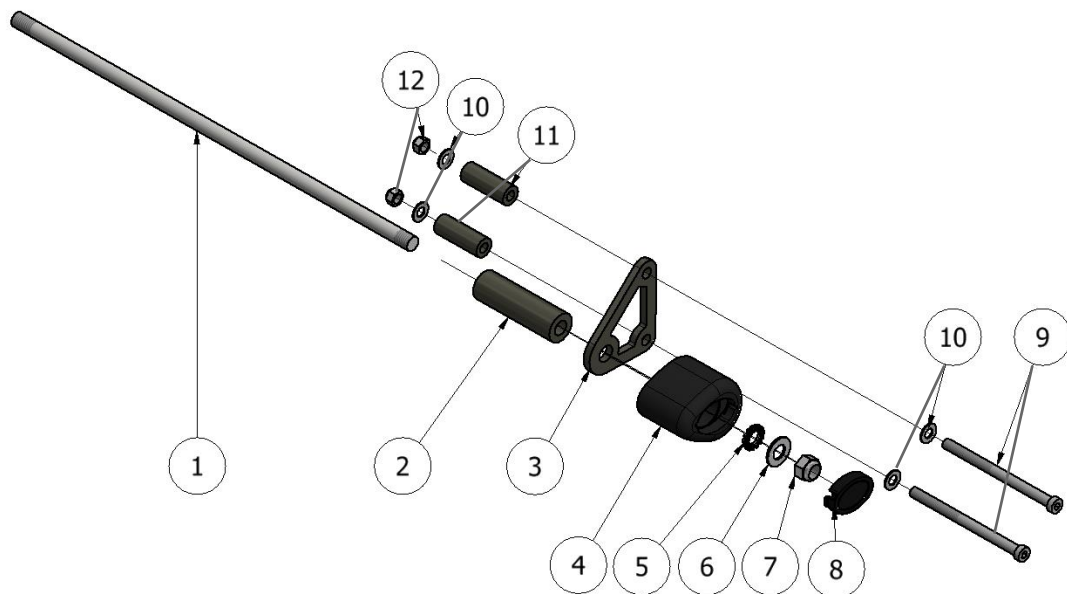
FITTING INSTRUCTIONS FOR CP0400 BL
AERO CRASH PROTECTORS NORTON COMMANDO 961 ALL MODELS
'09-

Picture A *RIGHT SIDE*Picture B *LEFT SIDE*

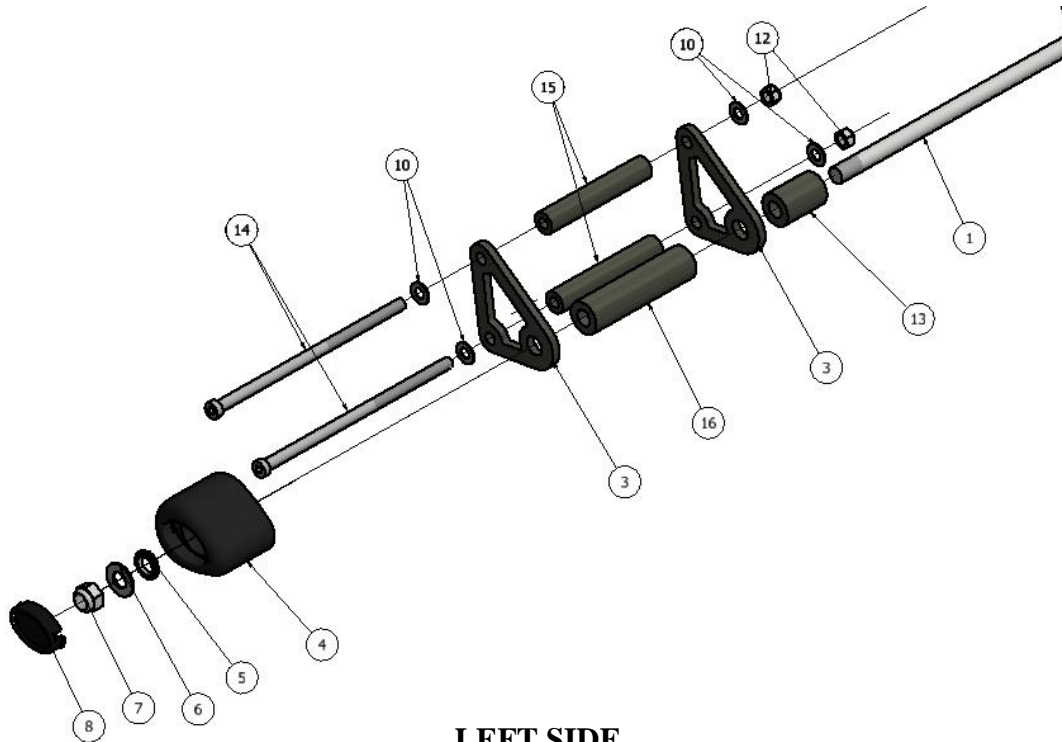
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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).



RIGHT SIDE



LEFT SIDE

LEGEND

- ITEM 1 = 1 x SB121 410mm Long Spindle Bar
- ITEM 2 = 1 x S0945 BK Ø24 79mm Long Spacer
- ITEM 3 = 3 x MP0159 BK Mounting Plates
- ITEM 4 = 2 x B0063 BK R&G Crash Bobbins
- ITEM 5 = 2 x LW0001 Shake Proof Washers
- ITEM 6 = 2 x M12 x 24mm OD Washers
- ITEM 7 = 2 x M12 Nyloc Nuts
- ITEM 8 = 2 x BC002 BK Bobbin Caps
- ITEM 9 = 2 x M8 x 1.25 x 110mm Long Button Head Bolts
- ITEM 10 = 8 x M8 x 16mm OD Washers
- ITEM 11 = 2 x S0946 BK Ø16 44mm Long Spacers
- ITEM 12 = 4 x M8 Nyloc Nuts
- ITEM 13 = 1 x S0947 BK Ø24x36mm Long Spacer
- ITEM 14 = 2 x M8 x 1.25 x 165mm Button Head Bolts
- ITEM 15 = 2 x S0949 BK Ø16 92mm Long Spacers
- ITEM 16 = 1 x S0948 BK Ø24 92mm Long Spacer

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!*

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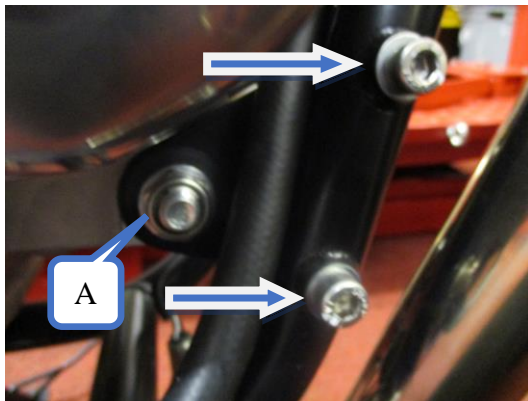
TOOLS REQUIRED

- Socket set to include 2 x 19mm sockets and wrenches.
 - Torque wrench (up to 40N/m).
 - 5mm & 6mm Allen keys
 - 13mm spanner

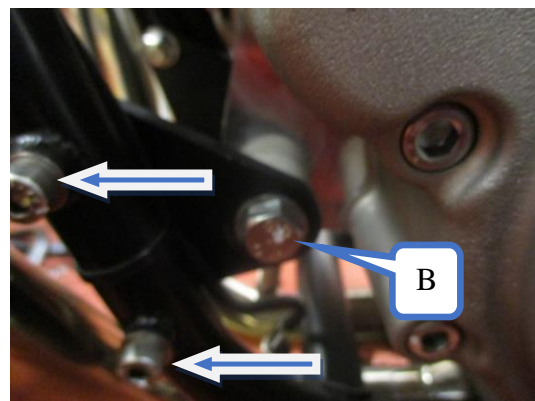


GENERAL TORQUE SETTINGS

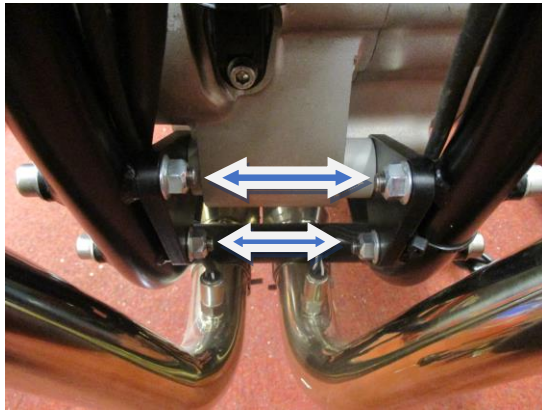
M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm
 M12 BOLT = 40Nm



Picture 1 (Right Side)



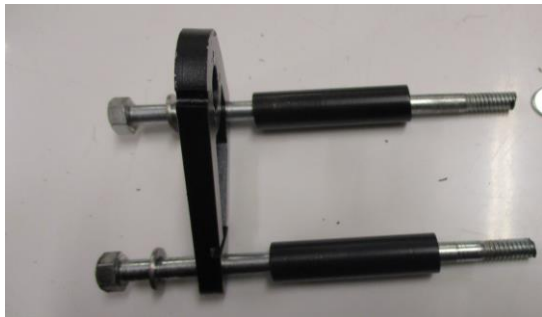
Picture 2 (Left Side)



Picture 3(Centre)



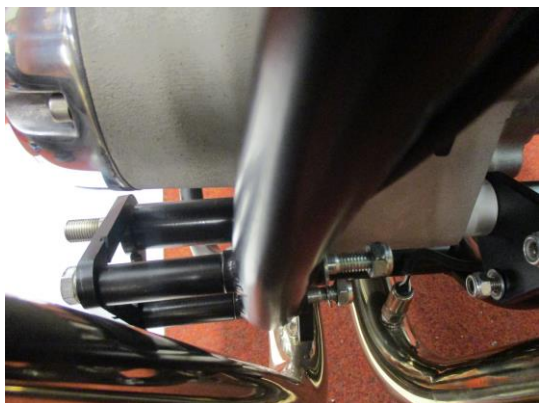
Picture 4



Picture 5



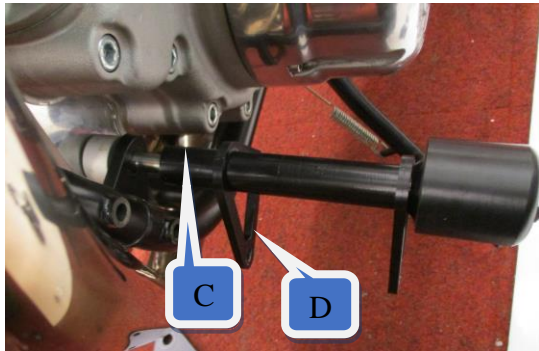
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12

FITTING INSTRUCTIONS

- Using 2 x 19mm sockets and wrenches, undo and remove the OEM M12 engine bolt, washers and locking nut from the bottom front engine mount (*please note the assembly of the OEM spacers and mounting plates before removal as they are to be re-used*) (labelled A in picture 1 and labelled B in picture 2)
- Feed Spindle SB121 (Item 1) from the kit to replace the engine bolt that just been taken out. *Please ensure that the OEM spacers and mounting plates are also inserted in the assembly*
- Undo and remove the 4 x OEM M8 bolts/ nuts that hold the OEM mounting plates in place (Arrowed in picture 1, 2 & 3) (*Please note that the OEM mounting plates will drop and swing towards the engine, keep them supported while the bolts and nuts are being undone*).
- **RIGHT HAND SIDE (as you sit on the bike)**
- Insert the Ø24 x 79mm Spacer S0945 (Item 2) onto the spindle bar (Item 1) (Arrowed in picture 4)
- From the kit, assemble the 2 x M8 x 110mm button head bolts (Item 9), 2 x M8 washers (Item 10), Mounting plate MP0159 (Item 3) and 2 x Ø16 x 44mm Spacers S0946 (Item 11) as shown in Picture 5
- Insert the assembly into the mounting points on the frame with the OEM mounting plate located behind the frame. Make sure that the larger hole on the Mounting plate (Item 3) is inserted onto the spindle bar (Item 1) (Picture 6)
- Secure the assembly with M8 washers (Item 10) and M8 nyloc nuts (Item 12), hand tighten the nuts only at this stage (Picture 7)



- Insert the R&G Crash Bobbin (Item 4), shake proof washer (Item 5), M12 washer (Item 6) and M12 nyloc nut (Item 7) onto the spindle bar. Hand tighten the nyloc nut only at this stage (Picture 8)

LEFT HAND SIDE

- Insert the Ø24 x 36mm Spacer S0947 (Item 13) onto the exposed end of the spindle bar (Labelled C in picture 9). *Please ensure that the spacer (Item 13) is located in front of the OEM mounting plate*
- Insert one Mounting plate MP0159 (Item 3) onto the spindle bar (Item 1) (the larger hole inserted with two smaller holes facing towards the front of the bike). At this stage spacer S0947 (Item 13) and the frame are sandwiched between the OEM mounting plate and mounting plate MP0159 (Item 3). Leave the Mounting plate (Item 3) hanging for the time being and make sure it hangs safely and not damaging any parts of the bike). (Labelled D in picture 9)
- Insert Ø24 x 92mm spacer S0948 (Item 16), the remaining mounting plate MP0159 (Item 3), R&G crash bobbin (Item 4), shake proof washer (Item 5), M12 washer (Item 6) and M12 nyloc nut (Item 7) onto the spindle bar (Item 1). Hand tighten the M12 nyloc nut (Item 7) only at this stage (Picture 9)
- Insert the remaining 2 x Ø16 x 92mm spacers S0949 (Item 15) between the two mounting plates (Item 3) in line with the two small holes and keep them in position by pushing through 2 x M8 x 165mm button head bolts (Item 14) with 2 x M8 washers (Item 10). Push the bolts (Item 14) assembly all the way through the frame and the OEM mounting plate (Picture 10).
- Secure the assembly with the remaining M8 washers (Item 10) and M8 nyloc nuts (Item 12). Hand tighten the M8 nyloc nuts (Item 12) only at this stage (Picture 11)
- *At this stage please have a look around the crash protector assembly make sure that there are no wires and/or hoses caught in between.*
- Ensure the assembly is correctly fitted before tightening. Using suitable tools, tighten all M8 bolts (Item 9 & 14) with M8 nyloc nuts (Item 12) to a maximum of 20Nm. Please ensure that all the M8 nyloc nuts (Item 12) are engaged in nylon. Do not overtighten as the nyloc nuts will hold it tight.
- Finally tighten both M12 nyloc nuts (Item 7) on both bobbins (Item 4) until you feel some compression from inside the protector using two 19mm sockets and wrenches. **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 40Nm of torque.
- Once finished please make sure that all spacers around the spindle bar (Item 1) including the OEM spacers are clamped and sitting flushed onto the flat surfaces (Engine mount, all mounting plates and spacers). Adjustment is required if such condition is not achieved.
- Ensure the assembly is correctly fitted, fit both bobbin caps BC002 (Item 8) into both R&G bobbins (Item 4)

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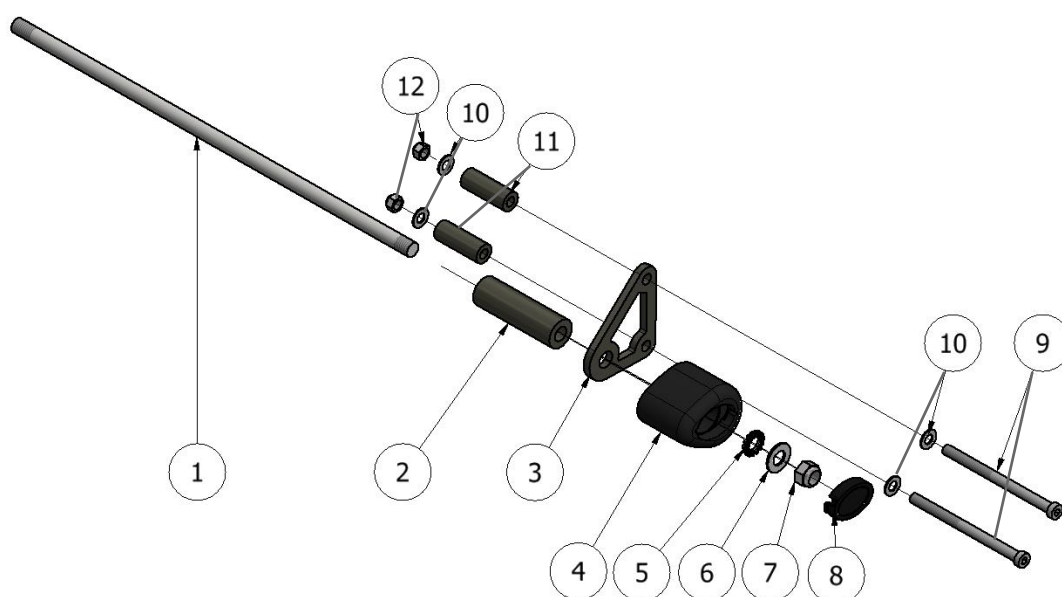
NOTICE DE MONTAGE POUR CP0400 BL
PROTECTIONS CRASH LATERALES NORTON COMMANDO 961 TOUS
MODELES '09-

Photo A *Coté droit*Photo B *Coté gauche*

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

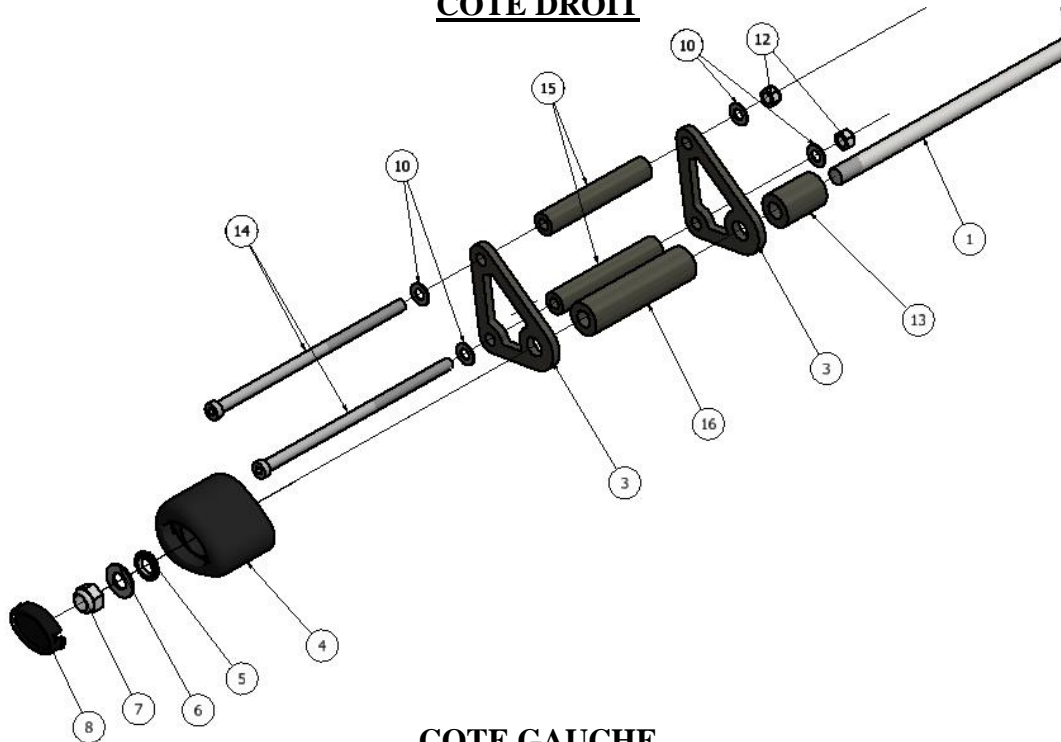
LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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





COTE DROIT



COTE GAUCHE

LEGENDE

- ARTICLE 1 = 1 x SB121 410mm Axe
 ARTICLE 2 = 1 x S0945 BK Ø24 79mm Entretoise
 ARTICLE 3 = 3 x MP0159 BK Plaques de fixation
 ARTICLE 4 = 2 x B0063 BK R&G Bobines de protection
 ARTICLE 5 = 2 x LW0001 Rondelles anti vibration
 ARTICLE 6 = 2 x M12 x 24mm OD Rondelles
 ARTICLE 7 = 2 x M12 Ecrous
 ARTICLE 8 = 2 x BC002 BK Capuchons de protection
 ARTICLE 9 = 2 x M8 x 1.25 x 110mm Boulons
 ARTICLE 10 = 8 x M8 x 16mm OD Rondelles
 ARTICLE 11 = 2 x S0946 BK Ø16 44mm Entretoises
 ARTICLE 12 = 4 x M8 Ecrous
 ARTICLE 13 = 1 x S0947 BK Ø24x36mm Entretoise
 ARTICLE 14 = 2 x M8 x 1.25 x 165mm Boulons
 ARTICLE 15 = 2 x S0949 BK Ø16 92mm Entretoises
 ARTICLE 16 = 1 x S0948 BK Ø24 92mm Entretoise



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

OUTILS REQUIS

- Clés à cliquet 2 x 19mm.
- Clé dynamométrique (à 40N/m).
- Clés Allen 5mm & 6mm
 - Clé plate 13mm



COUPLES DE SERRAGE RECOMMANDES

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

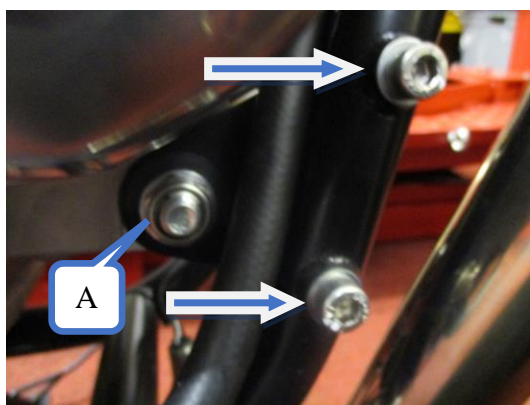


Photo 1 (Coté droit)

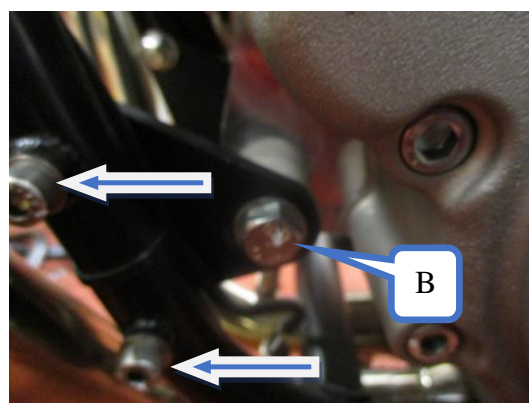


Photo 2 (Coté gauche)

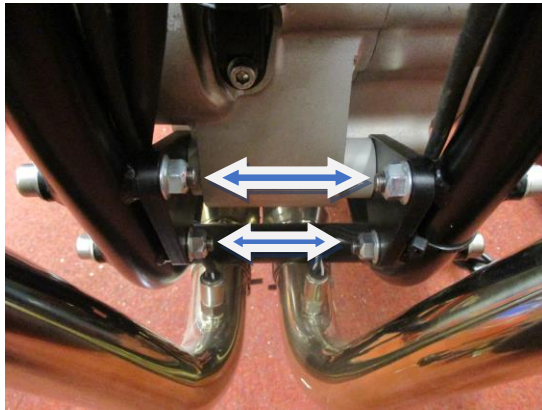


Photo 3(Centre)



Photo 4

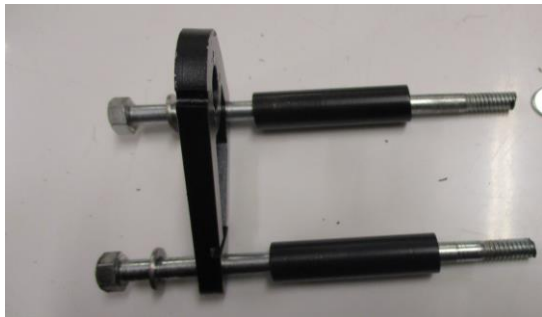


Photo 5



Photo 6

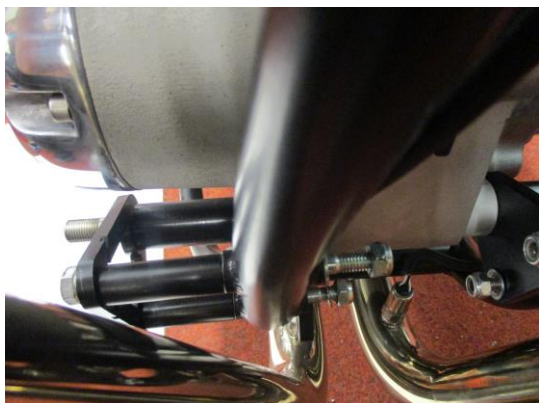


Photo 7



Photo 8

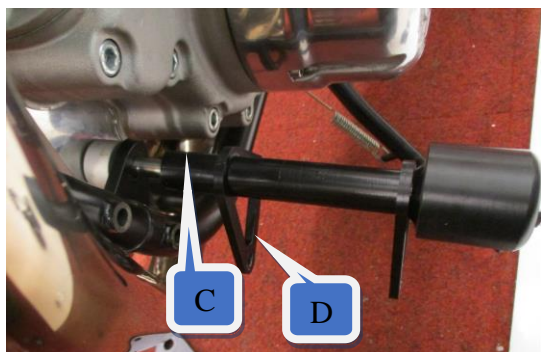


Photo 9



Photo 10



Photo 11



Photo 12

NOTICE DE MONTAGE :

- Utiliser des cliquets 2 x 19mm, puis enlever le boulon M12 d'origine, les rondelles et l'écrou de blocage du support de fixation moteur avant (*noter l'ensemble des entretoises d'origine et des plaques de fixation avant de les enlever, elles seront réutilisées*) (indiqué A sur la photo 1 et B sur la photo 2)
- Passer l'axe SB121 (Article 1) du kit pour remplacer le boulon d'origine qui vient juste d'être enlevé. Veiller à ce que les entretoises d'origine et les plaques de fixation soient aussi insérées dans l'assemblage.
- Enlever les boulons/écrous 4 x OEM M8 qui fixent les plaques de fixation d'origine en place (voir photo 1, 2 & 3) (*Notez que les plaques de fixation tomberont en heurtant le moteur si vous ne les supportez pas lorsque vous enlevez les boulons et écrous*).

COTE DROIT (assis sur la moto)

- Insérer l'entretoise Ø24 x 79mm S0945 (Article 2) sur l'axe (Article 1) (Voir photo 4)
- A l'aide du kit, assemblez les 2 boulons 2 x M8 x 110mm (Article 9), 2 x M8 Rondelles (Article 10), la plaque de fixation MP0159 (Article 3) et 2 x Ø16 x 44mm Entretoises S0946 (Article 11) voir Photo 5
- Insérer l'ensemble dans les points de fixation du cadre avec la plaque de fixation d'origine placée derrière le cadre. Soyez sûr que le trou le plus large de la plaque de fixation (Article 3) soit inséré sur l'axe (Article 1) (Photo 6)
- Fixer l'ensemble avec des rondelles M8 (Article 10) et des écrous M8 (Article 12), serrer les écrous à la main seulement à ce stade du montage (Photo 7).

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- Insérer la bobine R&G (Article 4), la rondelle anti vibration (Article 5), la rondelle M12 (Article 6) et l'écrou M12 (Article 7) sur l'axe. Serrer l'écrou à la main (Photo 8)

COTE GAUCHE

- Insérer l'entretoise Ø24 x 36mm S0947 (Article 13) sur l'extrémité de l'axe (marqué C sur la photo 9). *Veiller à ce que l'entretoise (Article 13) soit placé à l'avant de la plaque de fixation d'origine.*
- Insérer la plaque de fixation MP0159 (Article 3) sur l'axe (Article 1) (le trou le plus large inséré avec les 2 petits trous vers l'avant de la moto). A ce stade, l'entretoise S0947 (Article 13) et le cadre sont pris en sandwich entre la plaque de fixation d'origine et la plaque de fixation MP0159 (Article 3). Laissez la plaque de fixation (Article 3) pendre pour le moment tout en vous assurant qu'elle ne puisse endommager une autre partie de la moto). (marqué D sur la photo 9)
- Insérer une entretoise Ø24 x 92mm S0948 (Article 16), la plaque de fixation restante MP0159 (Article 3), la bobine R&G (Article 4), la rondelle anti vibration (Article 5), la rondelle M12 (Article 6) et l'écrou M12 (Article 7) sur l'axe (Article 1). Serrer l'écrou M12 à la main (Article 7) à ce stade (Photo 9)
- Insérer les entretoises restantes 2 x Ø16 x 92mm S0949 (Article 15) entre les 2 plaques de fixation (Article 3) en ligne avec les 2 petits trous et maintenez-les en position en les poussant dans les boulons 2 x M8 x 165 mm (Article 14) avec des rondelles 2 x M8 (Article 10). Pousser les boulons (Article 14) dans le cadre et la plaque de fixation d'origine (Photo 10).
- Fixer l'ensemble à l'aide des rondelles M8 restantes (Article 10) et écrous M8 (Article 12). Serer à la main les écrous M8 (Article 12) à ce stade (Photo 11)
- *Jetez un œil à l'assemblage de protection pour vérifier si des fils ou flexibles ne sont pas bloqués entre différentes parties.*
- Veiller à ce que l'ensemble soit correctement monté avant de serrer. Serrer les boulons M8 (Article 9 & 14) avec écrous M8 (Article 12) à un maximum de 20Nm. Veiller à ce que tous les écrous M8 (Article 12) soient engagés dans le nylon. Ne pas trop bloquer, les écrous fixent l'ensemble.
- Serrer les 2 écrous M12 (Article 7) des 2 bobines (Article 4) jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 19mm. **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'accroître 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.
- Veillez à ce que toutes les entretoises situées autour de l'axe (Article 1) incluant les entretoises d'origine, soient serrées et placées à ras sur la surface plate (Support moteur, toutes les entretoises et plaques de fixation). Un ajustement est nécessaire si cette condition n'est pas remplie.
- Assurez vous que l'ensemble est correctement fixé, insérer les 2 capuchons de protection BC002 (Article 8) dans les 2 bobines R&G (Article 4)

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