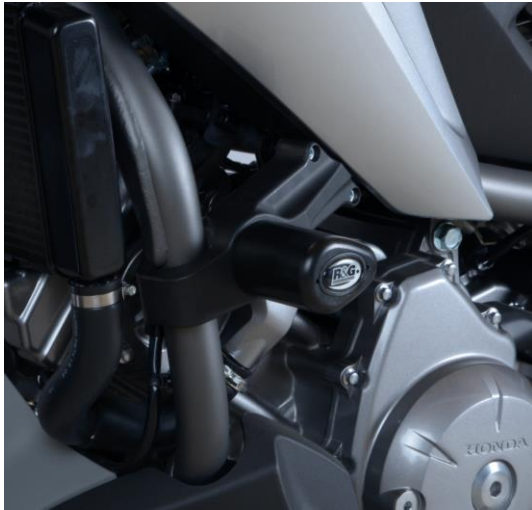




FITTING INSTRUCTIONS FOR CP0415BL
AERO CRASH PROTECTORS
HONDA NC700X / NC700S & NC750X&S 2012-



Picture A

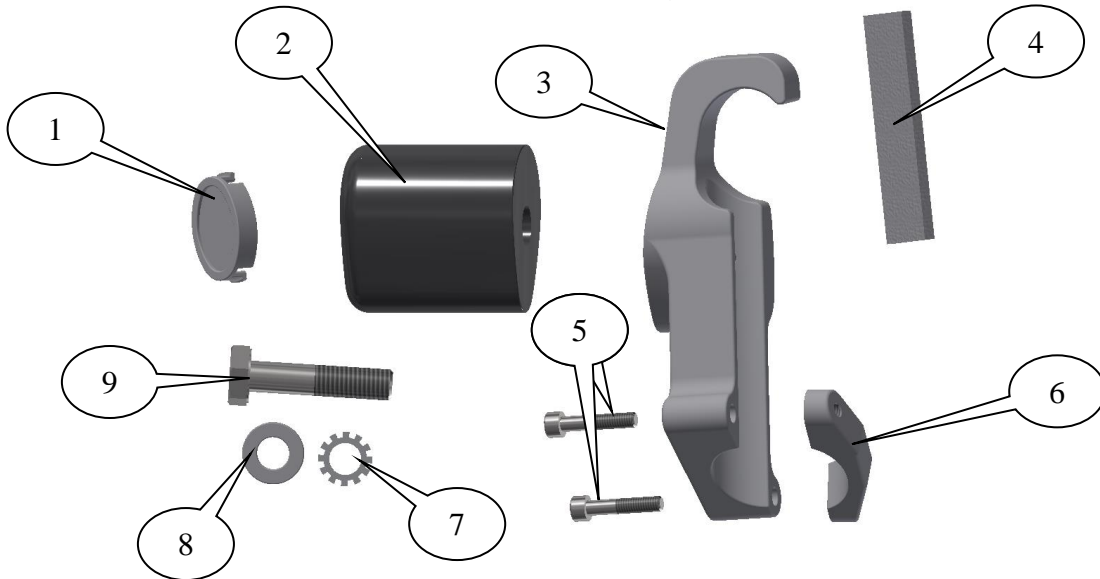


Picture B

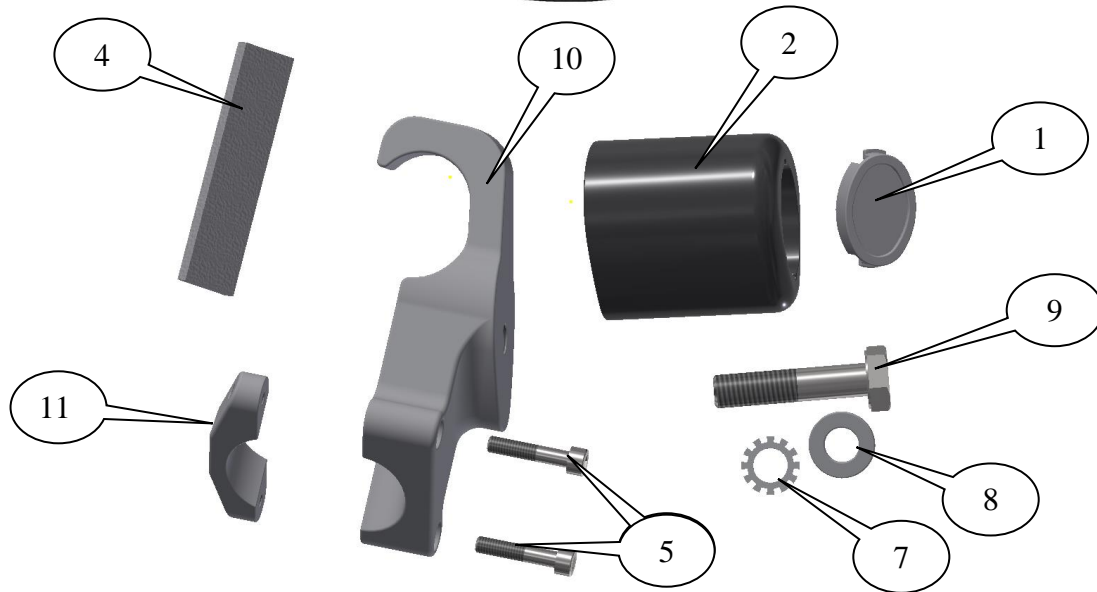
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



LEFT HAND SIDE



RIGHT HAND SIDE

LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= CRASH PROTECTORS R&L-H-S (B0061 with CS340) (x2).
- ITEM 3= MOUNTING BLOCK L-H-S (M0493) (x1).
- ITEM 4= SELF ADHESIVE FOAM 200mm LONG (x2)
- ITEM 5= M6x30mm LONG CAP HEADED FRAME BOLTS R&L-H-S (x4).
- ITEM 6= FRAME CLAMP (F0033) L-H-S (x1).
- ITEM 7= LOCK-WASHERS (LW0001) (x2).
- ITEM 8= M12 PLAIN WASHERS (x2).
- ITEM 9= M12x1.25x55mm LONG HEX HEADED CRASH PROTECTOR BOLTS R&L-H-S (x2).
- ITEM 10= MOUNTING BLOCK R-H-S (M0494) (x1).
- ITEM 11= FRAME CLAMP (F0034) R-H-S (x1).

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 19mm socket and wrench.
 - Torque wrench (up to 40Nm).
 - 5mm Allen key.



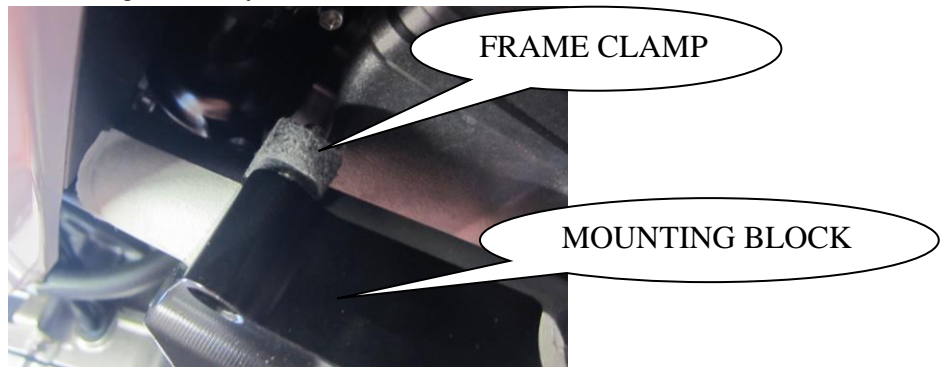
PICTURE C



Page | 3 **FITTING INSTRUCTIONS**

Near side (left side as you sit on bike)

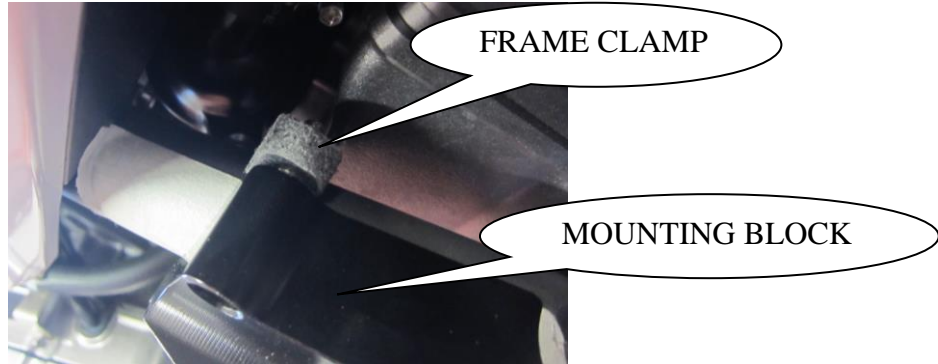
- Stick the self-adhesive foam (item 4) onto the mounting surfaces of the longer mounting block (item 3); this will prevent marking of the frame on assembly.
- Match the mounting blocks to each frame clamp as they will only fit one way.
- Place the mounting block onto the frame as shown in picture A; ensure the block is pushed against the front frame tube.
- Place the frame clamp (item 6) between the frame and engine.
- Use two of the M6 cap headed bolts (item 5) through the mounting block and into the frame clamp as shown below and tighten evenly to secure.



- Place one of the plain washers (item 8) onto the M12 bolt (item 9).
- Place one of the locking washers (item 7) onto the bolt so it sits against the plain washer.
- Place the bolt assembly through either crash protector (item 2).
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over-tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

Off side (right side as you sit on bike)

- Stick the self-adhesive foam (item 4) onto the mounting surfaces of the shorter mounting block (item 10); this will prevent marking of the frame on assembly.
- Place the mounting block onto the frame as shown in picture B; ensure the block is pushed against the front frame tube.
- Place the frame clamp (item 11) between the frame and engine.
- Use two of the M6 cap headed bolts (item 5) through the mounting block and into the frame clamp as shown below and tighten evenly to secure.



- Place the plain washer (item 8) onto the M12 bolt (item 9).
- Place the locking washer (item 7) onto the bolt so it sits against the plain washer.
- Place the bolt assembly through the remaining crash protector (item 2).
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE ‘C’ 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 over-tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

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Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

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



**NOTICE DE MONTAGE POUR
CP0415BL PROTECTIONS CRASH LATERALES
HONDA NC700X / NC700S & NC750X&S '12-**



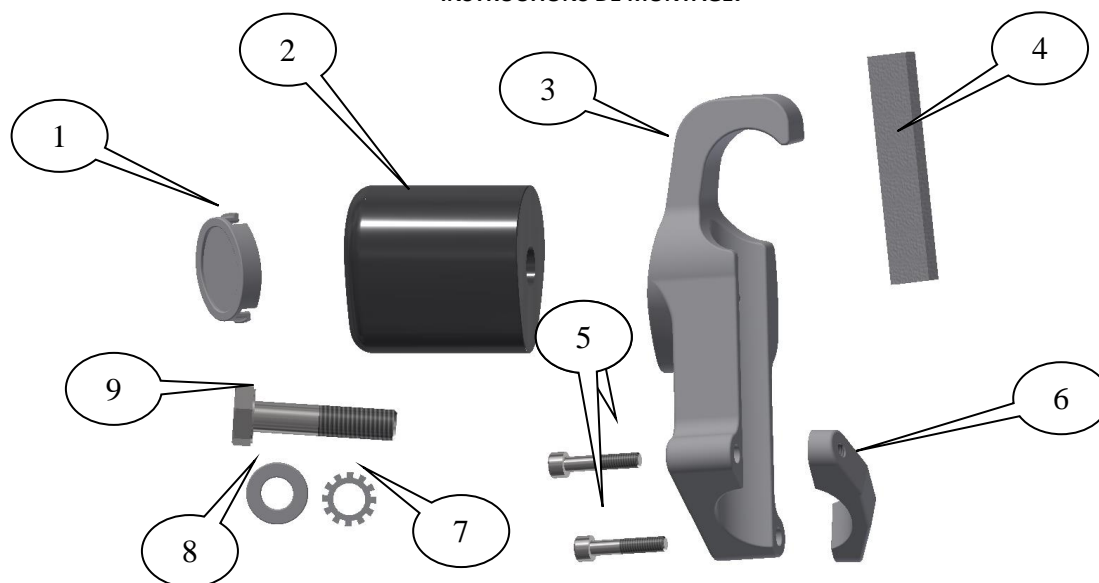
Photo A

Photo B

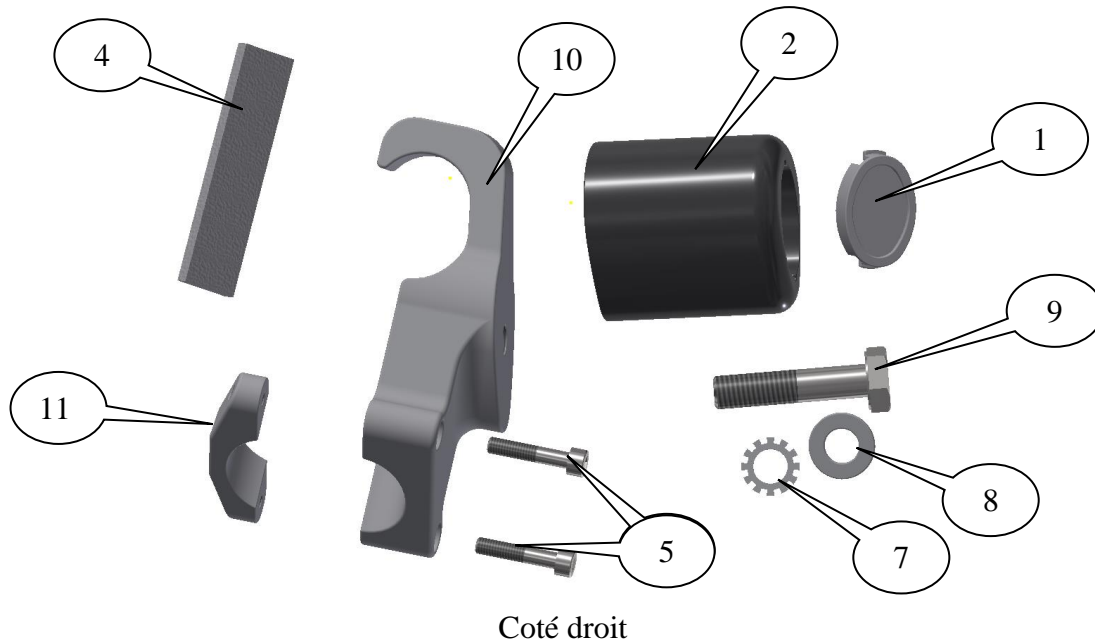
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

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

LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.



Coté gauche
R&G Racing



Côté droit

LEGENDE

- ARTICLE 1= Capuchons de protection (BC0002) (x2).
 ARTICLE 2= Protections coté droit et gauche (B0061 avec CS340) (x2).
 ARTICLE 3= Bloc de montage coté gauche (M0493) (x1).
 ARTICLE 4= Mousse autocollante 200mm de long (x2)
 ARTICLE 5= M6x30mm Boulons de cadre coté gauche et droit (x4).
 ARTICLE 6= Plaque de cadre (F0033) coté gauche (x1).
 ARTICLE 7= Rondelles de blocage (LW0001) (x2).
 ARTICLE 8= M12 Rondelles plates (x2).
 ARTICLE 9= M12x1.25x55mm Boulons protection crash coté gauche et droit (x2).
 ARTICLE 10= Bloc de montage coté droit (M0494) (x1).
 ARTICLE 11= Plaque de cadre (F0034) R-H-S (x1).

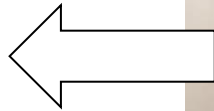
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, ces rondelles doivent être jetées.

OUTILS REQUIS

- Clé plate 19mm.
- Clé dynamométrique (à 40Nm).
- Clé Allen 5mm



ARRIERE MOTO



AVANT MOTO

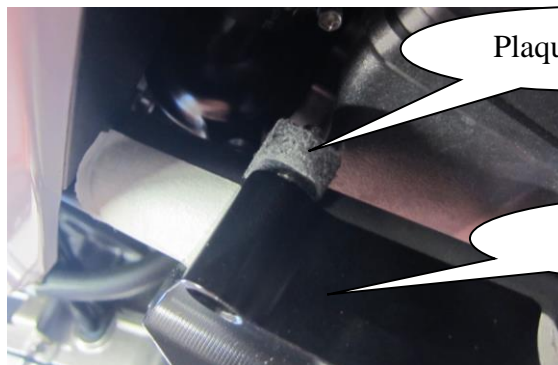


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PHOTO C

INSTRUCTIONS DE MONTAGE**Coté gauche lorsqu'on est assis sur la moto :**

- Coller la mousse autocollante (Article 4) sur les surfaces de fixation du bloc de montage le plus long (Article 3), cela empêchera que le cadre soit marqué.
- Match les blocs de montage à chaque plaque de cadre car ils ne s'installent que sur un coté.
- Placer le bloc de montage sur le cadre (Photo A), assurez vous que le bloc soit placé contre le tube avant du cadre.
- Placer la plaque de cadre (Article 6) entre le cadre et le moteur.
- Utiliser 2 des boulons à tête en capuchon M6 (Article 5) à travers le bloc de montage et dans la plaque de cadre (ci dessous) puis serrer de façon équivalente pour bloquer.



Plaque de cadre

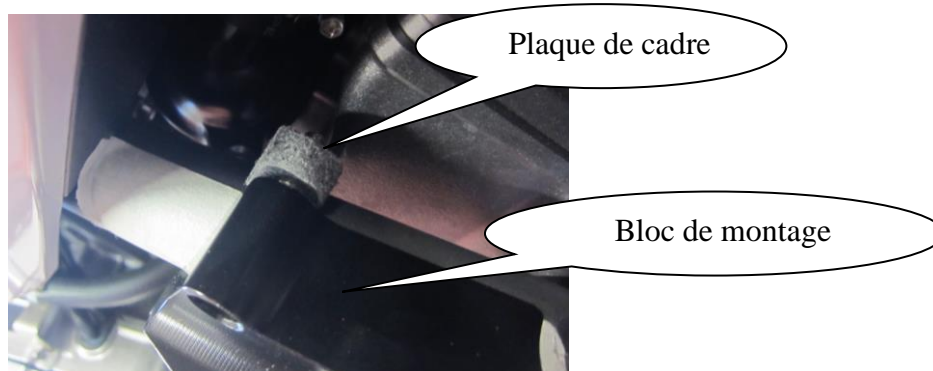
Bloc de montage

- Placer une des rondelles plates (Article 8) sur le boulon M12 (Article 9).
- Placer une des rondelles de blocage (Article 7) sur le boulon de façon à ce que cette rondelle se place contre la rondelle plate.
- Placer le boulon à travers la protection crash (Article 2).
- Poser l'ensemble sur le bloc de montage puis serrer le boulon avec une clé de 19 mm jusqu'à ce que vous sentiez une légère compression. **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. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer le logo R&G en caoutchouc dans le creux de la protection (Article 1).

Coté droit lorsqu'on est assis sur la moto :



- Coller la mousse autocollante (Article 4) sur les surfaces de fixation du bloc de montage le plus court (Article 10), cela empêchera que le cadre soit marqué.
- Placer le bloc de montage sur le cadre (Photo B), assurez vous que le bloc soit contre le tube avant du cadre.
- Placer la plaque de cadre (Article 11) entre le cadre et le moteur.
- Utiliser les 2 boulons M6 (Article 5) à travers le bloc de montage et dans la plaque de cadre (ci dessous) et serrer de façon égale.



- Placer la rondelle plate (Article 8) sur le boulon M12 (Article 9).
- Placer la rondelle de blocage (Article 7) sur le boulon de façon à ce qu'elle se place contre la rondelle plate.
- Placer le boulon à travers la protection crash restante (Article 2).
- Poser l'ensemble sur le bloc de montage puis serrer le boulon avec une clé de 19 mm jusqu'à ce que vous sentiez une légère compression. **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. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple.

Notice disponible au téléchargement sur www.rg-racing.com

COUPLES DE SERRAGE RECOMMANDES

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



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