



Fitting Instructions for CP0103BL/WH Crash Protectors, Honda RVF750 (RC45)

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)

Locate engine bolt in the lower of the two cooling slots on the fairing.

Remove the bolt.

Put one of the supplied washers under the head of the shorter of our two bolts (the 110mm one).

Pass the bolt through the crash protector and then slide one of the two spacers onto the bolt, so that the spacer sits behind the neck of the crash protector.

Fit the assembly onto the bike in place of the original bolt (the spacer should fit into the frame recess of the bike).

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.

Repeat for nearside, except using the longer (140mm) bolt.

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.

CONSUMER NOTICE

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Notice de montage

CP0103 HONDA RVF 750 RC 45

MOTEUR

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:

DROITE:

- Démontez la vis de fixation moteur à l'avant. Cf photo.
- Glissez une rondelle sur la vis M10x 110 mm.
- Mettre l'ensemble dans l'une des protections R&G, vous devrez ensuite mettre l'entretoise en aluminium sur la vis contre la colerette de la protection.
- Placez l'ensemble sur la moto à l'endroit de la fixation moteur.
- Serrez l'écrou 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:

- Refaire la même opération que pour le coté droit, il vous faudra utiliser la plus longue des vis (M10 x 140mm) sans utiliser d'entretoise.

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