



FITTING INSTRUCTIONS FOR CP0405BL
AERO CRASH PROTECTORS FOR HONDA CBR500R '16- NON-DRILL KIT



Picture A

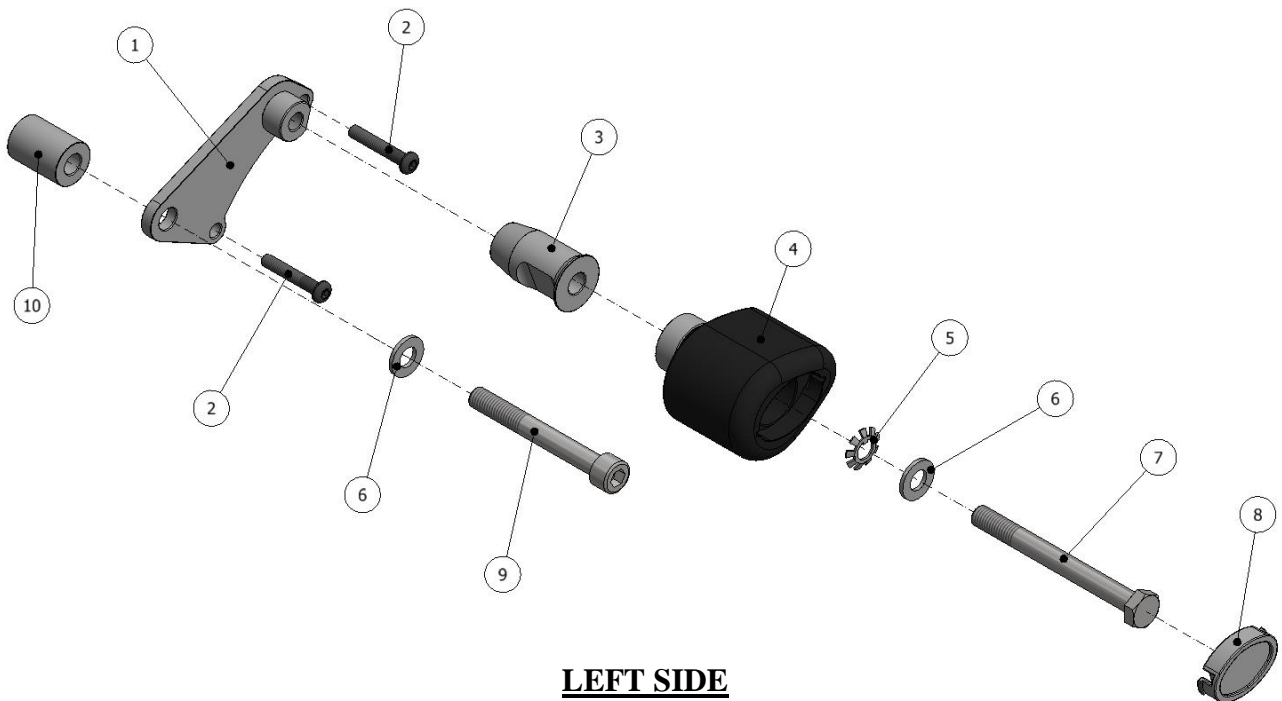


Picture B

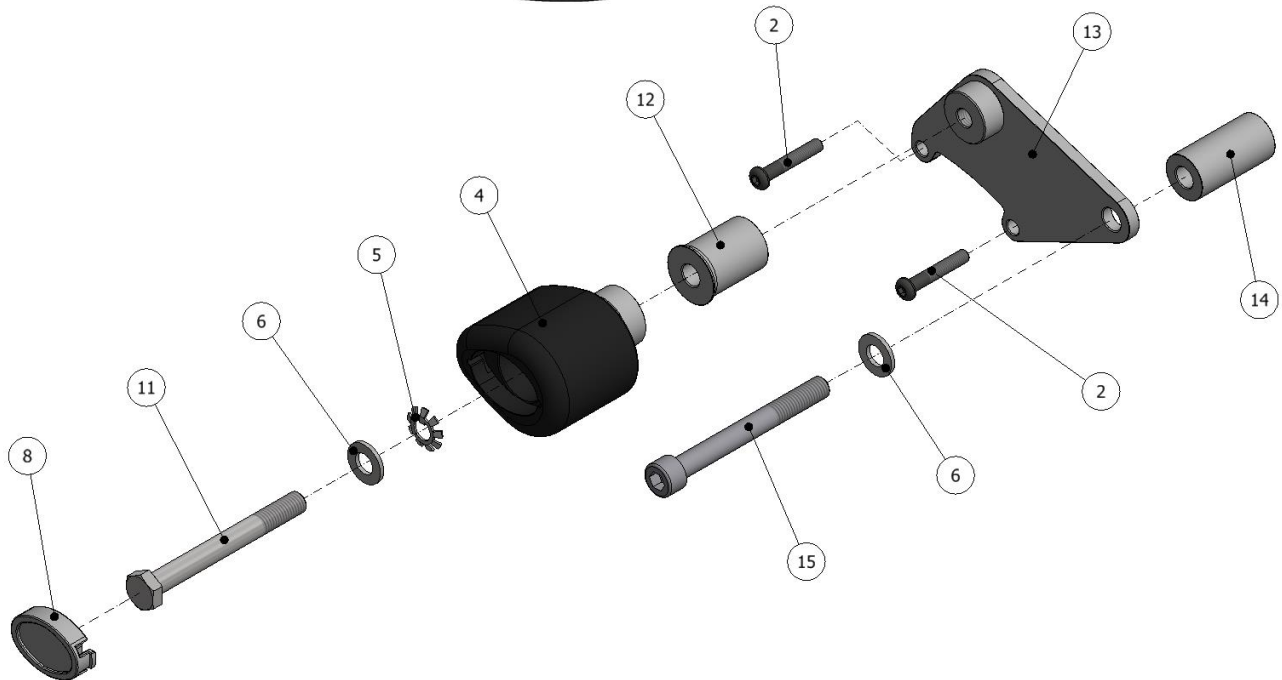
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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).



LEFT SIDE



RIGHT SIDE

LEGEND

- ITEM 1 = MOUNTING BLOCK (M0479) (x1).
 ITEM 2 = M6 x 35mm LONG BUTTON HEAD BOLTS (x4).
 ITEM 3 = SPACER (S0957 – 45mm LONG) (x1).
 ITEM 4 = CRASH PROTECTOR (B0431 with CS341 & S0255) (x2).
 ITEM 5 = LOCK-WASHERS (LW0001) (x2).
 ITEM 6 = M10 WASHERS (x4).
 ITEM 7 = M10 x 1.25 x 105mm LONG HEX HEAD BOLT (x1).
 ITEM 8 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 9 = M10 x 1.25 x 80mm LONG CAP HEAD BOLT (x1).
 ITEM 10 = SPACER (S0959 – 30.50mm LONG) (x1).
 ITEM 11 = M10 x 1.25 x 100mm LONG HEX HEAD BOLT (x1).
 ITEM 12 = SPACER (S0958 – 34.50mm LONG) (x1).
 ITEM 13 = MOUNTING BLOCK (M0480) (x1).
 ITEM 14 = SPACER (S0960 – 44mm LONG) (x1).
 ITEM 15 = M10 x 1.25 x 90mm LONG CAP HEAD BOLT (x1).

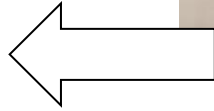
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt
 – *the rubber washers should be thrown away!*

TOOLS REQUIRED

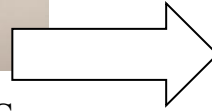
- Socket set to include 4, 5 & 8mm AF sockets and wrench.
- Socket set to include 8, 10, 14 & 17mm sockets and wrench.
 - Torque wrench (up to 40N/m).



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

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



Picture 1



Picture 2



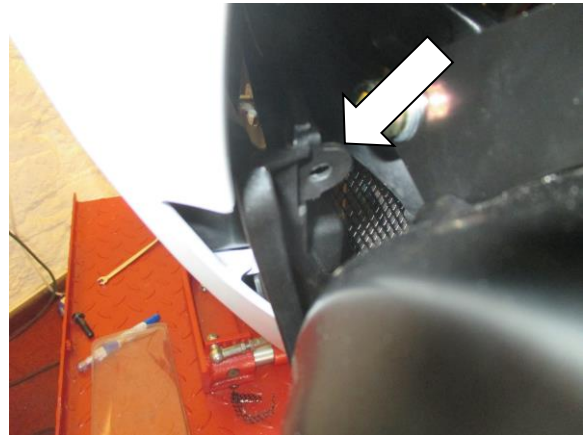
Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



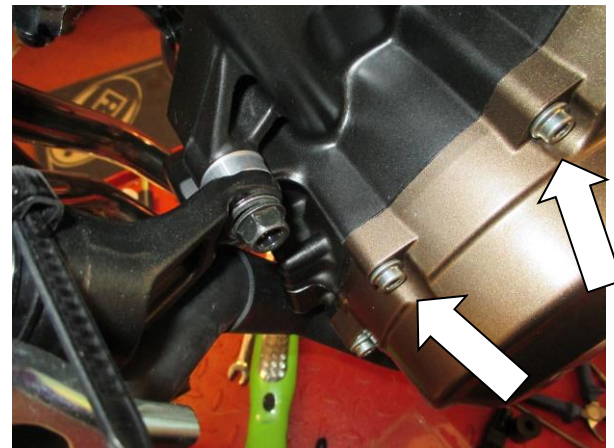
Picture 11



Picture 12



Picture 13



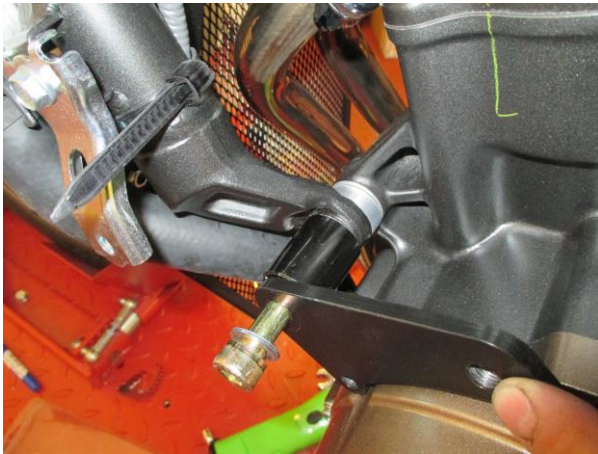
Picture 14



Picture 15



Picture 16



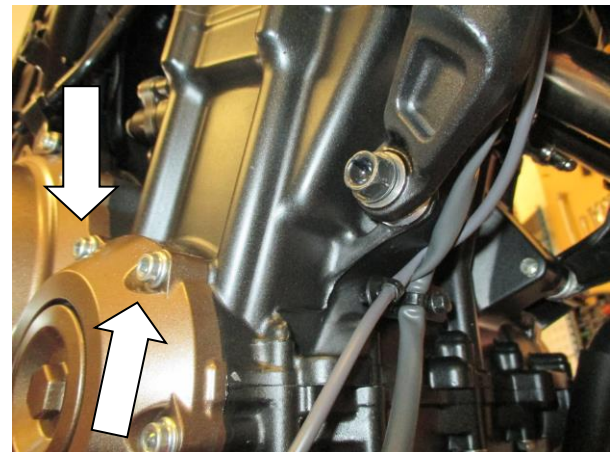
Picture 17



Picture 18



Picture 19



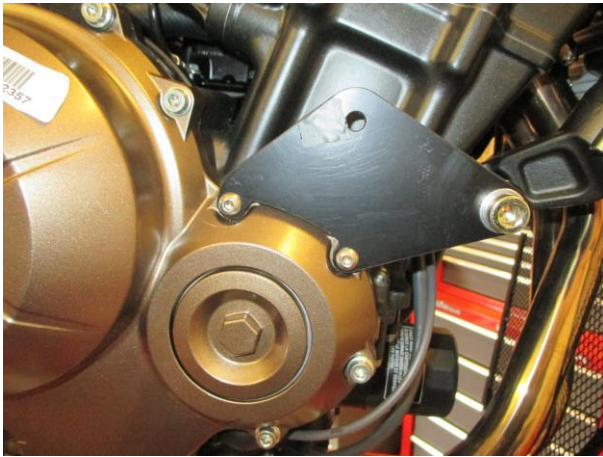
Picture 20



Picture 21



Picture 22



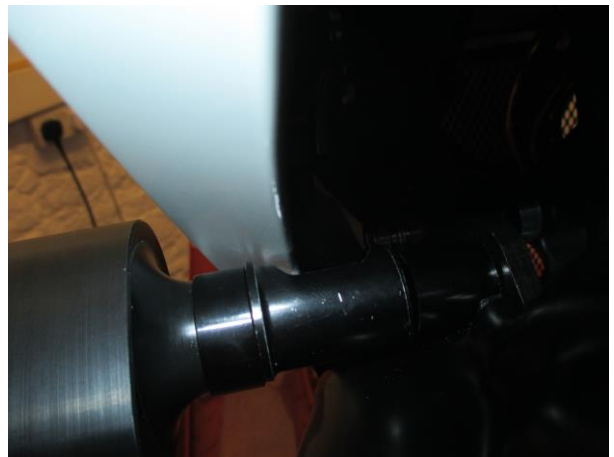
Picture 23



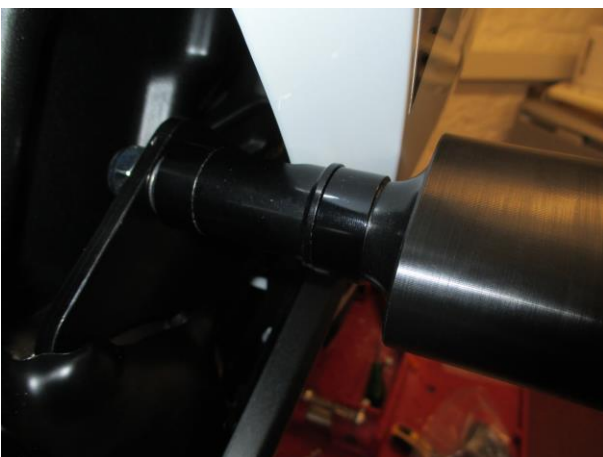
Picture 24



Picture 25



Picture 26



Picture 27



Picture 28



FITTING INSTRUCTIONS

- To fit the crash protectors to the bike, the side fairings on both sides of the bike need to be removed.
- To remove the fairing on the left side of the bike, start by removing the three bolts that are arrowed in picture 1 and shown in pictures 2, 3 & 4.
- Remove the rear of the side fairing from the rubber mount that is located just below the tank by gently pulling, as shown in picture 5.
- Remove the fixing that is positioned on the inside of the panel, just in front of the engine case, as shown in picture 6.
- The bottom of the fairing can now be gently pulled outwards, as shown in picture 7.
- Remove the bolt that secures the fairing to the front cowling, underneath the headlight, as shown in picture 8 and unclip the panel as shown in picture 9.
- With all the fixings removed, the panel can now be slid rearwards along the edge that mounts the front fairing, releasing the clips, as shown in pictures 10 & 11. (*This is very tricky to remove*). With the front released, un-hook the remaining clips connecting the fairing to the black inner panel, as shown in picture 12 and disconnect the indicator connector, as shown in picture 13, before removing the fairing from the bike.
- The fairing also needs to be removed from the other side of the bike, using the same procedure as above

Left side (as you sit on the bike)

- With the left fairing now removed, remove the front engine bolt and the two engine case bolts that are arrowed in picture 14.
- Whilst removing the engine bolt, a spacer will drop out, as shown in picture 15. Keep this to one side as this will need to be re-used.
- Take the left side mounting block (item 1 – M0479) and locate the M10 x 1.25 x 80mm long cap head bolt (item 9) with one M10 washer (item 6) through the hole on the mounting block, before fitting the spacer (item 10 – S0959 – 30.50mm long) over the exposed end of the bolt, as shown in picture 16.
- Offer this assembly up to the left side of the bike and loosely tighten the bolt into the engine mount, ensuring the original spacer sits between the frame and the engine, as shown in picture 17.
- Take two of the M6 x 35mm long button head bolts (item 2) and fit through the two smaller mounting holes on the mounting block, before tightening into the engine case, as shown in picture 18.
- With the mounting block correctly fitted, tighten the M10 engine mounting bolt to 40N/m, as shown in picture 19. Do not over tighten as damage can occur to the bike.

Right Side (as you sit on the bike)

- Fit the right side mounting block in the same way as the left.
- Remove the front engine bolt and the two engine case bolts that are arrowed in picture 20.
- Whilst removing the engine bolt, a spacer will drop out, similar to the one on the left side. Keep this to one side as this will need to be re-used.
- Take the right side mounting block (item 13 – M0480) and locate the M10 x 1.25 x 90mm long cap head bolt (item 15) with one M10 washer (item 6) through the hole on the mounting block, before fitting the spacer (item 14 – S0960 – 44mm long) over the exposed end of the bolt, as shown in picture 21.
- Offer this assembly up to the right side of the bike and loosely tighten the bolt into the engine mount, ensuring the original spacer sits between the frame and the engine, as shown in picture 22.
- Take two of the M6 x 35mm long button head bolts (item 2) and fit through the two smaller mounting holes on the mounting block, before tightening into the engine case, as shown in picture 23.
- With the mounting block correctly fitted, tighten the M10 engine mounting bolt to 40N/m. Do not over tighten as damage can occur to the bike.



- The fairings can now be re-fitted to both sides of the bike, in the reverse procedure of how they were removed. Please ensure to re-connect the indicators when re-fitting.
- To fit the left side crash protector, slide one of the 10mm washers (item 6) onto the M10 x 105mm long hex head bolt (item 7) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 5) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 4) so the head of the bolt and washers go into the counter-bore in, as shown in picture 24.
- Place one spacer (item 3 – S0957 – 45mm long) onto the exposed end of the bolt, with the larger diameter end sitting against the back of the crash protector.
- Check the assembly matches the exploded diagram on page 1 and offer the assembly up to the mounting block already fitted and loosely tighten the bolt into the threaded hole, as shown in picture 25.
- Position the spacer so the flat side misses the edge of the fairing, as shown in picture 26, before fully tightening.
- 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.
- To fit the right side crash protector, slide the remaining 10mm washer (item 6) onto the M10 x 100mm long hex head bolts (item 11) so the washer sits against head of bolt.
- Slide the remaining serrated locking washer (item 5) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 4) so the head of the bolt and washers go into the counter-bore in.
- Place one spacer (item 12 – S0958 – 34.50mm long) onto the exposed end of the bolt, with the larger diameter end sitting against the back of the crash protector.
- Check the assembly matches the exploded diagram on page 2 and offer the assembly up to the mounting block already fitted and loosely tighten the bolt into the threaded hole, as shown in picture 27.
- Position the spacer so the flat side misses the edge of the fairing, as shown in pictures 27 & 28, before fully tightening.
- 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.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.
- Ensure all bodywork is correctly re-fitted before use.

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NOTICE DE MONTAGE CP0405BL
PROTECTIONS CRASH LATERALES
HONDA CBR500R '16- KIT SANS PERCAGE



Photo A

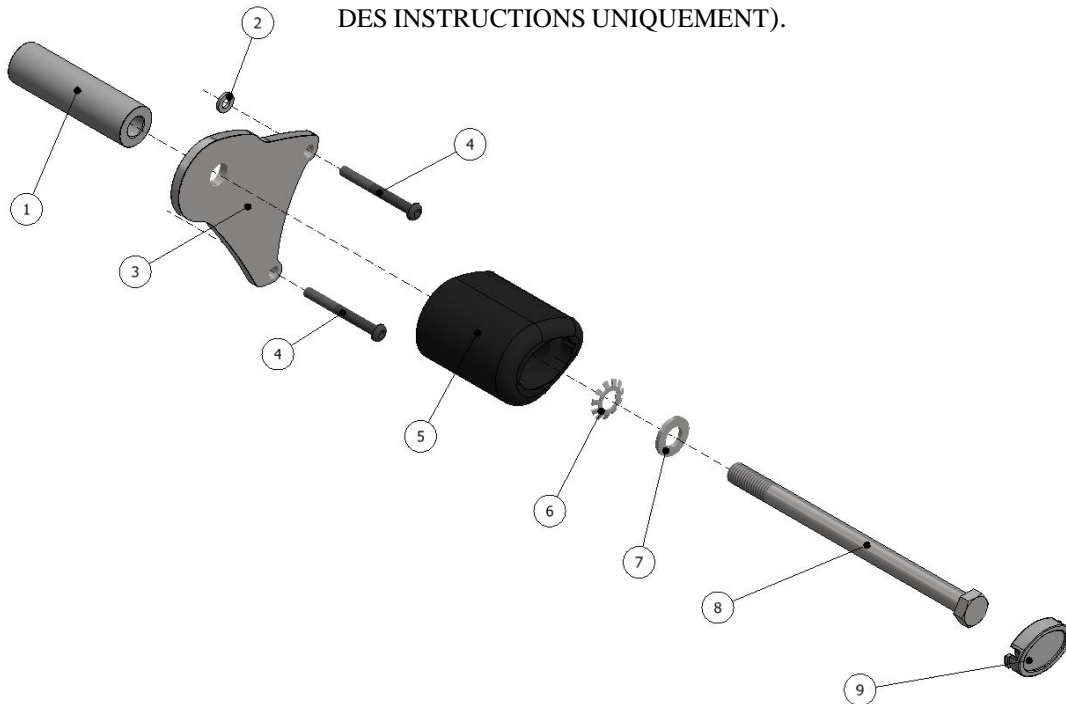


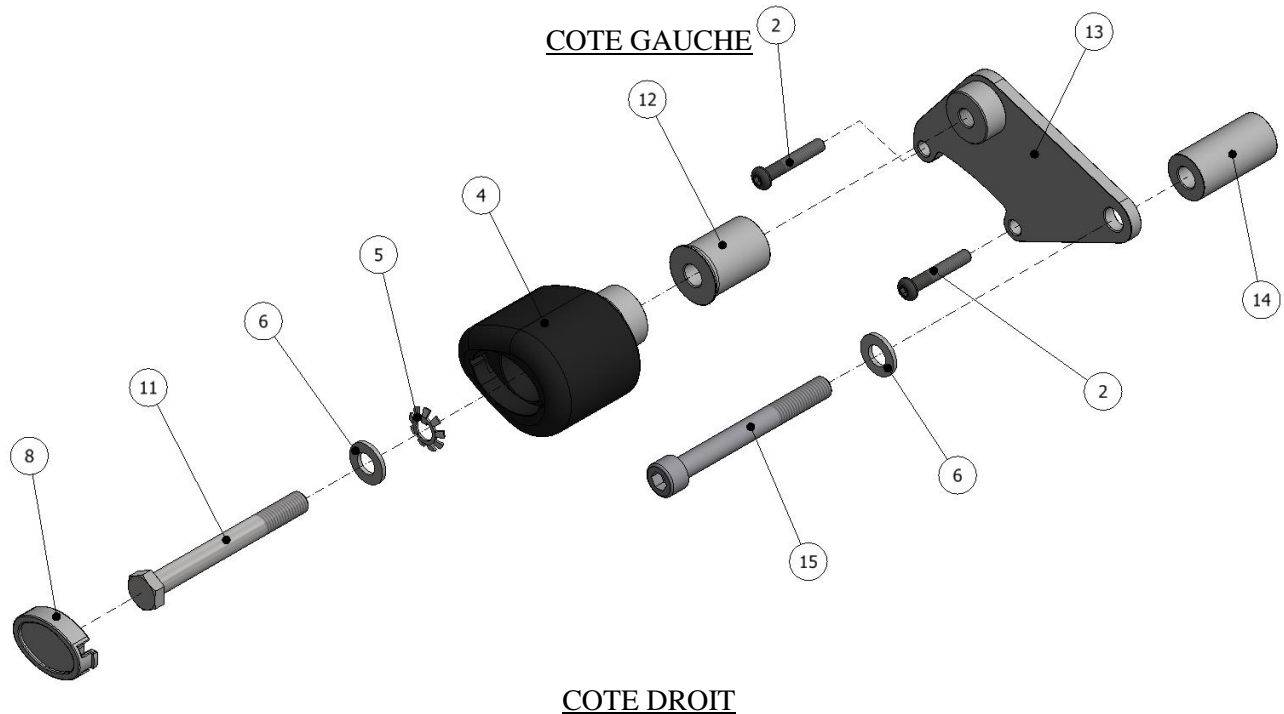
Photo B

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).





LEGENDE

- ARTICLE 1 = BLOC DE MONTAGE (M0479) (x1).
 ARTICLE 2 = M6 x 35mm BOULONS (x4).
 ARTICLE 3 = ENTRETOISE (S0957 – 45mm DE LONG) (x1).
 ARTICLE 4 = PROTECTION CRASH (B0431avec CS341 & S0255) (x2).
 ARTICLE 5 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 6 = M10 RONDELLES (x4).
 ARTICLE 7 = M10 x 1.25 x 105mm BOULON (x1).
 ARTICLE 8 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 9 = M10 x 1.25 x 80mm BOULON (x1).
 ARTICLE 10 = ENTRETOISE (S0959 – 30.50mm DE LONG) (x1).
 ARTICLE 11 = M10 x 1.25 x 100mm BOULON (x1).
 ARTICLE 12 = ENTRETOISE (S0958 – 34.50mm DE LONG) (x1).
 ARTICLE 13 = BLOC DE MONTAGE (M0480) (x1).
 ARTICLE 14 = ENTRETOISE (S0960 – 44mm DE LONG) (x1).
 ARTICLE 15 = M10 x 1.25 x 90mm BOULON (x1).

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

TOOLS REQUIRED

- Clé à douille 4, 5 & 8mm.
- Douilles de 8, 10, 14 & 17mm.
- Clé dynamométrique (à 40N/m).



ARRIERE MOTO

AVANT MOTO



PHOTO C

COUPLES DE SERRAGE

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



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

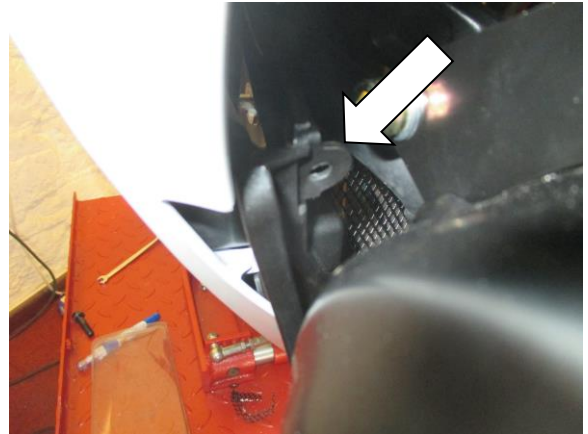


Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12

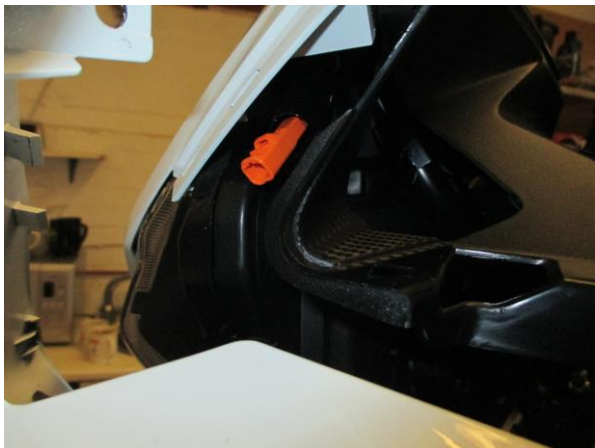


Photo 13

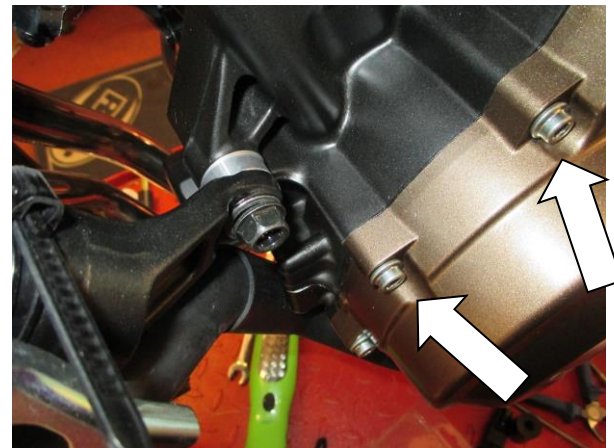


Photo 14



Photo 15



Photo 16

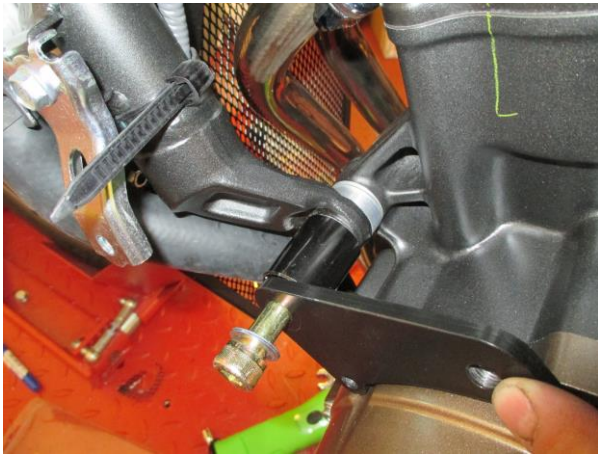


Photo 17



Photo 18



Photo 19

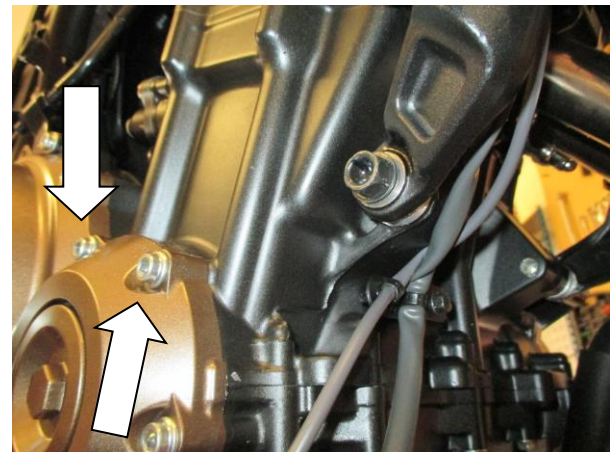


Photo 20



Photo 21



Photo 22

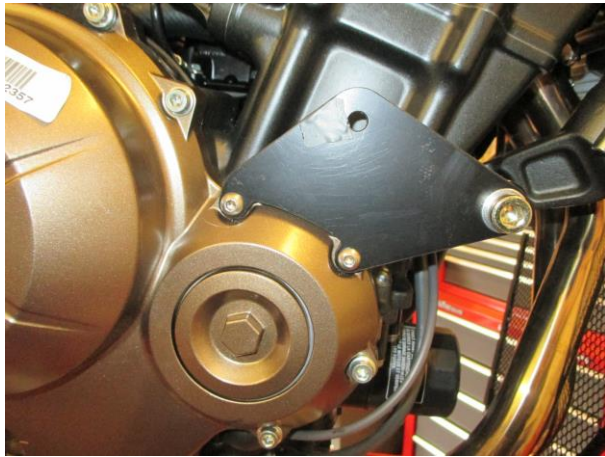


Photo 23



Photo 24



Photo 25

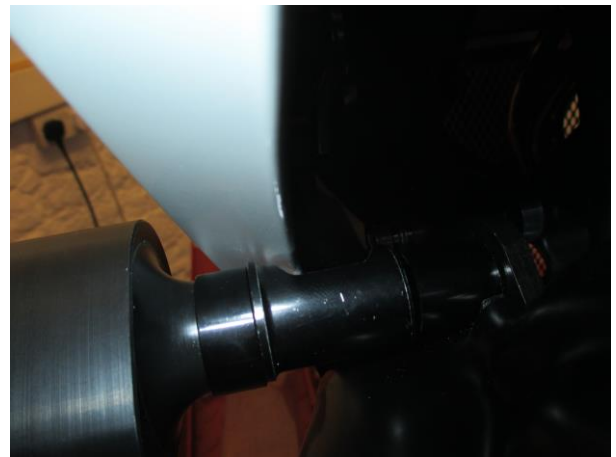


Photo 26

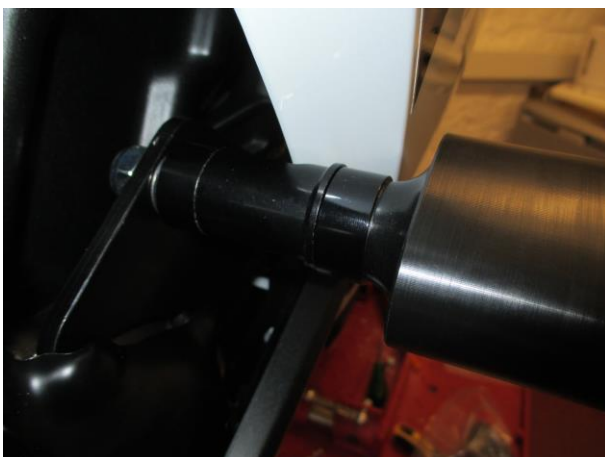


Photo 27



Photo 28



NOTICE DE MONTAGE

- Pour monter les protections crash sur la moto, les carénages latéraux des 2 cotés de la moto doivent être enlevés.
- Pour enlever le carénage du coté gauche de la moto, commencez par enlever les 3 boulons indiqués sur la photo 1 et photos 2, 3 & 4.
- Enlever l'arrière du carénage latéral du support caoutchouc placé juste au dessous du réservoir en tirant doucement, voir photo 5.
- Enlever la fixation positionnée à l'intérieur du panneau, juste à l'avant du carter moteur, voir photo 6.
- Le bas du carénage peut à présent être enlevé en tirant doucement vers l'extérieur, voir photo 7.
- Enlever le boulon qui fixe le carénage au capot avant, sous le phare, voir photo 8 puis déclipser le panneau, voir photo 9.
- Une fois toutes les fixations enlevées, le panneau peut maintenant être glissé vers l'arrière de même que le bord qui fixe le carénage avant, libérant les clips, voir photos 10 & 11. (*C'est assez compliqué à enlever*). Une fois l'avant libéré, décrocher les clips restant qui connectent le carénage au panneau noir interne, voir photo 12 et déconnecter le connecteur de clignotant, voir photo 13, avant d'enlever le carénage de la moto.
- Le carénage doit également être enlevé de l'autre coté de la moto, en utilisant la même procédure que ci-dessus.

Coté gauche (assis sur la moto)

- Une fois le carénage gauche enlevé, enlever le boulon moteur avant et les 2 boulons de carter moteur indiqués sur la photo 14.
- En enlevant le boulon moteur, une entretoise va tomber, voir photo 15. Gardez la de coté car elle sera réutilisée.
- Prendre le bloc de montage du coté gauche (article 1 – M0479) et placez un boulon M10 x 1.25 x 80mm (article 9) avec une rondelle M10 (article 6) dans le trou du bloc de montage, avant d'insérer une entretoise (article 10 – S0959 – 30.50mm de long) sur l'extrémité du boulon, voir photo 16.
- Monter cet ensemble du coté gauche de la moto puis serrer légèrement le boulon dans le support moteur, en veillant à ce que l'entretoise d'origine se place entre le cadre et le moteur, voir photo 17.
- Prendre 2 boulons M6 x 35mm (article 2) et insérez les dans les 2 petits trous du bloc de montage, avant de serrer dans le carter moteur, voir photo 18.
- Une fois le bloc correctement monté, serrer le boulon de fixation moteur M10 à 40N/m, voir photo 19. Ne pas trop serrer, au risque d'abîmer les composants.

Coté droit (assis sur la moto)

- Monter le bloc de montage du coté droit, de la même façon que le coté gauche.
- Enlever le boulon moteur avant et les 2 boulons de carter moteur indiqués sur la photo 20.
- En enlevant le boulon moteur, une entretoise va tomber, comme pour le coté gauche. Gardez la de coté car elle sera réutilisée.
- Prendre le bloc de montage du coté droit (article 13 – M0480) puis insérer un boulon M10 x 1.25 x 90mm (article 15) muni d'une rondelle M10 (article 6) dans le trou du bloc de montage, avant d'insérer une entretoise (article 14 – S0960 – 44mm de long) sur l'extrémité du boulon, voir photo 21.
- Monter l'ensemble en position du coté droit de la moto puis serrer le boulon dans le support moteur, en veillant à ce que l'entretoise d'origine se place entre le cadre et le moteur, voir photo 22.
- Prendre les 2 boulons M6 x 35mm (article 2) et insérez les dans les 2 petits trous de fixation du bloc de montage, avant de serrer dans le carter moteur, voir photo 23.
- Une fois le bloc correctement monté, serrer le boulon moteur M10 à 40N/m. Ne pas trop serrer, au risque d'abîmer les composants.



- Les carénages peuvent à présent être remontés de chaque coté de la moto, selon le procédé inverse de leur démontage. Veillera reconnector les clignotants lors du remontage.
- Pour monter la protection crash du coté gauche, glisser une rondelle 10mm (article 6) sur le boulon M10 x 105mm (article 7) pour que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 5) sur le boulon, pour qu'elle se place contre la rondelle tout juste insérée.
- Insérer ensuite le boulon muni de ses rondelles dans la protection crash (article 4) pour que la tête du boulon et les rondelles se placent dans le contre alésage, voir photo 24.
- Placer une entretoise (article 3 – S0957 – 45mm de long) sur l'extrémité du boulon, avec le diamètre le plus large contre l'arrière de la protection.
- Vérifier que l'ensemble corresponde au schéma page 1 et monter l'ensemble sur le bloc de montage puis serrer le boulon dans le trou fileté, voir photo 25.
- Positionner l'entretoise de façon à ce que la partie plate manque le bord du carénage, voir photos 26, avant de serrer complètement.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant 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'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.
- Pour monter la protection crash du coté droit, glisser une rondelle 10mm (article 6) sur le boulon M10 x 100mm (article 11) pour que la rondelle se place contre la tête du boulon
- Glisser la rondelle de blocage restante (article 5) sur le boulon, pour qu'elle se place contre la rondelle tout juste insérée.
- Insérer ensuite le boulon muni de ses rondelles dans la protection crash (article 4) pour que la tête du boulon et les rondelles se placent dans le contre alésage.
- Placer une entretoise (article 12 – S0958 – 34.50mm long)) sur l'extrémité du boulon, avec le diamètre le plus large contre l'arrière de la protection
- Vérifier que l'ensemble corresponde au schéma page 2 et monter l'ensemble sur le bloc de montage puis serrer le boulon dans le trou fileté, voir photo 27.
- Positionner l'entretoise de façon à ce que la partie plate manque le bord du carénage, voir photos 27 & 28, avant de serrer complètement.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant 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'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.
- Placer les stickers R&G dans le creux des capuchons des 2 protections.
- Insérer les capuchons des protections dans les protections.
- Assurez vous que l'ensemble des carénages soient correctement remontés avant de prendre la route.

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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-authorized (if not pre-authorized 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.