



**FITTING INSTRUCTIONS FOR CP0338BL CRASH PROTECTORS**  
**HONDA CB1100 2013**

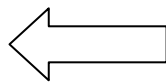
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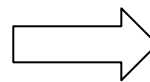
PICTURE A



PICTURE B



REAR OF BIKE



FRONT OF BIKE

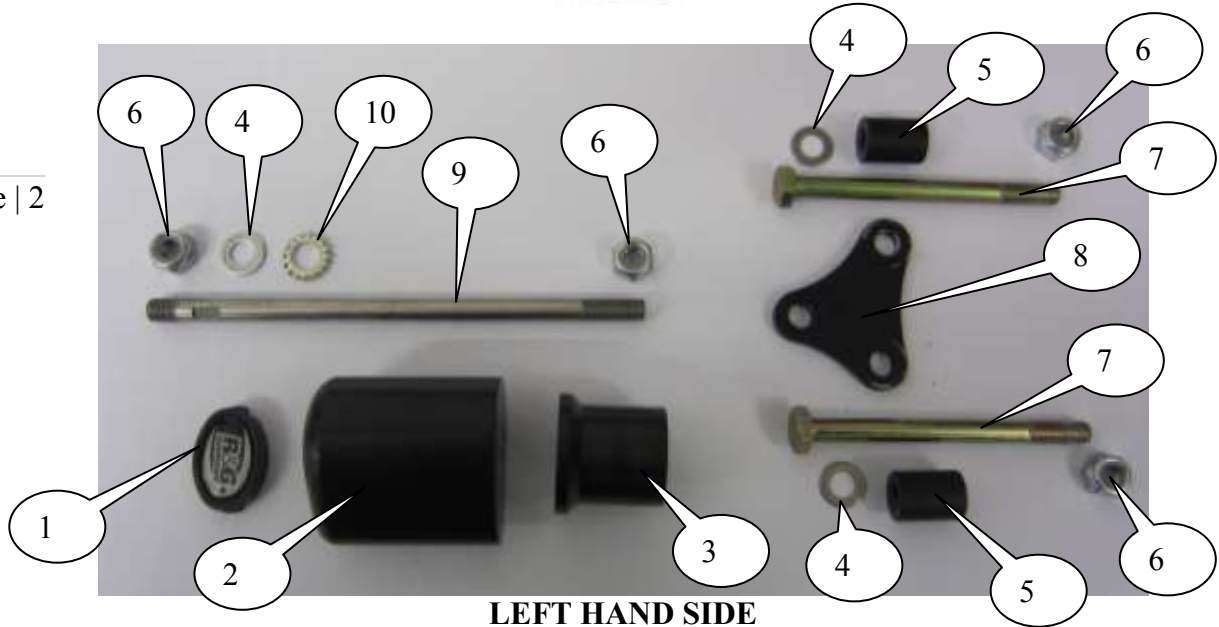
PICTURE C

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

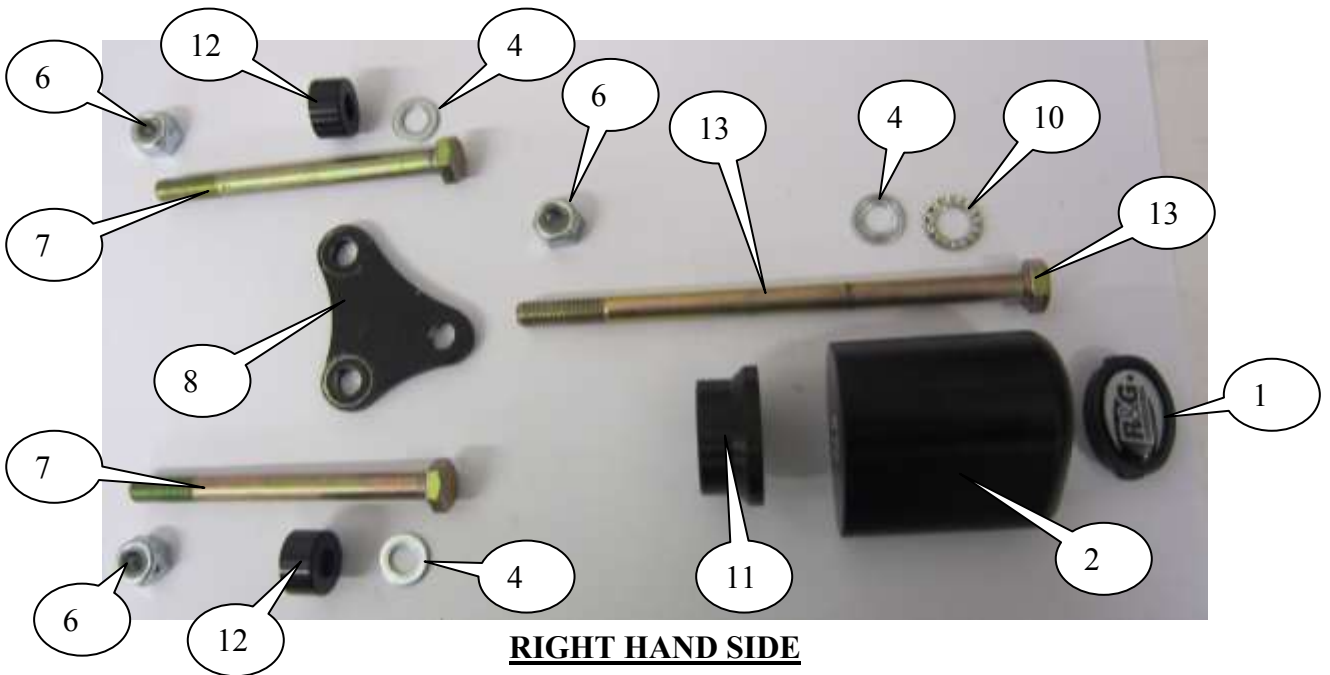
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

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!*

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



**LEFT HAND SIDE**



**RIGHT HAND SIDE**

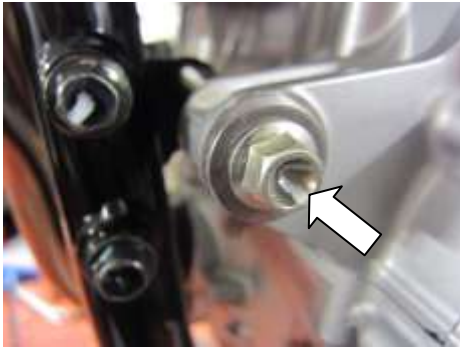
**TOOLS REQUIRED**

- Socket set to include 14 and 17mm sockets and wrench.
  - 8, 14 and 17mm Spanners.
  - Torque wrench (up to 40 Nm).

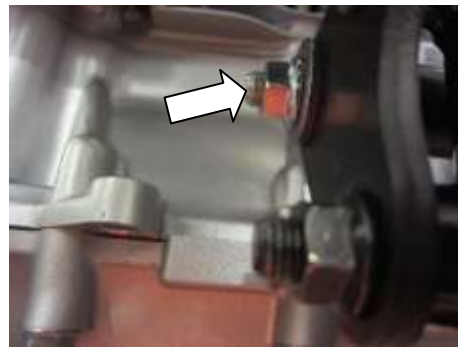


**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = S0629 LEFT HAND SIDE CRASH PROTECTOR SPACER (x1).
- ITEM 4 = M10 PLAIN WASHERS (x7).
- ITEM 5 = S0630 LEFT HAND SIDE MOUNTING PLATE SPACERS (x2).
- ITEM 6 = M10x1.25 NYLOC NUTS (x7).
- ITEM 7 = M10x1.25x120mm LONG BOLTS (MOUNTING PLATE BOLTS BOTH SIDES) (x4).
- ITEM 8 = PLATE 0054 MOUNTING PLATE BOTH SIDES (x2).
- ITEM 9 = SB085 LEFT HAND SIDE CRASH PROTECTOR SPINDLE BAR (x1).
- ITEM 10 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 11 = S0631 RIGHT HAND SIDE CRASH PROTECTOR SPACER (x1).
- ITEM 12 = S0632 LEFT HAND SIDE MOUNTING PLATE SPACERS (x2).
- ITEM 13 = M10x1.25x180mm LONG RIGHT HAND SIDE CRASH PROTECTOR BOLT (x1).



PICTURE 1



PICTURE 2



PICTURE 3



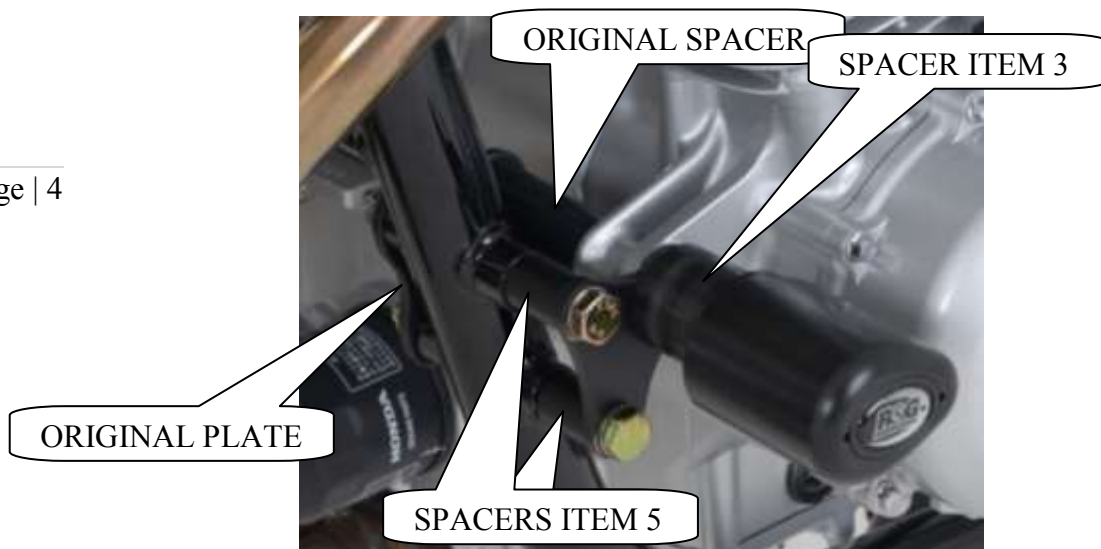
PICTURE 4



PICTURE 5



PICTURE 6



PICTURE 7

### FITTING INSTRUCTIONS

#### **LEFT HAND SIDE AS YOU SIT ON THE MOTORCYCLE**

- Undo and remove the nut and bolt arrowed in pictures 1 and 2 (the original spacer can now be removed and kept for reassembly).
- Undo and remove the two nuts and bolts arrowed in pictures 3 and 4 (remove the original plate and keep for reassembly).
- Take two of the M10x120 long hex head bolts (item 7) and place two of the M10 washers (item 4) onto them. Then place them through the mounting plate (item 8) as shown in picture 5.
- Place the two spacers (item 5) (26.5mm long) over the exposed ends of the bolts as shown in picture 5.
- Offer this assembly into position as shown in picture 6 and refit the original plate as shown in pictures 6 and 7.
- Use two of the M10 Nyloc nuts (item 7) to secure and tighten.
- Fit one of the M10 Nyloc nuts (item 7) and one of the plain washers (item 4) on to the end of the crash protector spindle bar (item 9) with the shortest thread (use the spanner flats to ensure the nut is fully engaged).
- Place one of the shake proof washers (item 10) onto the spindle bar so it sits against the plain washer.
- Place the spindle bar assembly through either of the crash protectors (item 2) so the nut and washers go into the counter-bore.
- Place the larger spacer (item 3) (41mm long) over the exposed end of the spindle bar so the larger diameter sits against the flat face of the crash protector.
- Offer this assembly into position as shown in picture 7.
- Refit the original spacer into position as original and secure using the original washer and one of the M10 Nyloc nuts (item 6) as shown in picture 7.
- Finally tighten the crash protector spindle bar and nut until you feel some compression from inside the protector using two 17mm sockets and wrench or socket and spanner. **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 40 Nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap (item 1) and fit into the crash protector.

R&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)



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



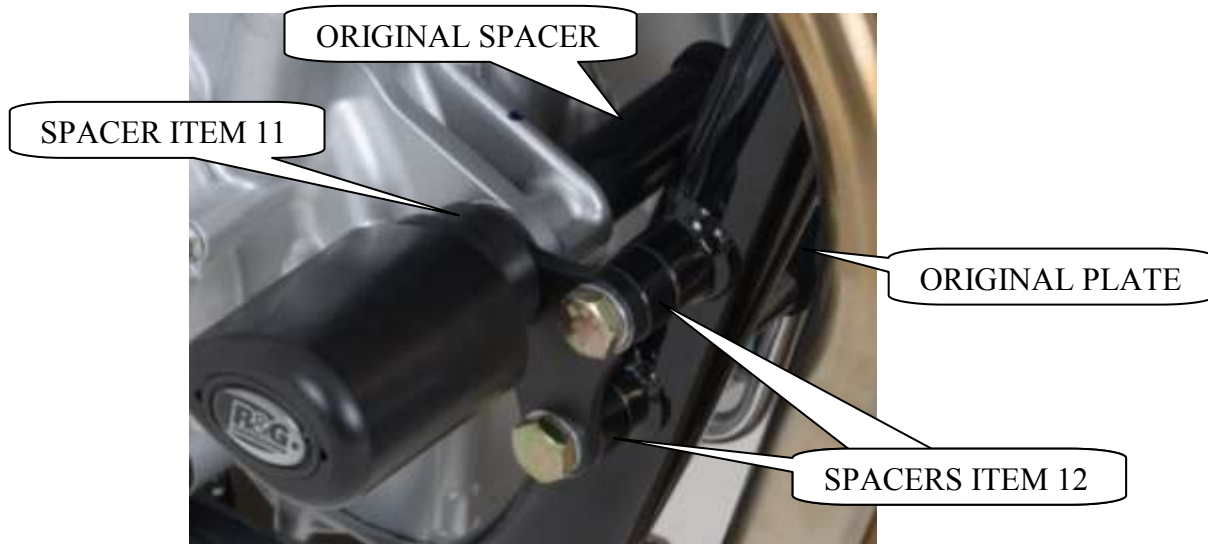
PICTURE 12



PICTURE 13



PICTURE 14



PICTURE 15

#### **RIGHT HAND SIDE AS YOU SIT ON THE MOTORCYCLE**

- Undo and remove the nut and bolt arrowed in pictures 8 and 9 (the original spacer can now be removed and kept for reassembly).
- Undo and remove the two nuts and bolts arrowed in pictures 10 and 11 (remove the original plate and keep for reassembly).
- Take two of the M10x120 long hex head bolts (item 7) and place two of the M10 washers (item 4) onto them. Then place them through the mounting plate (item 8) as shown in picture 12.
- Place the two spacers (item 12) (12.5mm long) over the exposed ends of the bolts as shown in picture 12.
- Offer this assembly into position as shown in picture 13 and refit the original plate as shown in pictures 14 and 15.
- Use two of the M10 Nyloc nuts (item 7) to secure and tighten.
- Fit one of the M10 Nyloc nuts (item 7) and one of the plain washers (item 4) on to the end of the crash protector bolt (item 13).
- Place one of the shake proof washers (item 10) onto the bolt so it sits against the plain washer.
- Place the bolt assembly through the remaining crash protector (item 2) so the nut and washers go into the counter-bore.
- Place the smaller spacer (item 11) (20mm long) over the exposed end of the bolt so the larger diameter sits against the flat face of the crash protector.
- Offer this assembly into position as shown in picture 15.
- Refit the original spacer into position as original and secure using the original washer and one of the M10 Nyloc nuts (item 6) as shown in picture 15.
- Finally tighten the crash protector spindle bar and nut until you feel some compression from inside the protector using two 17mm sockets and wrench or socket and spanner. **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 40 Nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap (item 1) and fit into the crash protector.



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**Instructions de montage pour CP0338BL Protections Crash**  
**HONDA CB1100 2013**

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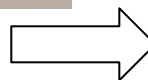
PHOTO A



PHOTO B



Arrière moto



Avant moto

PHOTO C

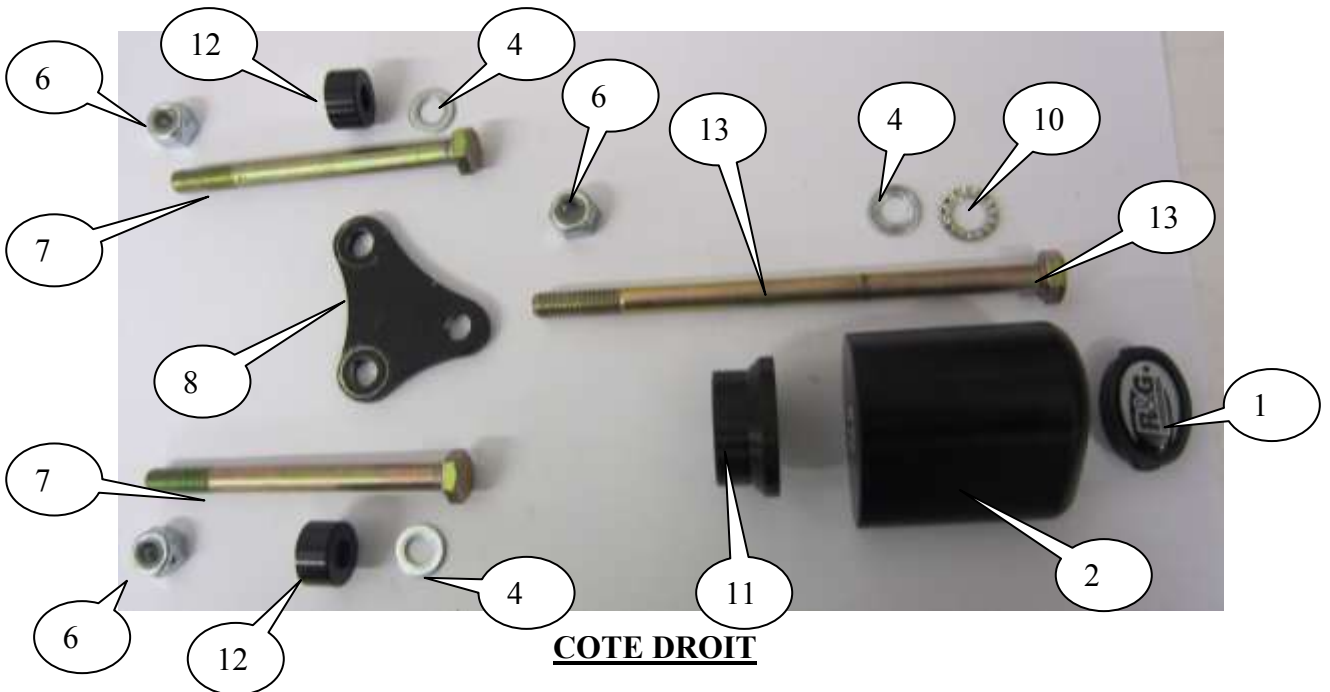
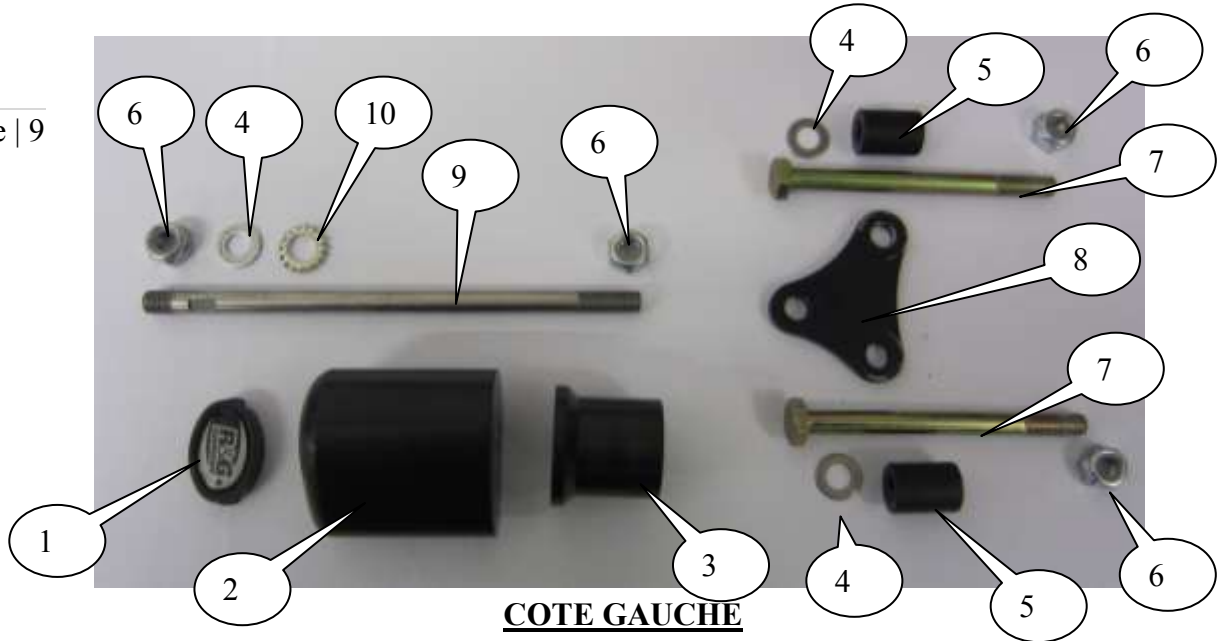
**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES**  
**AVANT DE PROCEDER AU MONTAGE.**

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

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

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





**OUTILS REQUIS**

- Clé de 14 et 17mm.
- Pincès 8, 14 et 17mm.



- Clé dynamométrique (à 40Nm).

### **LEGENDE**

- ARTICLE 1 = BC0002 Capuchons de protection (x2).  
ARTICLE 2 = B0061 avec CS341 (10mm) (Les 2 protections) (x2).  
ARTICLE 3 = S0629 Entretoise de protection coté gauche (x1).  
ARTICLE 4 = M10 Rondelles plates (x7).  
ARTICLE 5 = S0630 Entretoises de plaque de fixation coté gauche (x2).  
ARTICLE 6 = M10x1.25 Ecrus de Nyloc (x7).  
ARTICLE 7 = M10x1.25x120mm Boulons (Boulons de plaque de fixation des 2 cotés) (x4).  
ARTICLE 8 = PLATE 0054 Plaque de fixation des 2 cotés (x2).  
ARTICLE 9 = SB085 Axe de protection crash coté gauche (x1).  
ARTICLE 10 = LW0001 (M12 Rondelles Shake Proof) (x2).  
ARTICLE 11 = S0631 Entretoise de protection crash coté droit (x1).  
ARTICLE 12 = S0632 Entretoises de plaque de fixation coté gauche (x2).  
ARTICLE 13 = M10x1.25x180mm Boulon de protection crash coté droit (x1).

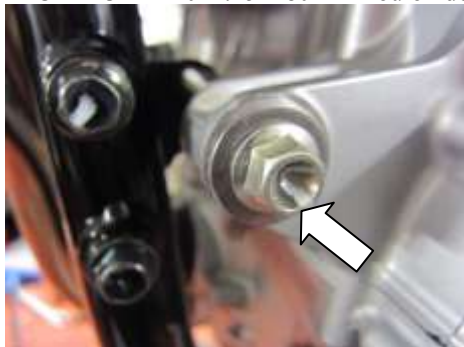


PHOTO 1

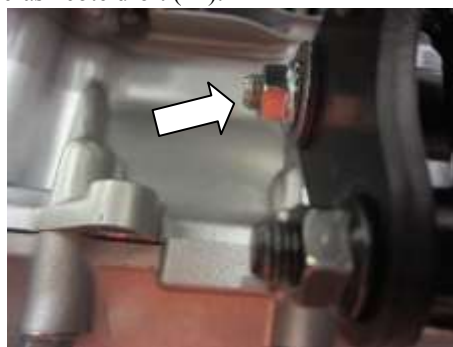


PHOTO 2



PHOTO 3



PHOTO 4





PHOTO 5

PHOTO 6



PHOTO 7

### INSTRUCTIONS DE MONTAGE

#### Coté gauche assis sur la moto :

- Enlever écrou et boulon (photos 1 & 2) (l'entretoise d'origine peut maintenant être enlevée et conservée pour le réassemblage qu'il faudra faire par la suite).
- Enlever les 2 écrous et boulons (Photos 3 et 4) (enlever la plaque d'origine et garder pour réassemblage ultérieur).
- Prendre 2 boulons M10x120 (ARTICLE 7) et placer 2 des rondelles M10 (ARTICLE 4) sur ces 2 boulons. Ensuite, placez les à travers la plaque de fixation (ARTICLE 8) Photo 5.
- Placer 2 entretoises (ARTICLE 5) (26.5mm de long) autour des extrémités des boulons (Photo 5).
- Placer cet ensemble en position (Photo 6) puis remettre la plaque d'origine (Photos 6 et 7).
- Utiliser 2 des écrous en Nyloc M10 (ARTICLE 7) pour fixer.
- Passer un des écrous M10 (ARTICLE 7) et une des rondelles plates (ARTICLE 4) sur l'axe de protection crash (ARTICLE 9) avec le filetage le plus court (utiliser les clés plates pour vérifier que les écrous soient bien serrés).
- Insérer une des rondelles Skake proof (ARTICLE 10) sur l'axe de façon à ce qu'elle se place contre la rondelle plate.
- Placer l'axe à travers la protection crash (ARTICLE 2) de façon à ce que l'écrou et les rondelles aillent dans le contre alésage.
- Placer la plus large entretoise (ARTICLE 3) (41mm de long) autour de l'axe de façon à ce que le diamètre le plus large se place contre la face plate de la protection crash.
- Mettre cet ensemble en position (Photo 7).
- Remettre l'entretoise d'origine en position comme à l'origine puis fixer avec un écrou M10 (ARTICLE 6) (Photo 7).
- Serrer l'axe de la protection et l'écrou jusqu'à ce que vous sentiez une légère compression 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. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.

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- Insérer le logo R&G en caoutchouc dans le creux de la protection (ARTICLE 1).



PHOTO 8



PHOTO 9

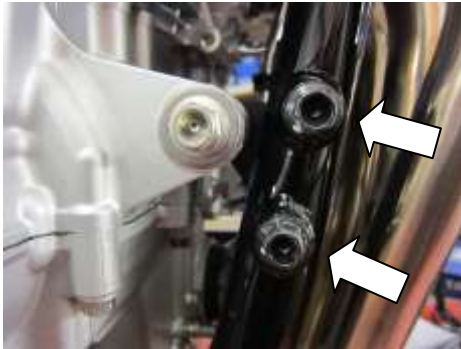


PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14

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PHOTO 15

**Coté droit assis sur la moto :**

- Enlever écrou et boulon (photos 8 & 9) (l'entretroise d'origine peut maintenant être enlevée et conservée pour le réassemblage qu'il faudra faire par la suite).
- Enlever les 2 écrous et boulons (Photos 10 & 11) (enlever la plaque d'origine et garder pour réassemblage ultérieur).
- Prendre 2 boulons M10x120 (ARTICLE 7) et placer 2 des rondelles M10 (ARTICLE 4) sur ces 2 boulons. Ensuite, placez les à travers la plaque de fixation (ARTICLE 8) Photo 12.
- Placer 2 entretroises (ARTICLE 12) (12.5mm de long) autour des extrémités des boulons (Photo 12).
- Placer cet ensemble en position (Photo 13) puis remettre la plaque d'origine (Photos 14 et 15).
- Utiliser 2 des écrous en Nyloc M10 (ARTICLE 7) pour fixer.
- Passer un des écrous M10 (ARTICLE 7) et une des rondelles plates (ARTICLE 4) sur l'axe de protection crash (ARTICLE 13)
- Insérer une des rondelles Skake proof (ARTICLE 10) sur l'axe de façon à ce qu'elle se place contre la rondelle plate.
- Placer l'ensemble boulonné à travers la protection crash (ARTICLE 2) de façon à ce que l'écrou et les rondelles aillent dans le contre alésage.
- Placer la plus petite entretroise (ARTICLE 11) (20mm de long) autour de l'axe de façon à ce que le diamètre le plus large se place contre la face plate de la protection crash.
- Remettre l'entretroise d'origine en position comme à l'origine puis fixer avec une des rondelles d'origine et écrou M10 (ARTICLE 6) (Photo 7).
- Serrer l'axe de la protection et l'écrou jusqu'à ce que vous sentiez une légère compression 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. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- Insérer le logo R&G en caoutchouc dans le creux de la protection (ARTICLE 1).



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