



**FITTING INSTRUCTIONS FOR CP0350BL AERO CRASH PROTECTORS**  
**HONDA CRF 250L 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!*

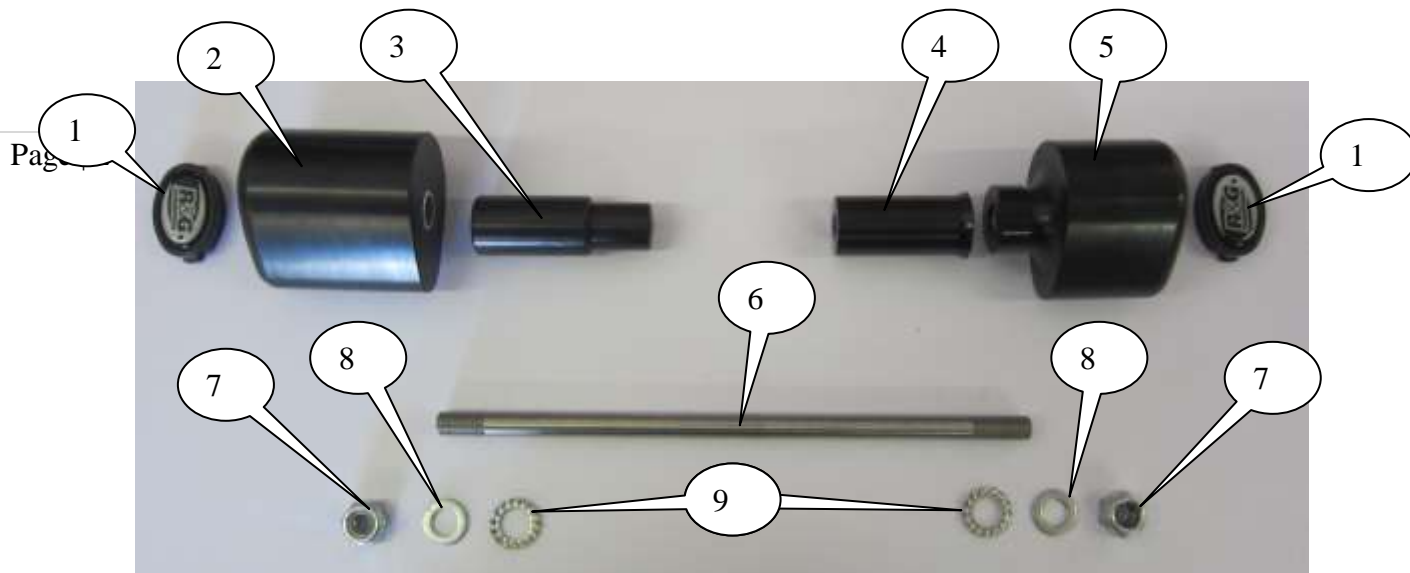
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**TOOLS REQUIRED**

- Socket set to include 14mm(x2) and 17mm(x2) A/F sockets and wrenches.
- Torque wrench (up to 40Nm).

**R&G Racing**

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**LEFT HAND SIDE**

**RIGHT HAND SIDE**

**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS0341 (10mm) (L-H-S CRASH PROTECTOR) (x1).
- ITEM 3 = S0688 LEFT HAND SIDE SPACER (72mm LONG) (x1).
- ITEM 4 = S0689 RIGHT HAND SIDE SPACER (85mm LONG) (x1).
- ITEM 5 = B0431 with CS0341 (10mm) (R-H-S CRASH PROTECTOR) (x1).
- ITEM 6 = EB076 ENGINE BAR (380mm LONG) (x1).
- ITEM 7 = M10 NYLOC NUTS (x2).
- ITEM 8 = M10 PLAIN WASHERS (ENGINE BAR WASHERS) (x2).
- ITEM 9 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).



PICTURE 1



PICTURE 2

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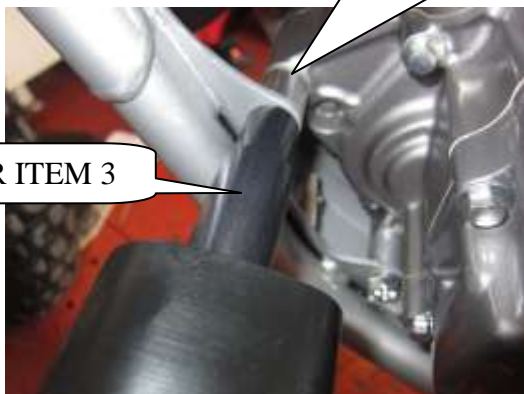
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ORIGINAL SPACER

SPACER ITEM 4

SPACER ITEM 3



PICTURE 3



PICTURE 4

### **FITTING INSTRUCTIONS**

- Undo and remove the nut and bolt in position arrowed in pictures 1 and 2.
- Take R&G replacement stainless steel engine bar (item 8) and use it to push out the original front engine bolt (if the bolt is difficult to remove, use a soft hammer to help knock it through). Please leave equal amounts protruding from either side. **Please ensure the original engine spacer remain in place.**

#### **Near side (left side as you sit on bike)**

- Place the shorter (stepped) spacer (item 3) over the exposed end of the engine bar on the left hand side as shown in picture 3.
- Place the longer crash protectors (item 2) over the exposed end of engine bar on the left hand side, so it sits against the spacer just fitted as shown in picture 3.
- Place one of the M12 shake proof washers (item 9) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (item 8) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (item 7) onto the thread (please ensure the nut is fully engaged).

#### **Off side (right side as you sit on bike)**

- Place the remaining longer spacer (item 4) over the exposed end of the engine bar on the right hand side as shown in picture 4.
- Place the remaining crash protectors (the protector with the reduced diameter and collar) (item 5) over the exposed end of engine bar on the right hand side, so it sits against the spacer just fitted as shown in picture 4.
- Place one of the M12 shake proof washers (item 9) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (item 8) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (item 7) onto the thread (please ensure the nut is fully engaged).

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- Finally tighten the nuts until you feel some compression from inside the protector using two 17mm sockets 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 40Nm of torque.
- Fit the crash protector caps as shown in picture B.

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**Instructions de montage CP0350BL Protections crash**  
**HONDA CRF 250L 2013**

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PHOTO 'A'



PHOTO 'B'



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.*

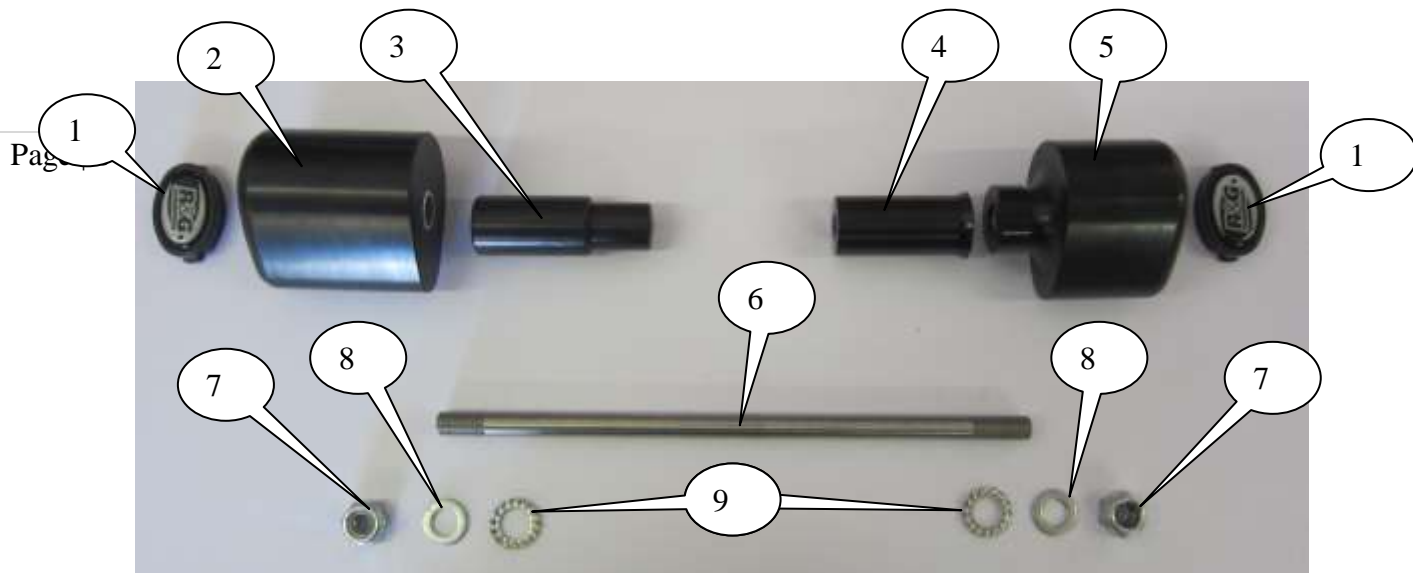
LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.

**OUTILS NECESSAIRES**

- Jeu de clés 14mm(x2) et 17mm(x2).
- Clé dynamométrique (à 40Nm).

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Coté gauche

Coté droit

**LEGENDE**

- ARTICLE 1 = BC0002 Capuchons de protection crash (x2).
- ARTICLE 2 = B0061 avec CS0341 (10mm) (Protection crash gauche) (x1).
- ARTICLE 3 = S0688 Entretoise coté gauche (72mm de long) (x1).
- ARTICLE 4 = S0689 Entretoise coté droit (85mm de long) (x1).
- ARTICLE 5 = B0431 avec CS0341 (10mm) (Protection crash droite) (x1).
- ARTICLE 6 = EB076 Axe moteur (380mm de long) (x1).
- ARTICLE 7 = M10 Ecrous Nyloc (x2).
- ARTICLE 8 = M10 Rondelles plates (Rondelles axe moteur) (x2).
- ARTICLE 9 = LW0001 (M12 Rondelles anti vibration) (x2).



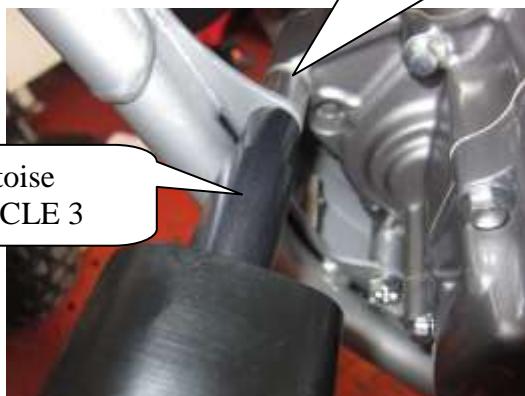
PHOTO 1



PHOTO 2

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Entretoise d'origine

Entretoise  
ARTICLE 3

PHOTO 3



Entretoise  
ARTICLE 4

PHOTO 4

**Instructions de montage:**

- Enlever l'écrou et le boulon en position sur les photos 1 et 2.
- Prendre l'axe moteur R&G en acier inoxydable (Article 8) et utilisez le pour pousser le boulon moteur avant d'origine (si vous avez des difficultés à enlever le boulon, utilisez un maillet pour faciliter la poussée). Laissez dépasser la même longueur de chaque côté. Vérifiez que l'entretoise moteur d'origine soit bien en place.

**Coté gauche (assis sur la moto)**

- Placer l'entretoise la plus courte (étagée) (Article 3) autour de l'extrémité de l'axe moteur du coté gauche (Photo 3).
- Placer la plus longue protection crash (Article 2) autour de l'extrémité de l'axe moteur du coté gauche, de façon à ce qu'elle se place contre l'entretoise tout juste insérée (Photo 3).
- Placer une des rondelles anti vibration M12 (Article 9) autour de l'axe moteur (pour qu'elle aille dans le contre alésage).
- Placer une des rondelles M10 (Article 8) autour de l'extrémité de l'axe moteur (de façon à ce qu'elle se place contre la rondelle anti vibration).
- Insérer un des écrous Nyloc M10 (Article 7) sur le filetage (vérifiez que l'écrou soit complètement engagé).

**Coté droit (assis sur la moto)**

- Placer la longue entretoise restante (Article 4) autour de l'extrémité de l'axe moteur du coté droit (Photo 4).
- Placer la protection restante (la protection avec le diamètre réduit et collier) (Article 5) autour de l'extrémité de l'axe moteur du coté droit, de façon à ce qu'elle se place contre l'entretoise tout juste installée (Photo 4).
- Placer une des rondelles anti vibration M12 (Article 9) autour de l'axe moteur (pour qu'elle aille dans le contre alésage).
- Placer une des rondelles M10 (Article 8) autour de l'extrémité de l'axe moteur (de façon à ce qu'elle se place contre la rondelle anti vibration).

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- Insérer un des écrous Nyloc M10 (Article 7) sur le filetage (vérifiez que l'écrou soit complètement engagé).
- Enfin, serrez les écrous jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide de 2 clés 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 risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Poser les capuchons de protection crash comme indiqué sur la photo "B".

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