



**FITTING INSTRUCTIONS FOR CP0296BL AERO CRASH PROTECTORS**  
**HYOSUNG GT 125/250**

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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**

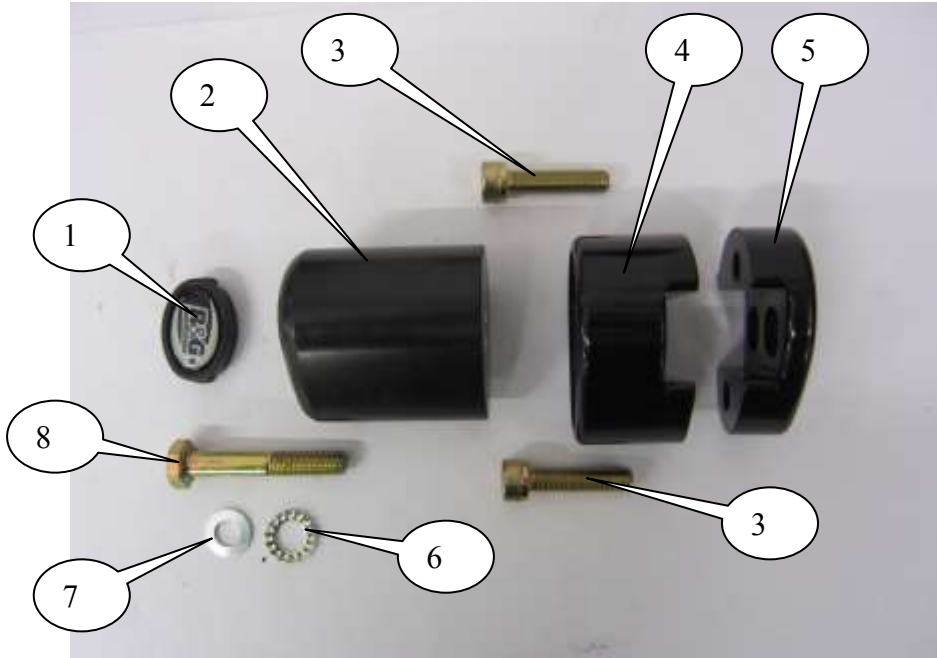
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

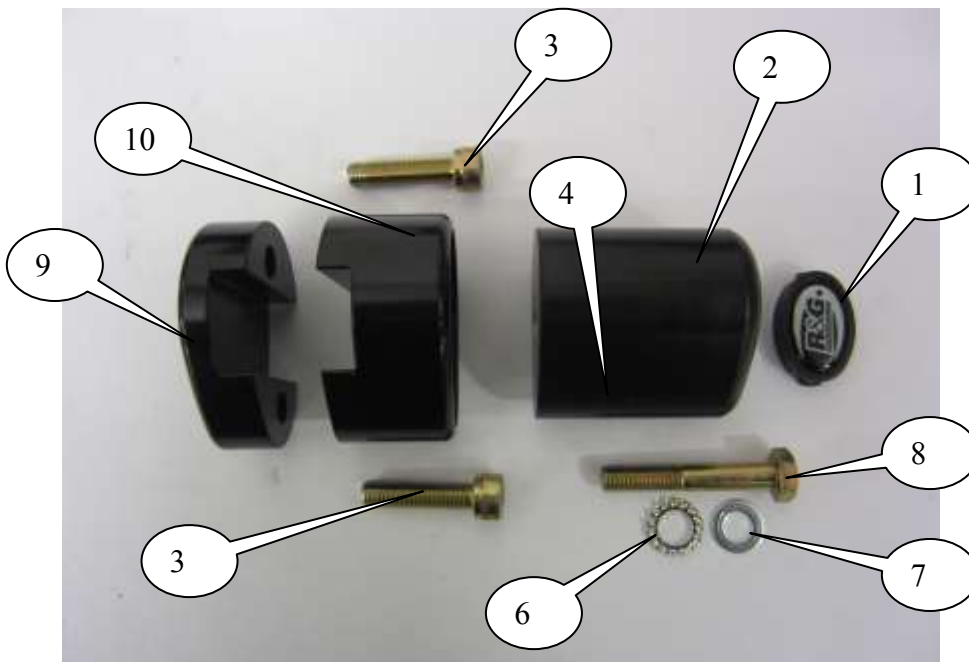
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**LEFT HAND SIDE**



**RIGHT HAND SIDE**

**TOOLS REQUIRED**

- Socket set to include 17mm socket and wrench.
- Set of Allen keys set to include 8mm A/F.
  - Torque wrench (up to 40Nm).

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**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = M10x40mm LONG CAP HEAD BOLTS (x4).
- ITEM 4 = M0284 MOUNTING BLOCK (LEFT HAND SIDE) (x1).
- ITEM 5 = F0031 CLAMP PLATE (LEFT HAND SIDE) (x1).
- ITEM 6 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 7 = M10 PLAIN WASHERS (x2).
- ITEM 8 = M10x1.25x60mm LONG HEX HEAD BOLTS (x2).
- ITEM 9 = F0031 CLAMP PLATE (RIGHT HAND SIDE) (x1).
- ITEM 10 = M0285 MOUNTING BLOCK (RIGHT HAND SIDE) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

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PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8

## FITTING INSTRUCTIONS

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

- Place the left hand side clamp plate (item 5 it has two extra holes) between the frame and engine as shown in picture 1 so the holes go over the frame nuts as shown in picture 2.
- Place the left hand side mounting block (item 4) over the frame and align with the threaded holes in the clamp plate.
- Use two of the M10 cap head bolts (item 3) to secure in position as shown in picture 3.
- Place one M10 plain washers (item 7) onto one of the M10 hex headed bolts (item 8).
- Place one of the M12 shake proof washers (item 6) over the exposed end of the bolt (so it sits against the plain washer just fitted).
- Place the bolt with washers through one of the crash protectors (so it goes into the counter-bore).
- Place this assembly into the mounting block as shown in picture 4.
- Finally tighten the bolt until you feel some compression from inside the protector 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 40Nm of torque.
- Fit one of the crash protector caps (item 1) as shown in picture A.

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

- Place the right hand side clamp plate (item 9) between the frame and engine as shown in picture 5 (position at the same height as the already fitted left hand side mount).
- Place the right hand side mounting block (item 10) over the frame and align with the threaded holes in the clamp plate.
- Use two of the M10 cap head bolts (item 3) to secure in position as shown in picture 3.
- Place one M10 plain washers (item 7) onto one of the M10 hex headed bolts (item 8).
- Place one of the M12 shake proof washers (item 6) over the exposed end of the bolt (so it sits against the plain washer just fitted).
- Place the bolt with washers through one of the crash protectors (so it goes into the counter-bore).
- Place this assembly into the mounting block.
- Finally tighten the bolt until you feel some compression from inside the protector 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 40Nm of torque.
- Fit one of the crash protector caps (item 1) as shown in picture B.

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Instructions de montage pour CP0296BL  
PROTECTIONS CRASH LATERALES  
HYOSUNG GT 125/250

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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 emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

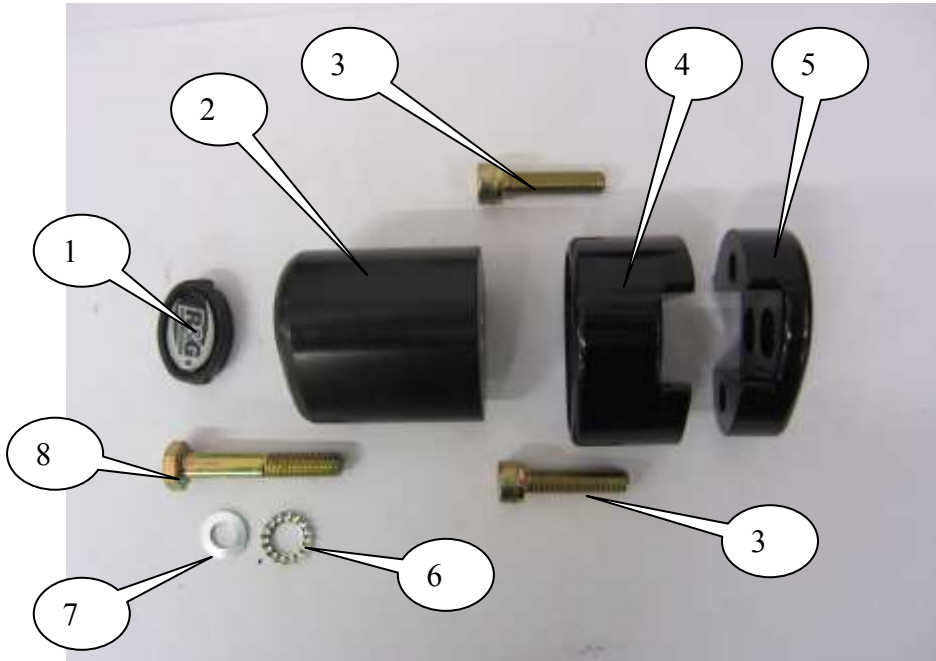
Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.

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

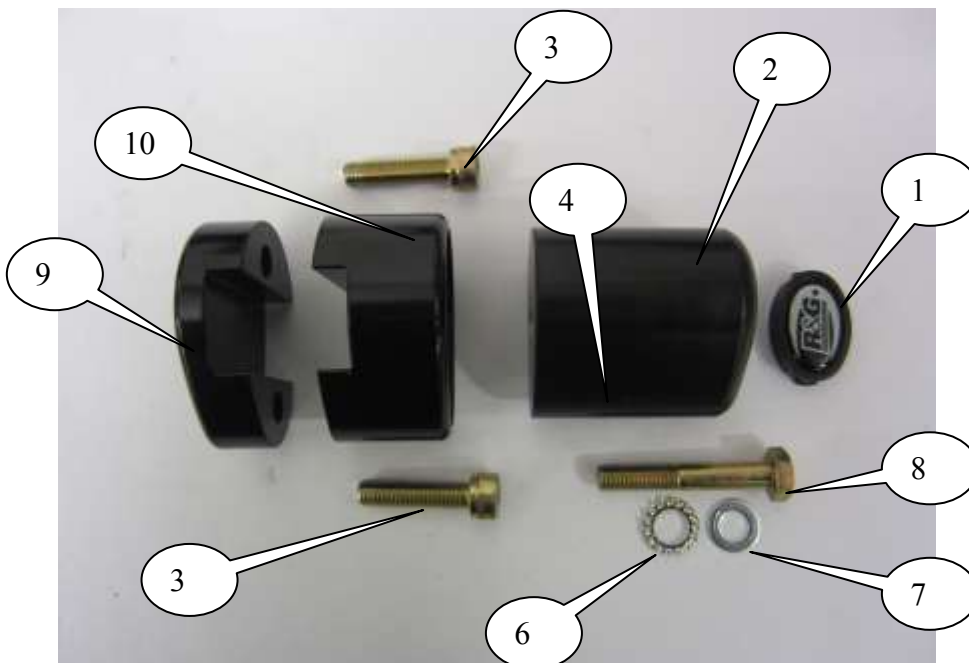
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**Coté gauche**



**Coté droit**

**Outils requis**

- Clé à molette 17mm.
- Clé Allen 8mm
- Clé dynamométrique (à 40Nm).

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**LEGENDE**

- ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTIONS (x2).
- ARTICLE 2 = B0061 avec CS341 (10mm) (LES 2 PROTECTIONS) (x2).
- ARTICLE 3 = M10x40mm BOULONS (x4).
- ARTICLE 4 = M0284 BLOC DE MONTAGE (COTE GAUCHE) (x1).
- ARTICLE 5 = F0031 CLAMP PLATE (COTE GAUCHE) (x1).
- ARTICLE 6 = LW0001 (M12 RONDELLES SHAKE PROOF) (x2).
- ARTICLE 7 = M10 RONDELLES PLATES (x2).
- ARTICLE 8 = M10x1.25x60mm BOULONS A TETE HEXAGONALE (x2).
- ARTICLE 9 = F0031 PLAQUE DE FIXATION (COTE DROIT) (x1).
- ARTICLE 10 = M0285 BLOC DE MONTAGE (COTE DROIT) (x1).



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4

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PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8

#### **INSTRUCTIONS DE MONTAGE :**

##### **Coté gauche (assis sur la moto)**

- Placer la plaque de fixation coté gauche (Article 5 elle a 2 extra trous) entre le cadre et le moteur (Photo 1) de façon à ce que les trous soient situés autour des écrous du cadre (Photo 2).
- Placer le bloc de montage coté gauche (Article 4) autour du cadre et aligné avec les trous filetés dans la plaque de fixation.
- Utiliser 2 des boulons M10 à tête en capuchon (Article 3) pour fixer la position (Photo 3).
- Insérer une des rondelles M10 (Article 7) sur une des boulons à tête hexagonale M10 (Article 8).
- Insérer une des rondelles Shake Proof M12 (Article 6) autour du boulon (de façon à ce qu'elle se place contre la rondelle plate tout juste installée).
- Placer le boulon avec les rondelles à travers une des protections crash (de façon à ce qu'il aille dans le contre alésage).
- Placer cet ensemble dans le bloc de montage (Photo 4).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE**

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**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 (Photo A)

Page | 10 **Coté droit (assis sur la moto)**

- Placer la plaque de fixation coté droit (Article 9) entre le cadre et le moteur (Photo 5) (positionnée à la même hauteur que le support déjà monté côté gauche).
- Placer le bloc de montage coté droit (Article 10) autour du cadre et aligné avec les trous filetés dans la plaque de fixation.
- Utiliser 2 des boulons M10 à tête en capuchon (Article 3) pour fixer la position (Photo 3).
- Placer le bloc de montage coté gauche (Article 4) autour du cadre et aligné avec les trous filetés dans la plaque de fixation.
- Utiliser 2 des boulons M10 à tête en capuchon (Article 3) pour fixer la position (Photo 3).
- Placer une des rondelles M10 (Article 7) sur 1 des boulons à tête hexagonale M10 (Article 8).
- Passer une des rondelles Shake Proof M12 (Article 6) autour du boulon (elle se placera contre la rondelle tout juste installée).
- Placer le boulon avec les rondelles à travers une des protections crash (de façon à ce qu'il aille dans le contre alésage).
- Placer cet ensemble dans le bloc de montage.
- Serrer le boulon avec une clé de 17 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 (Photo B)

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