



FITTING INSTRUCTIONS FOR CP0347BL
AERO CRASH PROTECTORS
HONDA MSX 125 2013-



Picture A

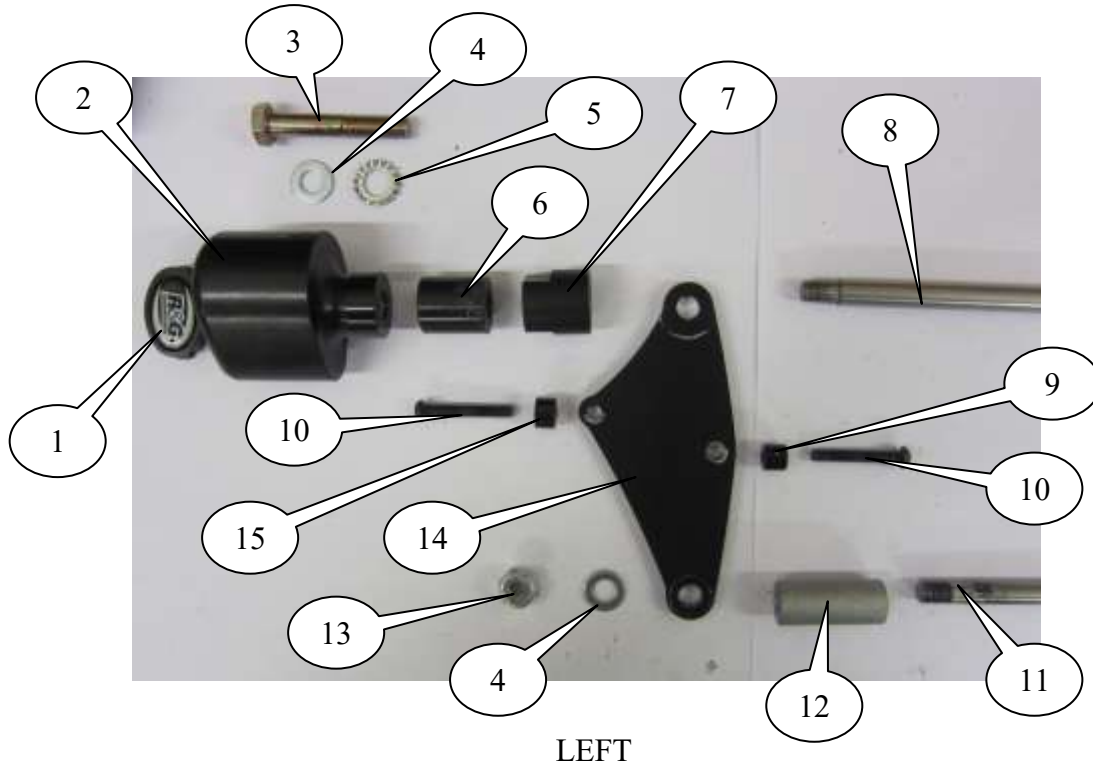


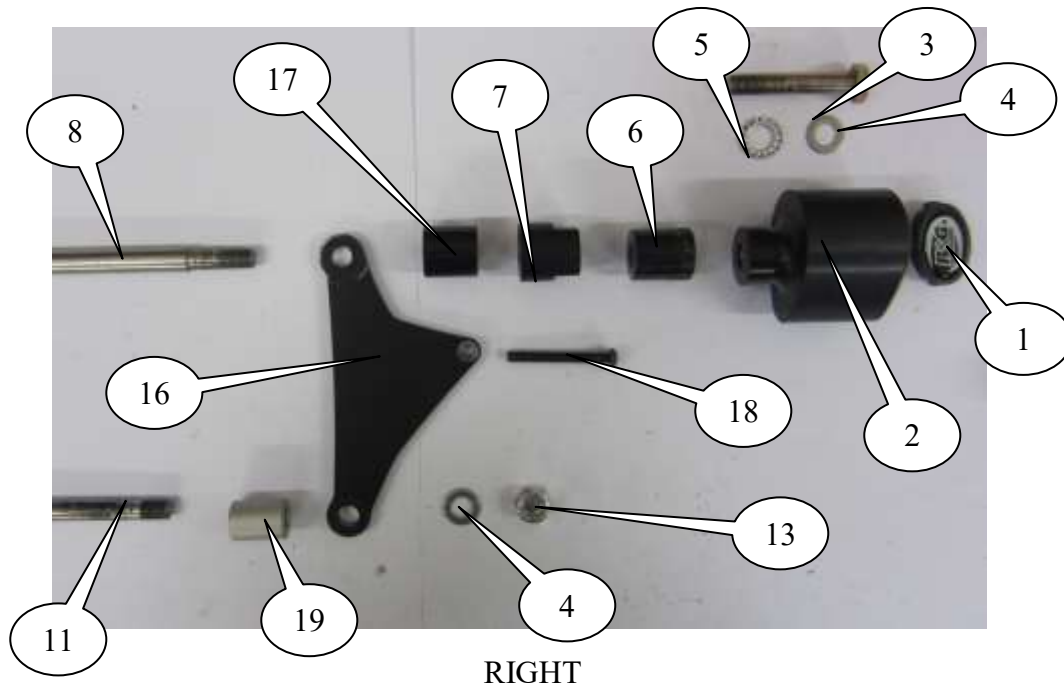
Picture B

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)





LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2 = CRASH PROTECTOR (B0431 with CS341 & S0255) (x2).
- ITEM 3 = M10x1.25x55mm LONG HEX HEADED BOLTS (x2).
- ITEM 4 = M10 PLAIN WASHERS (x4).
- ITEM 5 = LOCK-WASHERS (LW0001) (x2).
- ITEM 6 = PLASTIC SLEEVE (S0442) (32.50mm long) (x2).
- ITEM 7 = THREADED EXTENSION (E0055) (32.50mm long) (x2).
- ITEM 8 = ENGINE BAR (EB072) (260mm long) (x1).
- ITEM 9 = SPACER (S0258) (10mm long) (x1).
- ITEM 10 = M6x40mm LONG BUTTON HEAD BOLTS (x2).
- ITEM 11 = ENGINE BAR (EB018) (225mm long) (x1).
- ITEM 12 = SPACER (S0672) (57mm long) (x1).
- ITEM 13 = M10x1.25 NYLOC NUT (x2).
- ITEM 14 = MOUNTING PLATE LEFT (MP0076) (x1).
- ITEM 15 = SPACER (S0670) (9mm long) (x1).
- ITEM 16 = MOUNTING PLATE RIGHT (MP0077) (x1).
- ITEM 17 = SPACER (S0669) (28mm long) (x1).
- ITEM 18 = M6x50mm LONG BUTTON HEAD BOLT (x1).
- ITEM 19 = SPACER (S0671) (21mm long) (x1).

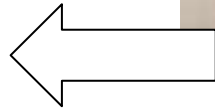
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

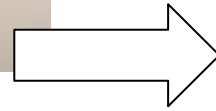
- Socket set to include 10, 12, 2x14 & 17mm socket and wrench.
 - 10 & 22mm open ended spanners.
 - 4mm A/F Allen key.
 - Torque wrench (up to 40Nm).



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



PICTURE C



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

FITTING INSTRUCTIONS

- Remove the nut on the engine bolt on the left side of the bike, as shown in picture 1.
- The engine bolt can now be removed from the bike on the right side, as shown in picture 2.
- Remove the engine case bolt which holds the bracket that supports the HT lead on the right side of the bike, as shown in picture 3.
- Take the shorter engine bar (item 11 – EB018 – 225mm long) and fit one M10 washer (item 4) and one M10 nyloc nut (item 13) to the end with the shorter thread, ensuring the nyloc is fully engaged on the thread. Now insert this through the rearward hole on the right side mounting plate (item 16 – MP0077) and fit the spacer (item 19 – S0671 – 21mm long) over the exposed end of the bar, as shown in picture 4.
- The mounting plate assembly can now be offered up the right side of the bike. Locate the engine bar through the frame/engine mount and fit the M6x50mm long button head bolt (item 18) through the smaller hole on the mounting plate, then through the HT lead bracket and loosely tighten into the engine case, as shown in picture 5. *Ensure the HT lead is routed in front of the mounting plate as shown.*
- On the left side of the bike, remove the two engine case bolts as shown in picture 6.
- The previously fitted engine bar should now protrude out of the frame/engine mount as shown in picture 7. Locate the spacer (item 12 – S0672 – 57mm long) over the exposed end of the bar.



- Take the remaining longer engine bar (item 8 – EB072 – 260mm long) and locate it into the back of the previously fitted mounting plate, as shown in picture 8, ensuring the end with the longer machined down section is fitted. *The step on the engine bar should sit against the back of the mounting plate.*
- The two bars should now protrude out on the left side of the bike, as shown in picture 9.
- Take the remaining mounting plate (item 14 – MP0076) and locate the two M6x40mm long button head bolts (item 10) through the two smaller holes. Locate the smaller spacer (item 15 – S0670 – 9mm long) over the exposed thread of the lower bolt and the longer spacer (item 9 – S0258 – 10mm long) over the exposed thread of the upper bolt, as shown in picture 10.
- Take this assembly and offer it up to the left side of the bike. The two larger holes should locate over the ends of the engine bars and the two bolts with spacers should fit into the engine case, as shown in picture 11. Loosely tighten these bolts.
- Fit one M10 washer (item 4) and the remaining M10 nyloc nut (item 13) onto the exposed thread of the rearward engine bar, as shown in picture 12.
- Tighten the two M10 nyloc nuts and the three M6 button head bolts to secure the mounting plates in position. *Do not over-tighten – the nyloc nuts will remain tight.*
- Take one of the threaded extensions (item 7 – E0055 – 32.50mm long) and fit onto the exposed thread of the engine bar on the left side of the bike, ensuring the end with the spanner flats is furthest out. This can now be tightened using a 22mm spanner on the spanner flats and a 10mm spanner of the spanner flats located on the engine bar, behind the mounting plate, as shown in picture 12.
- On the right side of the bike, fit the spacer (item 17 – S0669 – 28mm long) over the exposed end of the engine bar before fitting the remaining threaded extension (item 7 – E0055 – 32.5mm long) as before and shown in pictures 13 & 14.. *There is no spanner flat on this end of the engine bar as the threaded extension should tighten up against the already tightened engine bar.*
- The two plastic sleeves (item 6 – S0442 – 32.5mm long) can now be located over the threaded extensions on either side of the bike and should sit flush with the end.
- The crash protectors can now be fitted. Slide one of the 10mm washers (item 4) onto one M10x55mm long hexagon headed bolt (item 3) 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 2) so head of bolt and washers goes into counter-bore in bobbin.
- Offer the crash protector onto the threaded extension on the left side of the bike and tighten the bolt, as shown in picture 15.
- To fit the crash protector to the right side of the bike, repeat the above four stages using the remaining bolt and crash protector.
- Tighten the two bolts until you feel some compression from inside the protector using 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.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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