



**FITTING INSTRUCTIONS FOR CP0350BL AERO CRASH PROTECTORS**  
**HONDA CRF 250L 2013**



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!*

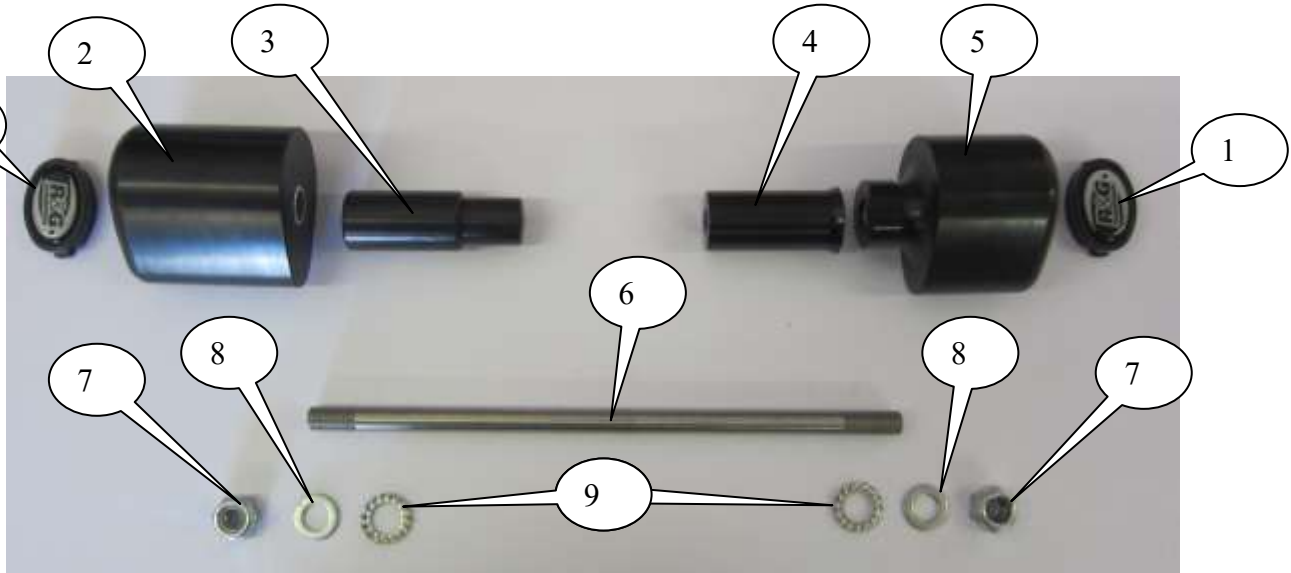
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

**TOOLS REQUIRED**

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



Page 1



**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



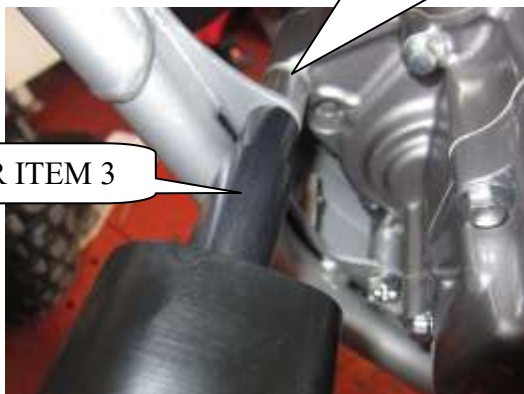
PICTURE 2



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).



- 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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