



FITTING INSTRUCTIONS FOR CP0340 CRASH PROTECTORS
HONDA CBR 500 R 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.

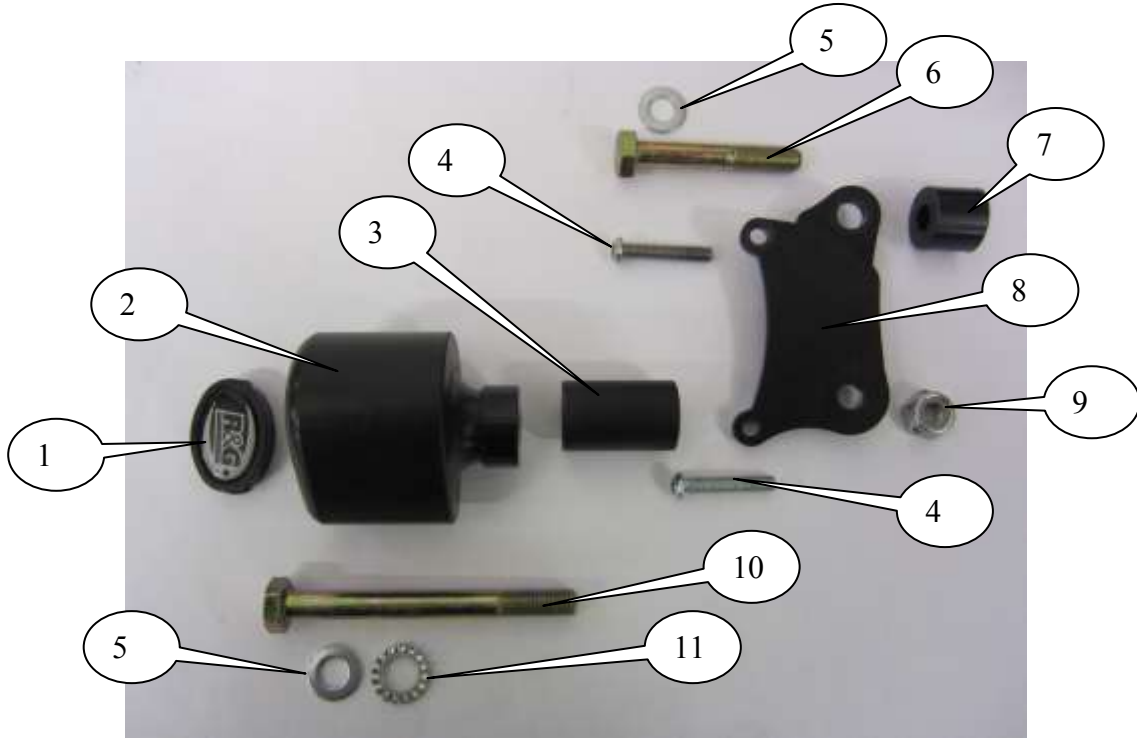
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*

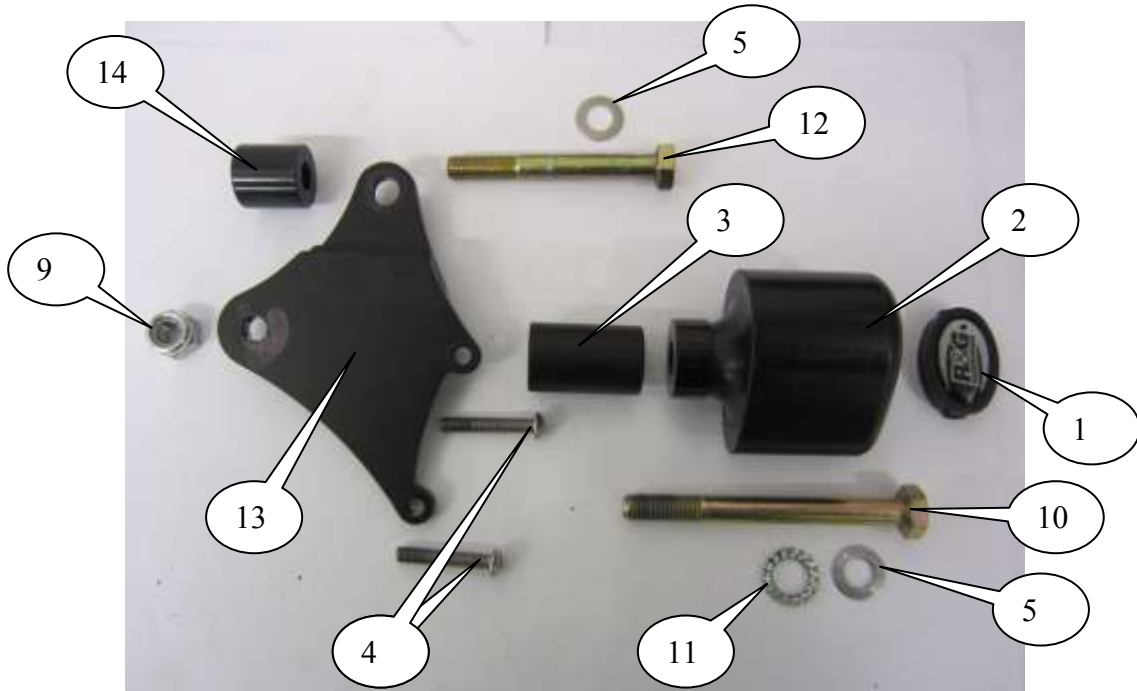
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

TOOLS REQUIRED

- Socket set to include a 14 and 17mm A/F socket and wrench.
 - 17mm spanner.
- Set of metric Allen keys to include 4 and 5mm A/F.
 - Phillips driver.
- Torque wrench (up to 40Nm).



LEFT HAND SIDE



RIGHT HAND SIDE



LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0431 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = S0640 CRASH PROTECTOR SPACERS (40mm LONG) (x2).
- ITEM 4 = M6x35mm LONG BUTTON HEADED BOLTS (x4).
- ITEM 5 = M10 PLAIN WASHERS (x4).
- ITEM 6 = M10x1.25x65mm LONG HEX HEADED BOLT (L-H-S ASSEMBLY BOLT) (x1).
- ITEM 7 = S0641 MOUNTING PLATE SPACER (19.5mm LONG) L-H-S (x1).
- ITEM 8 = MP0061 LEFT HAND SIDE WELDED MOUNTING ASSEMBLY (x1).
- ITEM 9 = M10x1.25 NYLOC NUTS (x2).
- ITEM 10 = M10x1.25x100mm LONG HEX HEADED BOLT (CRASH PROTECTOR BOLTS) (x2).
- ITEM 11 = LW0001 (SHAKE PROOF WASHERS) (x2).
- ITEM 12 = M10x1.25x80mm LONG HEX HEADED BOLT (R-H-S ASSEMBLY BOLT) (x1).
- ITEM 13 = MP0062 RIGHT HAND SIDE WELDED MOUNTING ASSEMBLY (x1).
- ITEM 14 = S0642 MOUNTING PLATE SPACER (32mm LONG) R-H-S (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



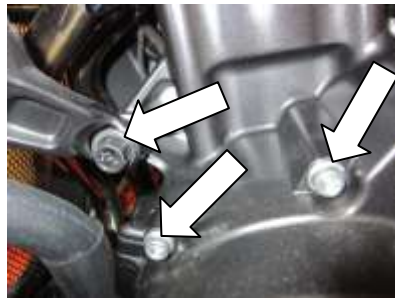
PICTURE 11



PICTURE 12



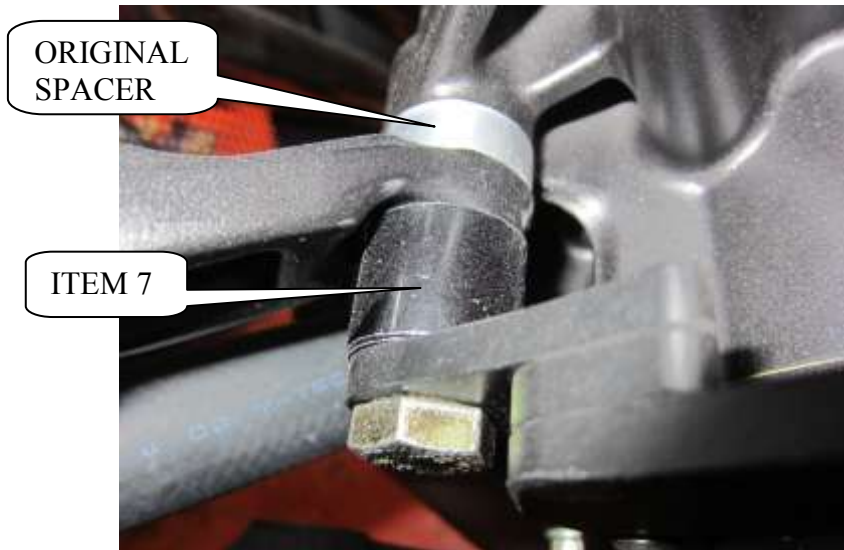
PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the pillion seat using the key.
- Remove the two bolts arrowed and remove the rider's seat.



- Remove all the bolts and push rivets arrowed in pictures 1 to 10.
- Remove the side panel (just below seat/tank) to allow access to remove the bolt arrowed in picture 11.
- Unclip and loosen the left hand side fairing.
- Disconnect the indicator plug socket arrowed in picture 12 and remove the side fairing.
- Remove the bolt arrowed in picture 13 to allow access to remove the engine bolt.
- Remove the three bolts arrowed in picture 14 (beware as the frame to engine spacer will drop as the bolt is removed (do not lose).
- Offer the left hand side mounting bracket (item 8) into position as shown in picture 15.
- Use the two M6 button head bolts (item 4) to secure the mounting bracket the engine casing as shown in picture 15 (do not tighten at this stage).
- Use the M10x65mm long bolt (item 6) with washer (item 5) and the 19.5mm long spacer (item 7) through the mounting plate and the original spacer as shown in picture 16.
- Tighten all bolts.
- Reconnect the indicator.
- Refit the side panel and fairing as original.



PICTURE 17



PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24



PICTURE 25



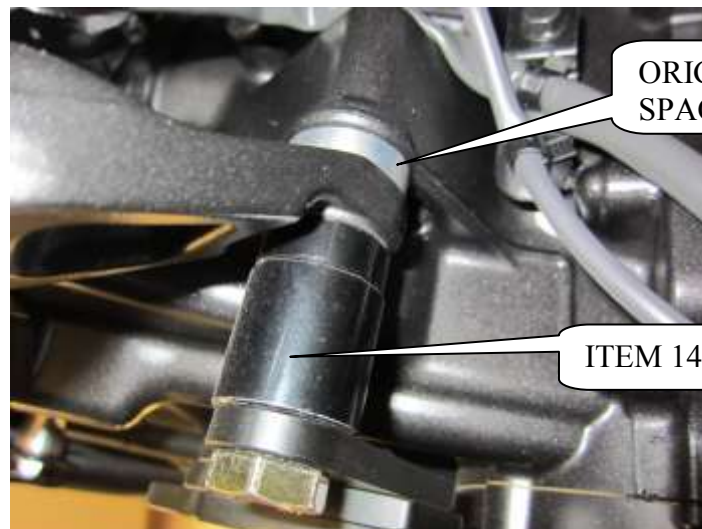
PICTURE 26



PICTURE 27



PICTURE 28



PICTURE 29

Off side (right side as you sit on bike)

- Remove all the bolts and push rivets arrowed in pictures 17 to 22.
- Remove the side panel (just below seat/tank) to allow access to remove the bolt arrowed in picture 23.
- Unclip and loosen the right hand side fairing.
- Disconnect the indicator plug socket arrowed in picture 24 and remove the side fairing.
- Remove the bolt arrowed in picture 25 to allow access to remove the engine bolt.
- Remove the three bolts arrowed in picture 26 (beware as the frame to engine spacer will drop as the bolt is removed (do not lose) as shown in picture 27).
- Offer the left hand side mounting bracket (item 13) into position as shown in picture 28).



- Use the two M6 button head bolts (item 4) to secure the mounting bracket the engine casing as shown in picture 28 (do not tighten at this stage).
- Use the M10x80mm long bolt (item 12) with washer (item 5) and the 32mm long spacer (item 14) through the mounting plate and the original spacer as shown in picture 29.
- Tighten all bolts.
- Reconnect the indicator.
- Refit the side panel and fairing as original.



PICTURE A



PICTURE B

Near side (left side as you sit on bike)

- Take one of the M10x100 hex headed bolt (item 10) and place one of the plain M10 washers (item 5) over the thread up to the head of the bolt.
- Take one of the locking washers (item 11) and place against plain washer just fitted.
- Place this assembly through either of the crash protectors (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place one of the spacers (item 3) over the exposed end of the bolt so it sits against the crash protector.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 'A'.
- Place the M10 nyloc onto the exposed end of the bolt as shown in picture 'B'.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.



PICTURE D



PICTURE F



Off side (right side as you sit on bike)

- Take the remaining M10x100 hex headed bolt (item 10) and place the remaining plain M10 washer (item 5) over the thread up to the head of the bolt.
- Take the remaining locking washer (item 11) and place against plain washer just fitted.
- Place this assembly through the remaining crash protector (item 2) so bolt head and washers go into the counter-bore in the crash protector.
- Place the remaining spacer (item 3) over the exposed end of the bolt so it sits against the crash protector.
- Offer this assembly into the threaded hole in the mounting bracket as shown in picture 'D'.
- Place the M10 nyloc onto the exposed end of the bolt as shown in picture 'F'.
- Tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and wrench (use a 17mm spanner to hold and secure the inboard nut). **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. Please ensure the crash protector does not come into contact with the fairing panel as you tighten the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.