CP0510BL

FITTING INSTRUCTIONS FOR CP0510BL AERO CRASH PROTECTORS APRILIA RS660 2021-

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.

IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS OR HAVE FITTED BY A QUALIFIED TECHNICIAN.

PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE.

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,

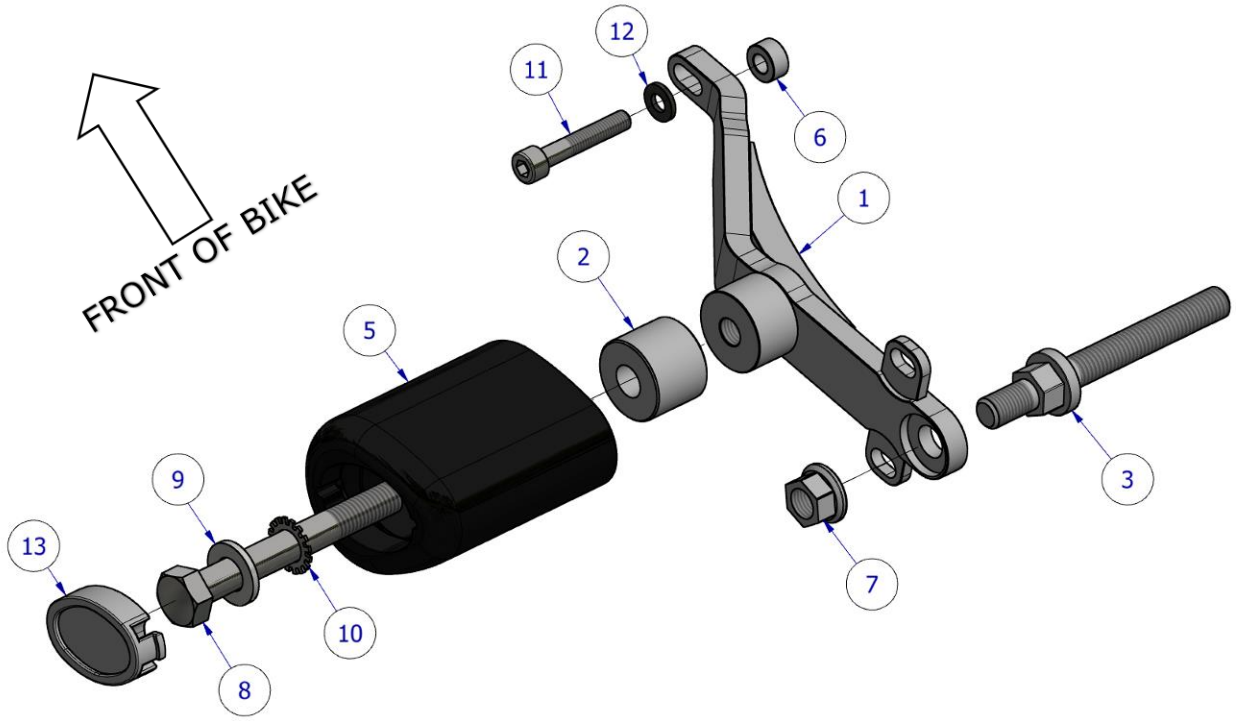
THESE RUBBER WASHERS CAN BE THROWN AWAY.

TOOLS REQUIRED	GENERAL TORQUE SETTINGS
• Hex key set to include 2.5, 3, 4, & 5mm • Socket set to include 8 mm, 14mm & 17mm A/F sockets and wrench. • Torx Head set • Philips Screwdriver • 10mm Spanner • Torque wrench (40Nm). • Suitable jack to support the engine during fitting.	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

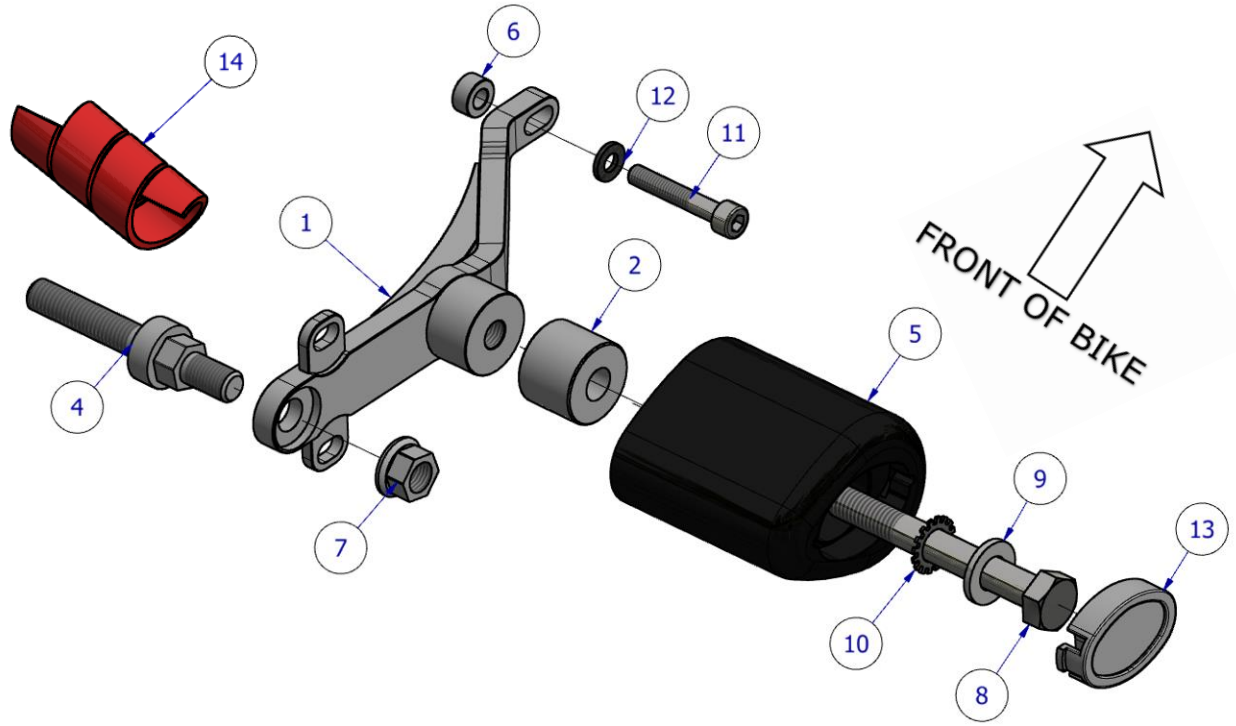
LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	M0626 CRASH PROTECTOR MOUNT BRACKET	2
ITEM 2	S1305 20MM SPACER	2
ITEM 3	H0081 –LHS ENGINE BOLT - 65MM	1
ITEM 4	H0082 – RHS ENGINE BOLT – 45MM	1
ITEM 5	B0061 M10 CRASH PROTECTOR	2
ITEM 6	S1318 6MM SPACER	2
ITEM 7	M10 x 1.25 FLANGED NUT	2
ITEM 8	M10 x 1.25 x 80MM HEX BOLT	2
ITEM 9	M10 WASHER	2
ITEM 10	LW0001 SHAKE PROOF WASHER	2
ITEM 11	M6 x 35MM CAP HEAD BOLT	2
ITEM 12	M6 WASHER	2
ITEM 13	BC0002 BOBBIN CAP	2
ITEM 14	SPIRAL HOSE PROTECTOR	1

ASSEMBLY DIAGRAM - LEFT SIDE



ASSEMBLY DIAGRAM - RIGHT SIDE



CP0510BL

AERO-STYLE CRASH PROTECTOR ORIENTATION

Fitting Instruction pictures

Picture 1

Picture 2

Picture 3

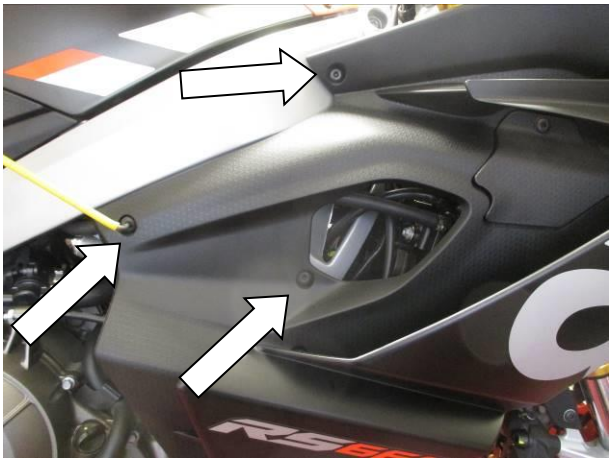
Picture 4

Picture 5

Picture 6

Picture 7

Picture 8



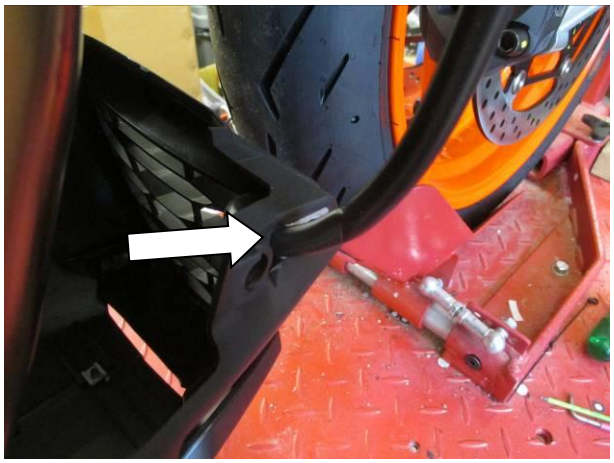
Picture 9

Picture 10

Picture 11

Picture 12

Picture 13



Picture 14

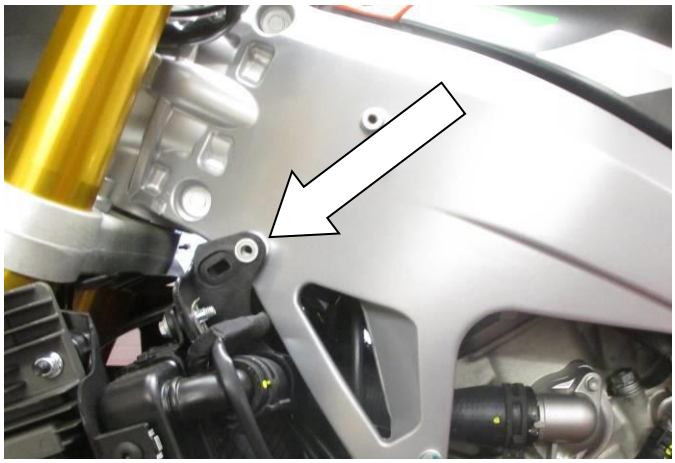
Picture 15

Picture 16

Picture 17

Picture 18

Picture 19



Picture 20

Picture 21

Picture 22

Picture 23

Picture 24

Picture 25

Picture 26

Picture 27

FITTING INSTRUCTIONS

PLEASE NOTE THAT BEFORE BEGINNING, YOU WILL NEED A SUITABLE JACK TO SUPPORT THE ENGINE WHEN REMOVING OEM ENGINE BOLTS. IF YOU ARE NOT COMFORTABLE, HAVE FITTED BY A QUALIFIED TECHNICIAN. READ ALL STEPS BEFORE PROCEEDING.

Fairing removal

- Starting with the left-hand side, begin by removing the inner panel inside the front fairing, to do this:
  - Using a Philips head, remove the screw shown in **picture 1**.
  - using a 2.5mm hex key, remove the upper panel bolt as shown in **picture 2**.
  - Remove the 3 x fairing bolts on the lower section of the panel using a 2.5mm hex key as shown in **picture 3**.
  - Remove the panel by lifting this up and back as shown in **picture 4.**
- Next, remove the large central fairing panel, to do this;
  - Using a 4mm hex key, Remove the bolt arrowed in **picture 5.**
  - Using a 8mm Spanner or socket, remove the screw arrowed in **picture 6.**
  - Using a torx tool, remove the 3 x inner bolts of the radiator surround as shown in **picture 7.**
  - Remove the plastic push pin from the front of the fairing under the headlight by loosening the central pin and pulling the pin from the fairing as shown in **picture 8.**
  - Using a 4mm hex key, remove the 4 x fairing bolts shown in **pictures 9 & 10**, being careful to support the panel as you do this.
  - Ensuring no fasteners remain, carefully remove the panel from the bike, ensuring to disconnect the locating tabs from underneath the headlight.
- Repeat this process for both sides of the motorcycle so both mid panels are removed as shown in **picture 11**.
- The belly pan is supported by 4 x hex fairing bolts as shown in **pictures 12 & 13**, these should be removed while supporting the belly pan from underneath.
- Ensuring to remove the rubber hoses secured through the belly pan as shown in **picture 14 & 15**, carefully lower the belly pan from the bike and slide this clear of the underside of the bike.

LHS Crash protector Bracket installation

- With bodywork removed, place a suitable jack or engine stand underneath the engine to support when removing engine bolts as shown in **picture 16.**
- Starting on the left-hand side of the bike, using your ratchet and 13mm socket, remove the engine mount bolt arrowed in **picture 17** (**DO NOT REMOVE BOTH ENGINE BOLTS AT THE SAME TIME**).
- Replace the engine bolt as shown in **picture 18** with the replacement stud bolt **(H0081 – Item 3)** in the orientation shown in LHS assembly diagram on page 3, tighten to the recommended torque using a torque wrench and 14mm socket shown in **picture 19**.
- Remove the upper frame bolt near the headstock as shown in **picture 20.**
- Offer either crash protector mount bracket (item 1) into position and loosely secure in place using one M10 x 1.25 locking nut **(item 7)** over the exposed stud protruding from the replacement engine bolt.
- Rotate the bracket so this lines up with the radiator support mount as shown in **picture 21.**

- Secure the upper bracket mount in place using the M6 x 35mm cap head bolt (**item 11**), M6 washer (**item 12**) and S1318 spacer (**item 6**) in the order shown in the **LHS assembly diagram** on page 3. Tighten with a 5mm hex key as shown in **picture 22**.
- Now fully tighten the bracket nut using the recommended torque to secure the bracket in position.

RHS Crash protector Bracket installation

- Remove the Right-hand side engine bolt as before.
- install the remaining engine bolt **(H0082 – Item 4)** in place of the OEM bolt as shown in **picture 23**. And tighten to the correct torque.
- Follow the same process as above to fix the remaining right-hand side bracket (**item 1**), following the **RHS assembly** diagram on page 3**.**
- When installing the right-hand bracket ensure to remove and relocate the clutch guide clip as shown in **picture 24** to minimise contact between the bracket and clutch line. If contact cannot be avoided, wrap the provided spiral hose protector (**item 14**) to protect the cable outer from rubbing.
- Check torque settings on all bolts before re-installing the fairings in the next stage.

Fairing re-installation

- Re-install the fairing as by reversing the steps followed to remove, ensuring that the rubber hoses are relocated back into the belly pan and that the locator clips at the front of the mid panel line up correctly with the nose cone.
- *Note:* Ensure that the fairing sits neatly onto the protrusion of the mount bracket of the rearward fairing bolt. Note this area will be spaced outwards by the bracket to ensure clearance between the crash protector bracket mount and fairing.
- Both sides should resemble **picture 25,** with the threaded boss visible through the opening of the fairing

Crash protector installation

- For each side, take one M10 x 80mm hex bolt **(item 8)** and thread one M10 washer **(item 9)** followed by a shake proof washer **(item 10**) so they sit against the head of the bolt as shown in assembly diagrams.
- Thread one B0061 crash protector **(item 5)** over the bolt so the washers and head of the bolt sit into the bore of the crash protector.
- Place one S1305 spacer **(item 2)** over each of the exposed end of the bolts.
- Fix the crash protector assembly to each side through the fairing hole and into the threaded mount on the crash protector bracket referring to the relevant assembly diagram.
- Finally, tighten the crash protector bolt until you feel some compression from inside the protector using 17mm socket and as shown in **picture 26**. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED WITH THE BIGGER END TOWARD FRONT OF BIKE AS SHOWN ON THE CRASH PROTECTOR ORIENTATION DIAGRAM ON PAGE 4.** Turn a little more so that you feel the compression increase slightly, then apply a quarter turn. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted, fit a bubble sticker into recess of one crash protector cap **(item 17)**.
- Fit a crash protector cap **(item 13)** into each crash protector as shown in **picture 27**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
- Check tightness of each side regularly.