



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



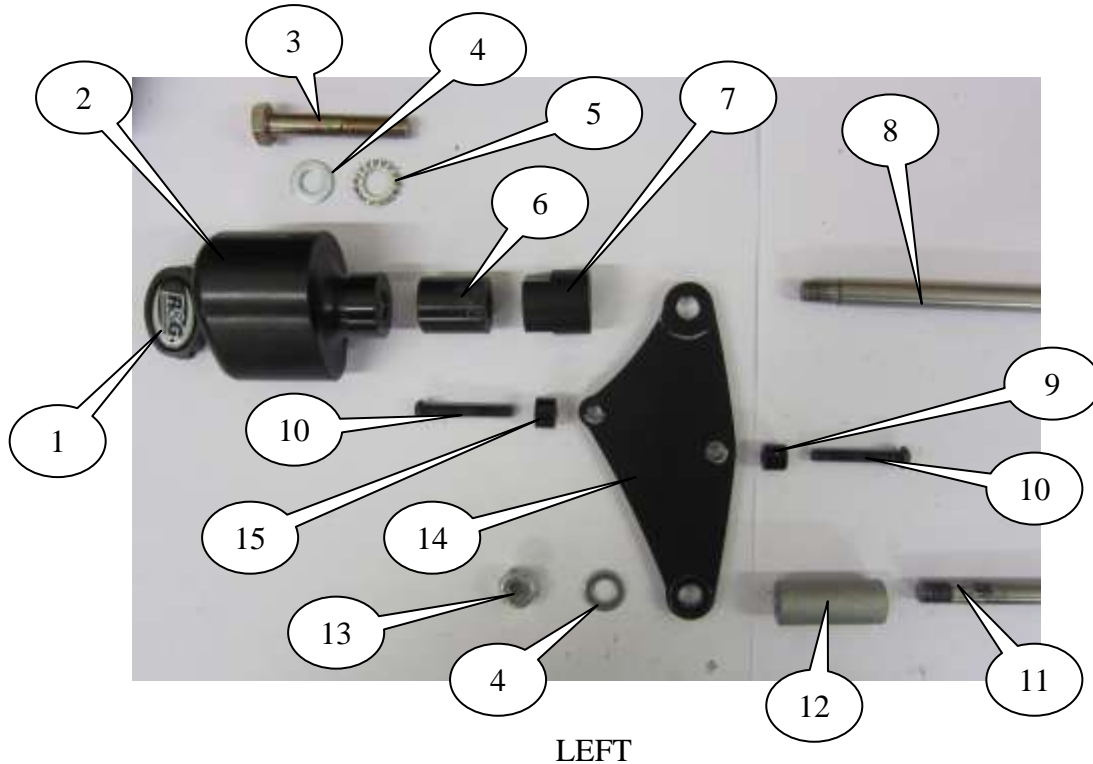
Picture A

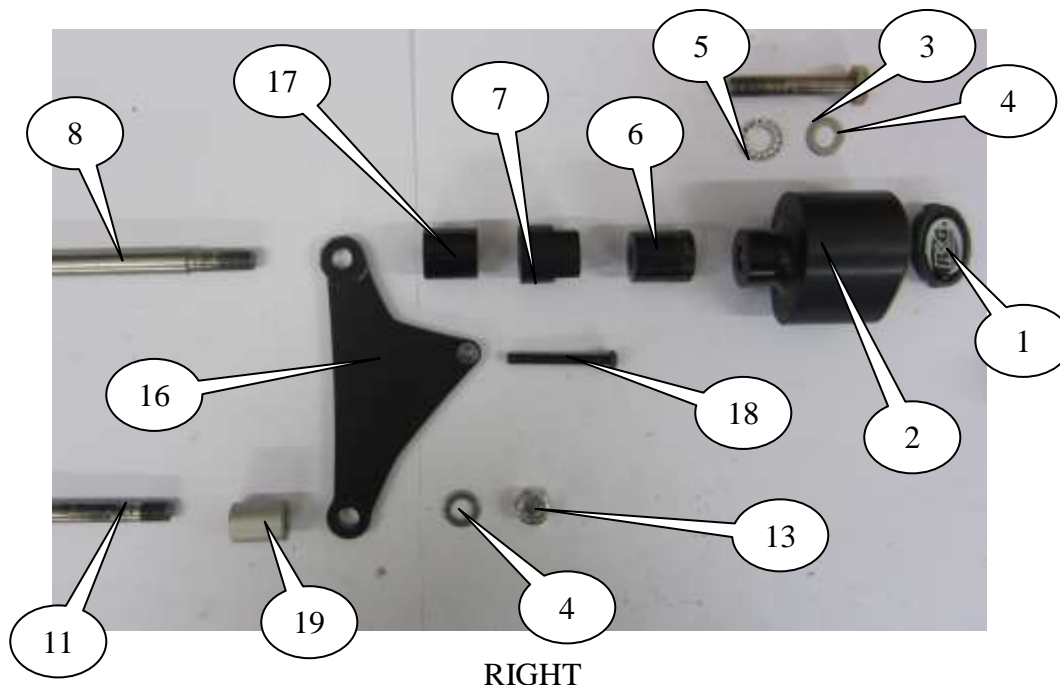
Picture B

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).

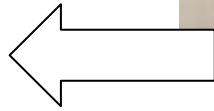
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

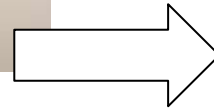
- Socket set to include 10, 12, 2x14 & 17mm socket and wrench.
 - 10 & 22mm open ended spanners.
 - 4mm A/F Allen key.
 - Torque wrench (up to 40Nm).



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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CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order.

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Instructions de montage CP0347BL
Protections crash
HONDA MSX 125 2013-



Photo A

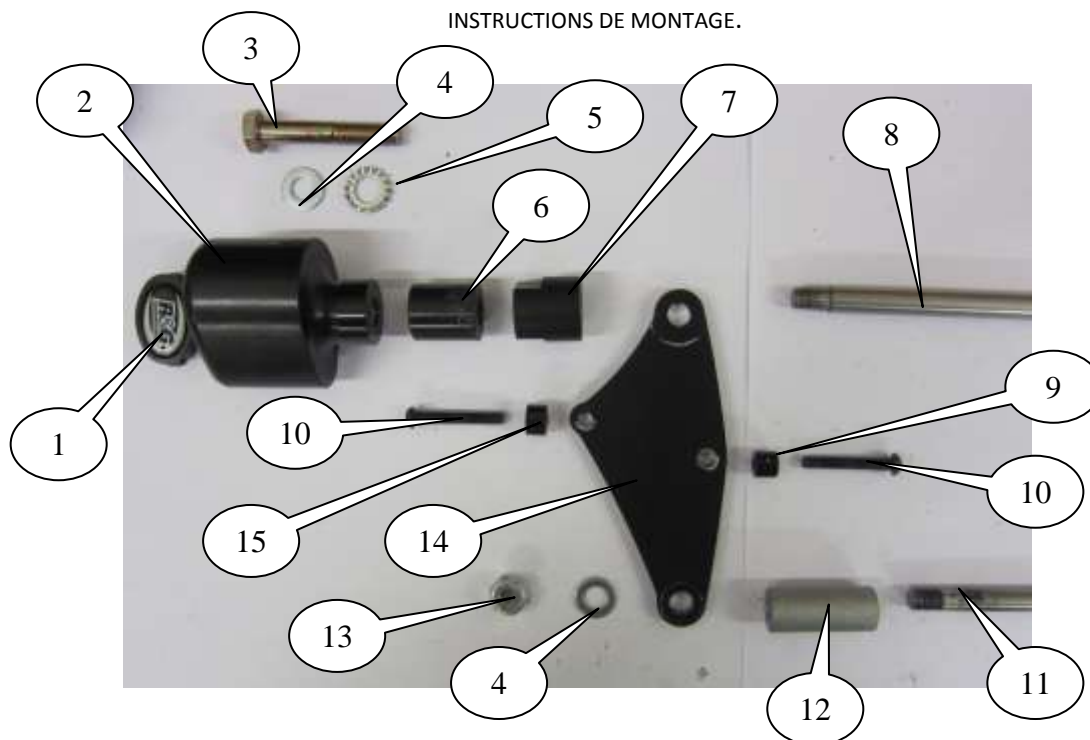


Photo B

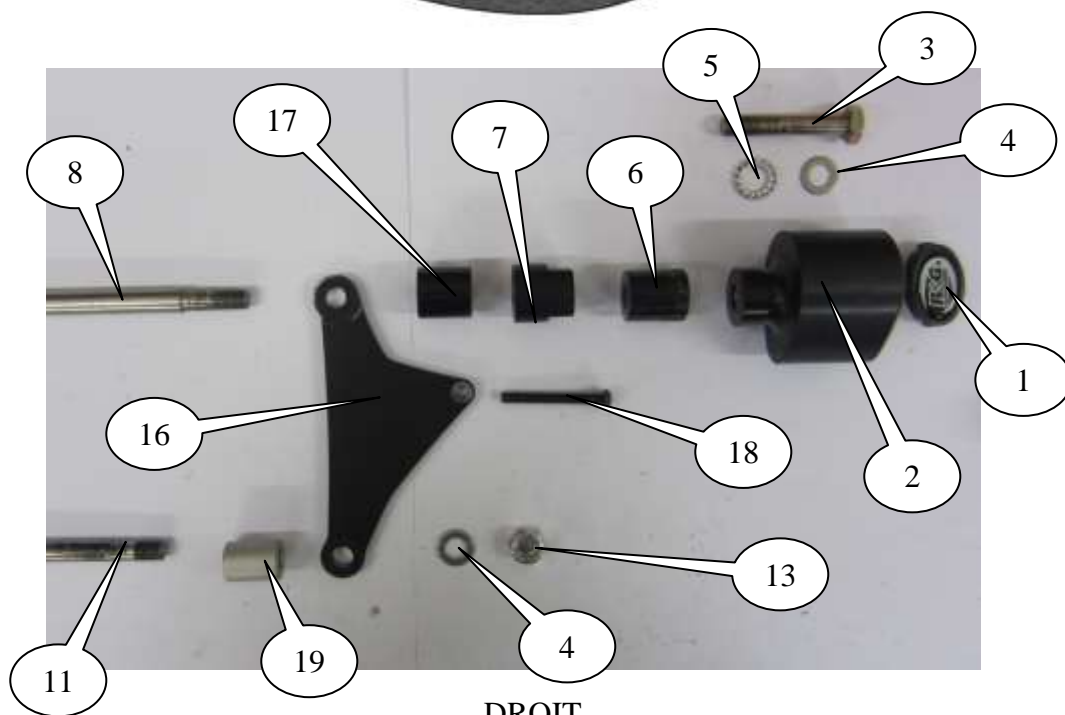
Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

LES PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS DE MONTAGE.



GAUCHE



DROIT

LEGENDE

- ARTICLE 1 = Capuchons de protection (BC0002) (x2).
 ARTICLE 2 = Protection crash (B0431 avec CS341 & S0255) (x2).
 ARTICLE 3 = M10x1.25x55mm Boulons (x2).
 ARTICLE 4 = M10 Rondelles (x4).
 ARTICLE 5 = Rondelles de blocage (LW0001) (x2).
 ARTICLE 6 = Manche en plastic (S0442) (32.50mm de long) (x2).
 ARTICLE 7 = Extension filetée (E0055) (32.50mm de long) (x2).
 ARTICLE 8 = Axe moteur (EB072) (260mm de long) (x1).
 ARTICLE 9 = Entretoise (S0258) (10mm de long) (x1).
 ARTICLE 10 = M6x40mm Boulons (x2).
 ARTICLE 11 = Axe moteur (EB018) (225mm de long) (x1).
 ARTICLE 12 = Entretoise (S0672) (57mm de long) (x1).
 ARTICLE 13 = M10x1.25 Ecrou Nyloc (x2).
 ARTICLE 14 = Plaque de fixation gauche (MP0076) (x1).
 ARTICLE 15 = Entretoise (S0670) (9mm de long) (x1).
 ARTICLE 16 = Plaque de fixation droite (MP0077) (x1).
 ARTICLE 17 = Entretoise (S0669) (28mm de long) (x1).
 ARTICLE 18 = M6x50mm Boulon (x1).
 ARTICLE 19 = Entretoise (S0671) (21mm de long) (x1).

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

Outils requis

- Jeu de clés 10, 12, 2x14 & 17mm.
 - Pincés 10 & 22mm.
 - Clé Allen 4mm.

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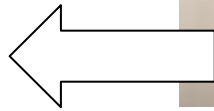
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- Clé dynamométrique (à 40Nm).

ARRIERE MOTO



AVANT MOTO

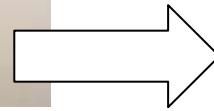


PHOTO C



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16

Instructions de montage:

- Enlever l'écrou sur le moteur du côté gauche de la moto (Photo 1).
- Le boulon moteur peut maintenant être enlevé du côté droit de la moto (Photo 2).
- Enlever le boulon Carter moteur qui tient le support tête HT du côté droit de la moto (Photo 3).
- Prendre l'axe moteur le plus court (ARTICLE 11 – EB018 – 225mm de long) et passer une rondelle M10 (ARTICLE 4) et un écrou Nyloc M10 (ARTICLE 13) à l'extrémité au filetage le plus court, en vous assurant que le Nyloc soit complètement engagé. Insérer le maintenant à travers le trou arrière du côté droit de la plaque de fixation (ARTICLE 16 – MP0077) et passer l'entretoise (ARTICLE 19 – S0671 – 21mm de long) autour de l'axe (Photo 4).
- L'assemblage de plaque de fixation peut maintenant être monté au côté droit de la moto. Placer l'axe moteur à travers le cadre / Support moteur et insérer le boulon M6x50mm (ARTICLE 18) à travers le plus petit trou de la plaque de fixation, ensuite à travers le support HT plomb et serrer légèrement dans le Carter moteur (Photo 5). Assurez vous que la tête HT soit bien routée à l'avant de la plaque de fixation comme indiqué.
- Du côté gauche de la moto, enlever les 2 boulons moteur (Photo 6).
- L'axe précédemment installé doit dépasser du cadre / support moteur (Photo 7). Insérer l'entretoise (ARTICLE 12 – S0672 – 57mm de long) autour de l'axe.



- Prendre l'axe moteur le plus long restant (ARTICLE 8 – EB072 – 260mm de long) et placez le dans le bas de la plaque de fixation précédemment installée (Photo 8) en vous assurant que l'extrémité avec la section usinée la plus longue soit installée. *L'étape de la barre du moteur doit se placer sur le dos de la plaque de montage.*
- Les 2 axes doivent dépasser du côté gauche de la moto (Photo 9).
- Prendre la plaque de fixation restante (ARTICLE 14 – MP0076) et placer les 2 boulons M6x40mm (ARTICLE 10) à travers les 2 petits trous. Placer l'entretoise la plus petite (ARTICLE 15 – S0670 – 9mm de long) autour du filetage exposé du boulon le plus bas et l'entretoise la plus longue (ARTICLE 9 – S0258 – 10mm de long) autour du filetage du boulon supérieur (Photo 10).
- Prendre cet ensemble et poser le du côté gauche de la moto. Les 2 trous les plus larges doivent se placer autour des extrémités des axes moteur et les 2 boulons avec entretoises doivent se placer dans le carter moteur (Photo 11). Serrer légèrement ces boulons.
- Passer une rondelle M10 (ARTICLE 4) et l'écrou Nyloc M10 (ARTICLE 13) sur le filetage de l'axe moteur vers l'arrière (Photo 12).
- Serrer les 2 écrous Nyloc M10 et les 3 boulons M6 pour fixer les plaques de fixation en position. **NE PAS BLOQUER – Les écrous Nyloc fixent suffisamment le tout.**
- Prendre une des extensions filetées (ARTICLE 7 – E0055 – 32.50mm de long) et installez la sur le filetage exposé de l'axe moteur du côté gauche de la moto, en vous assurant que l'extrémité avec la clé plate soit la plus à l'extérieur. Serrer avec une clé plate de 22mm et une clé de 10mm sur la partie placée sur l'axe moteur, derrière la plaque de fixation (Photo 12).
- Du côté droit de la moto, insérer l'entretoise (ARTICLE 17 – S0669 – 28mm de long) autour de l'extrémité de l'axe moteur avec d'installer l'extension filetée restante (ARTICLE 7 – E0055 – 32.5mm de long) comme auparavant et comme indiqué sur les photos 13 & 14. Il n'y a pas de clé plate sur cette extrémité de l'axe moteur comme l'extension filetée doit être bien serrée contre l'axe moteur qui lui est déjà serré.
- Les 2 manchons en plastic (ARTICLE 6 – S0442 – 32.5mm de long) peuvent être placés autour des extensions filetées de chaque côté de la moto et doivent affleurer avec l'extrémité.
- Les protections crash peuvent maintenant être posées. Glisser une des rondelles 10mm (ARTICLE 4) sur un des boulons M10x55mm (ARTICLE 3) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (ARTICLE 5) autour du boulon de façon à ce qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon et les rondelles à travers la protection crash (ARTICLE 2) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage de la bobine.
- Poser la protection crash sur l'extension filetée du côté gauche de la moto et serrer le boulon (Photo 15).
- Pour installer la protection crash du côté droit de la moto, répéter les 4 dernières étapes en utilisant le boulon restant et la protection crash.
- Serrer les 2 boulons jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, en utilisant une clé de 17mm. **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 risque d'abîmer la moto. Pas plus de 40 Nm de couple.
- Placer les stickers en caoutchouc dans le creux des 2 capuchons de protections crash.
- Placer les 2 capuchons de protections crash dans les protections crash.



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