



**FITTING INSTRUCTIONS FOR CP0321BL  
NON-DRILL AERO CRASH PROTECTORS  
MV AGUSTA F3 2012-**



PICTURE A

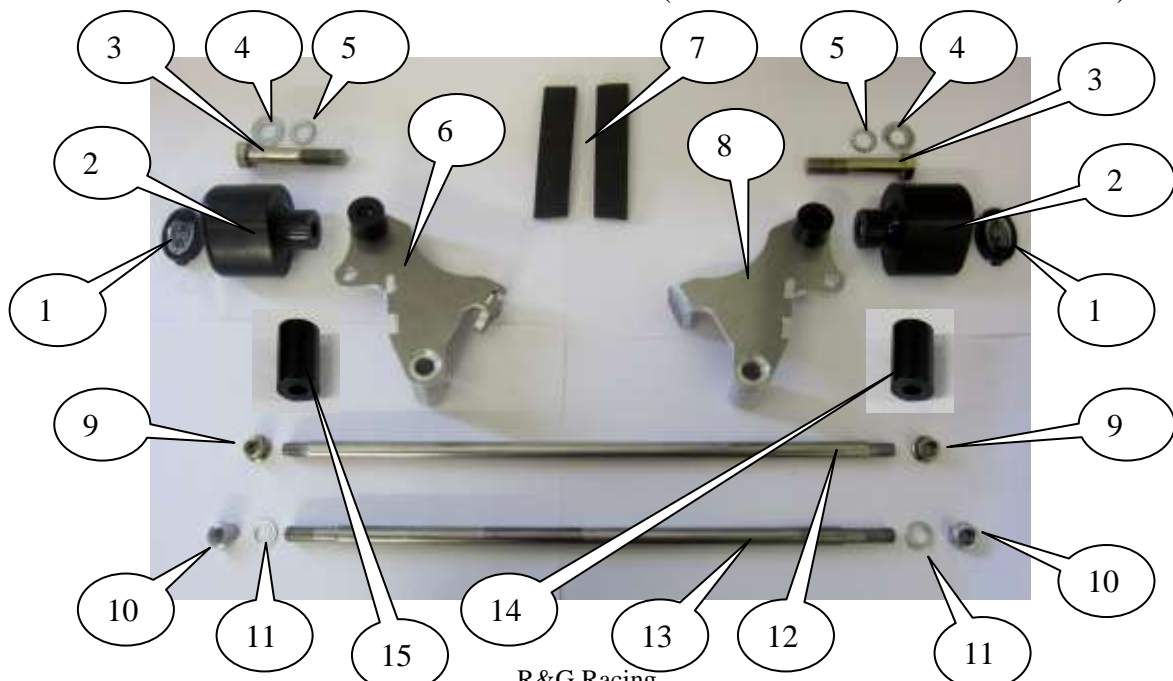


PICTURE B

**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)



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### **LEGEND**

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).  
ITEM 2= CRASH PROTECTOR (B0431 WITH CS340 & S0255) (x2).  
ITEM 3= M12x1.25x60mm LONG HEX HEADED CRASH PROTECTOR BOLTS (x2).  
ITEM 4= M12 PLAIN WASHERS (x2).  
ITEM 5= LOCK-WASHERS (LW0001) (x2).  
ITEM 6= LEFT HAND SIDE WELDED ASSEMBLY (M0311) (x1).  
ITEM 7= 100mm LENGTH OF SELF-ADHESIVE FOAM (x2).  
ITEM 8= RIGHT HAND SIDE WELDED ASSEMBLY (M0312) (x1).  
ITEM 9= M10 LOCK NUT (14mm ACROSS FLATS with FLANGE) (x2).  
ITEM 10= M10 NYLOC NUT (x2).  
ITEM 11= M10 PLAIN WASHERS (x2).  
ITEM 12= ENGINE BAR (EB064) (x1). (*shorter bar*)  
ITEM 13= SPANNING BAR (EB065) (x1). (*longer bar*)  
ITEM 14=RIGHT HAND SIDE SPACER 37mm LONG (S0515) (x1).  
ITEM 15=LEFT HAND SIDE SPACER 40mm LONG (S0514) (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 14, 17 and 19mm socket and wrench.
  - Set of metric Allen keys.
  - Mallet / soft hammer.
- Torque wrench (up to 40Nm).



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



## Fitting Instructions

- Cut the self-adhesive foam into strips and stick on to each bracket (item 6 & 8) as shown in picture 1.
- Remove the side fairings from both sides of the bike.
- Remove the front engine bolt from the bike, as arrowed in picture 2. To do this, remove the nut and spacer on the right side of the bike and begin to slide the bolt out. *The bolt may need to be gently tapped using a soft mallet and the engine may drop a few mm with the engine bolt removed. To prevent this from happening, the new engine bar (item 12) can be inserted from the right side as the original bolt is being removed, as shown in picture 3.*
- Position the engine bar through the frame and engine mounts, ensuring that there is an equal amount of thread protruding from both sides, as shown in picture 4.
- Fit the left hand side spacer (item 15 – S0514 – 40mm long) over the exposed end of the engine bar and offer the left hand side welded assembly (item 6) into position as shown in picture 5, before loosely fitting the M10 Lock Nut (item 9) to the exposed thread of the engine bar. *Please ensure the wiring that runs along the frame near the cylinder head (arrowed in picture 5) does not get trapped by the welded assembly when fitted.*
- Take the spanning bar (item 13) and insert it through the bike from the right side. *The bar should be positioned in the space above the exhaust headers and behind the radiator fan and will locate into the smaller hole on the left hand side welded assembly, as arrowed in picture 6.*
- Ensure the spanning bar fits through the smaller hole on the left side of the bike, before fitting one M10 washer and M10 Nyloc nut onto the exposed thread, as shown in pictures 7 and 8, before loosely tightening the nut (ensuring the bracket and spanning bar are clear of any motorcycle parts).
- Now take the remaining spacer (item 14 – S0515 – 37mm long) and place over the end of the bar, before taking the right hand side welded assembly (item 8) and fitting it over the two exposed ends of the bars, as shown in picture 9.
- Fit the M10 Lock Nut to the exposed thread on the engine bar and one M10 washer and M10 Nyloc nut onto the exposed thread of the spanning bar, as shown in picture 10.
- Tighten the nuts on both the engine bar and spanning bar to no more than 40Nm torque.
- Re-fit the fairings to both sides of the bike. *The fairings will fit very snug when the welded assemblies are mounted in place and you may feel one of the bosses on the rear of the fairing slightly touching the nut on the engine bar. To minimise this, a smaller head diameter M10 lock nut has been used in a counterbore.*
- Slide one of the 12mm washers onto one of the M12 hexagon headed bolts (item 3) so the washer sits against the head of bolt.
- Slide one serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide bolt and washers through either crash protector so head of bolt goes into counterbore in the crash protector.
- With the fairing in place, offer this assembly up to the threaded boss on the right hand side welded assembly through the fairing cut-out for the radiator ducting, as shown in picture 12.
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE C ABOVE 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 sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.
- Repeat the previous 7 steps to fit the remaining crash protector bobbin to the left hand side of the bike.

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