



FITTING INSTRUCTIONS FOR CP0453BL
AERO CRASH PROTECTORS
HONDA MONKEY 125 2018-



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).

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

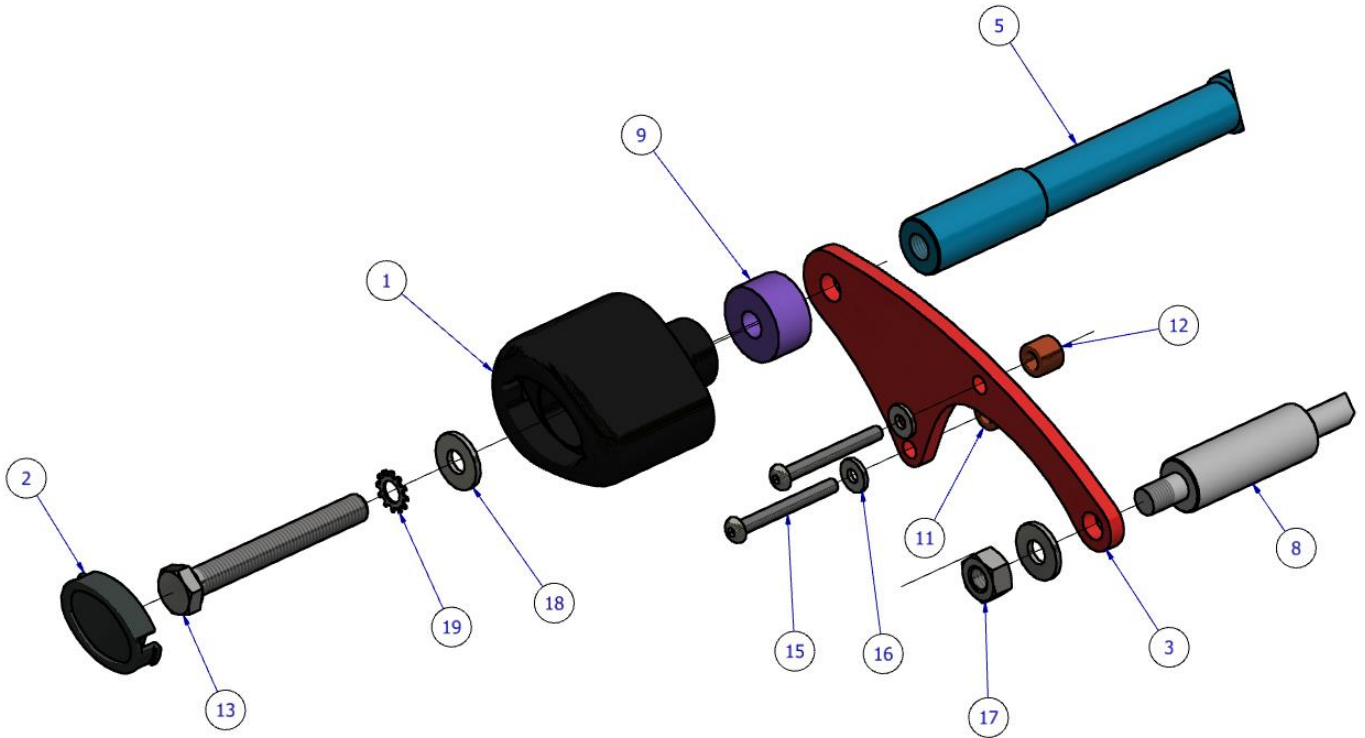
- Allen Key set to include 4mm.
- Socket set to include 8mm & 17mm socket and wrenches.
 - 14 & 17mm spanner

GENERAL TORQUE SETTINGS

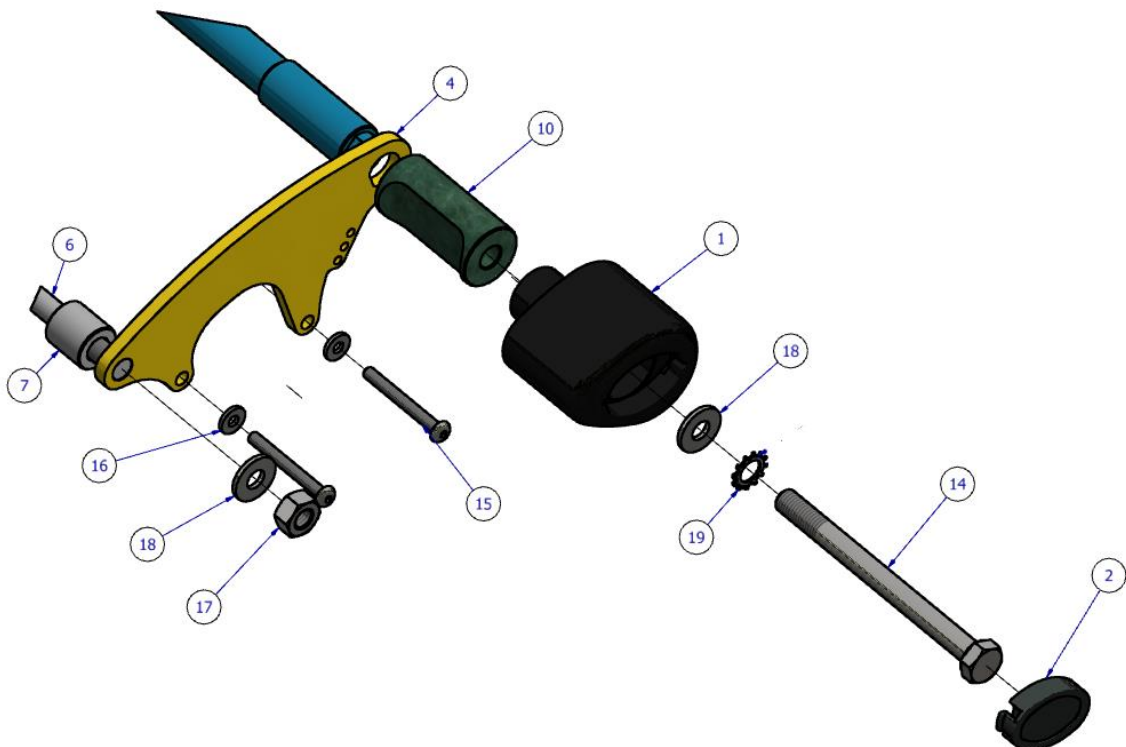
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm



LEFT SIDE

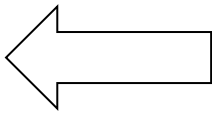


RIGHT SIDE

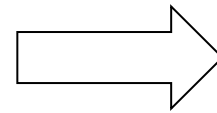




- TOWARDS REAR
- OF BIKE



- TOWARDS FRONT
- OF BIKE



LEGEND

Item 1 = 2 x B0431 with CS341 (10mm)

Item 2 = 2 x BC0002

Item 3 = 1 x MP0220 MOUNTING PLATE STAINLESS BLACK LEFT

Item 4 = 1 x MP0221 MOUNTING PLATE STAINLESS BLACK RIGHT

Item 5 = 1 x M0566 STAINLESS BOBBIN SUPPORT BAR

Item 6 = 1 x EB091 ENGINE BAR 230mm LONG ENGINE MOUNT

Item 7 = 1 x S0671 SPACER 21mm LONG BLACK RIGHT

Item 8 = 1 x S1092 SPACER 56mm LONG BLACK LEFT

Item 9 = 1 x S1030 SPACER 15mm LONG BLACK BOBBIN LEFT

Item 10 = 1 x S1152 SPACER 56mm LONG BLACK BOBBIN RIGHT

Item 11 = 1 x S0670 SPACER 9mm LONG BLACK LEFT PLATE LOWER

Item 12 = 1 x S0258 SPACER 10mm LONG BLACK LEFT PLATE UPPER

Item 13 = 1 x M10 x 1.25 x 80mm LONG HEX HEAD BOLTS 8.8 GRADE

Item 14 = 1 x M10 x 1.25 x 120mm LONG HEX HEAD BOLTS 8.8 GRADE

Item 15 = 4 x M6 x 1.00 x 45mm LONG BUTTON HEAD BOLT STAINLESS

Item 16 = 4 x M6 x 12mm OD WASHERS STAINLESS

Item 17 = 2 x M10 x 1.25 NYLOC NUTS STAINLESS

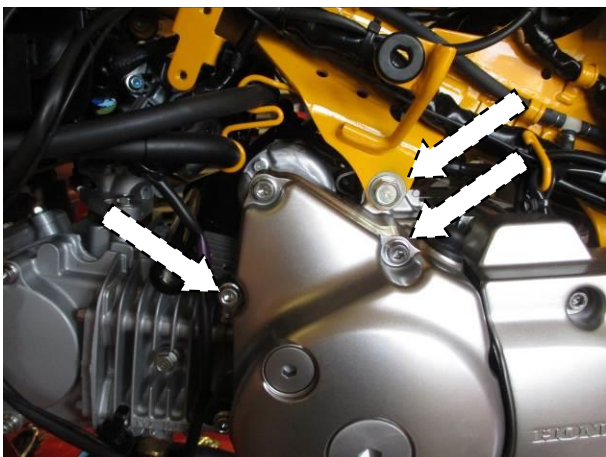
Item 18 = 4 x M10 WASHERS

Item 19 = 2 x LW0001 LOCKING WASHER

Item 20 = 2 x RGS0005 BUBBLE STICKER

Item 21 = 2 x 2.5mm x 75mm LONG CABLE TIES

Item 22 = 2 x M10 RUBBER DOME NUT CAP



PICTURE 1



PICTURE 2

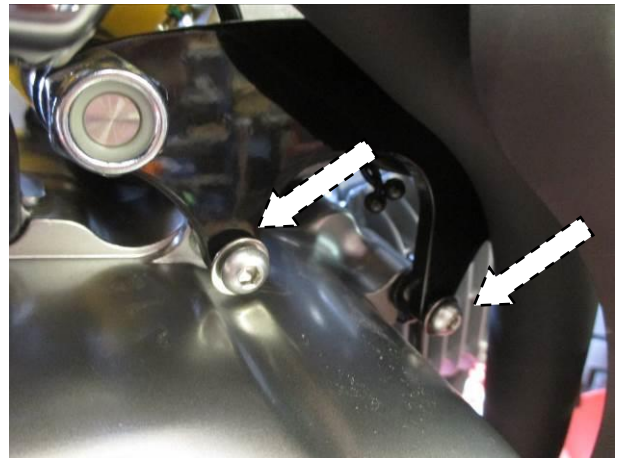
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PICTURE 3



PICTURE 4



PICTURE 5



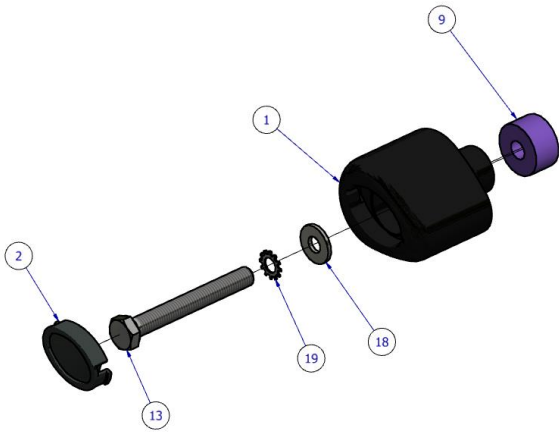
PICTURE 6



PICTURE 7



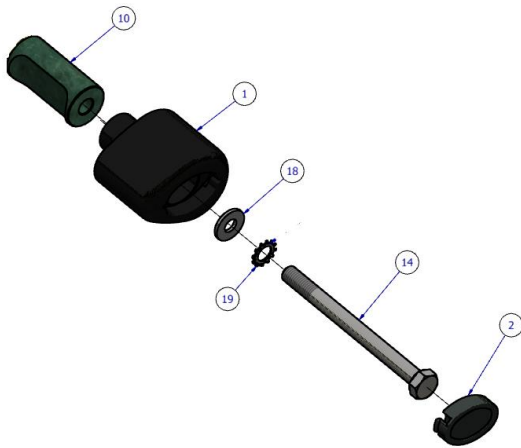
PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13



FITTING INSTRUCTIONS

- Begin by removing both side panels, this is done by removing the screw on the underside of the panel and gently sliding forwards and then pulling away from the bike to release. Do not use excessive force.
- Throughout the installation process it is recommended to support the engine from underneath to prevent the engine from shifting or becoming misaligned with the frame.
- Starting from the LHS of the engine, remove the top engine bolt arrowed in Picture 1 by removing the nut on the opposite end of the bolt. Slide the bolt off the frame from the LHS.
- Remove the two OEM M6 bolts in Picture 1 using an 8mm socket and a wrench. Please note NOT to remove the metal cable clip that hold the wiring from the engine case.
- On the RHS of the engine, remove the OEM M6 bolts in Picture 2 using an 8mm socket and a wrench. Remove the bolts and the metal bracket that holds the HT lead and wiring.
- From the kit, take the RHS mounting plate (Item 4), insert the new Engine bar (Item 6) through the rear mounting hole of the plate. Locate an M10 washer (Item 18) and an M10 nyloc nut (Item 17) to the thread closest to the plate, please ensure that the nyloc is fully engaged to the thread (as arrowed in Picture 3). Insert the RHS engine mount spacer (Item 7) through the protruded end of the engine bar so that the spacer sits against the plate as arrowed in Picture 3.
- Take the threaded bar (Item 5) from the kit and insert the 'D' shaped end into the 'D' shaped mounting hole on the RHS mounting plate (Item 4). Please ensure that the bar is inserted from the back of the plate as in Picture 3.
- Offer the whole assembly towards the engine from the RHS. Insert the new Engine bar through the engine mount as original. Ensure that the HT lead and wire sits behind the plate (Item 4). Locate an M6 washer (Item 16) and an M6 x 45mm long button head bolt (Item 15) to each lower mounting point as shown in Picture 4. Tighten the two M6 bolts to a specified torque setting.
- From the kit take two small cable ties (Item 21) and loop it around the three small in-line holes on the RHS mounting plate (Item 4) so they hold the HT lead and wiring in place.
- From the LHS of the engine, Insert the LHS engine mount spacer (Item 8) to the protruded end of the engine bar just fitted as shown in Picture 5.
- To assemble the LHS assembly as shown in picture 6, from the kit, take the LHS mounting plate (Item 4) and locate the two remaining M6 washers (Item 16) with M6 bolts (Item 15) to each mounting point. Ensure that the bolts and washers are inserted from the front face of the plate (Item 3). Insert one LHS upper mounting spacer (Item 12) through the protruded end of the bolt on the upper mount. Insert the other LHS lower mounting spacer (Item 11) through the protruded end of the bolt on the lower mount as shown in Picture 6.
- Offer the LHS mounting plate assembly as shown in Picture 7 with the rear plate mount being inserted to the protruded end of the engine bar. Tighten the two M6 bolts to a specified torque setting.
- Locate an M10 washer (Item 18) and an M10 nyloc nut (Item 17) to the protruded end of the engine bar. Tighten the nut to a specified torque setting of 40Nm. Shown in Picture 8. **Ensure that both sides of the new engine bar engage fully with the Nyloc nut and threads are even on both sides**
- From the kit take the M10 x 80mm Long bolt (Item 13), one M10 washer (Item 18), one Lock washer (Item 19), one Bobbin (item 1) and LHS bobbin spacer (Item 9). Assemble all the components as shown in Picture 9.
- Offer the LHS bobbin assembly to LHS mounting plate as shown in Picture 10. **Do NOT fully tighten the bolt at this stage.**
- From the kit take the M10 x 120mm Long bolt (Item 14), one M10 washer (Item 18), one Lock washer (Item 19), one Bobbin (item 1) and RHS bobbin spacer (Item 10). Assemble all the components as shown in Picture 11.
- For the next step. It may be helpful to remove the exhaust guard, **the RHS spacer has a cut out which must be aligned correctly to avoid contact between the crash protectors and exhaust guard.**
- Offer the RHS bobbin assembly to RHS mounting plate as shown in Picture 12. Tighten the RHS bobbin bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED 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

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damage can occur to the bike. Do not exceed 40N/m of torque. Tighten the LHS bobbin bolt in the same manner.

- **Check all bolts have been tightened to the correct torque and all components are secure**
- If not already fitted, fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (Item 2) into both bobbins.
- Fit a nut cap provided in the kit (Item 22) onto the M10 Nyloc nut just fitted on each side of the engine bar as shown in Picture 13

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