



FITTING INSTRUCTIONS CP0273 AERO CRASH PROTECTORS



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.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

WWW.RG-RACING.COM



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 17mm SPANNER • 16, 17, 19mm A/F SOCKET & WRENCH • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

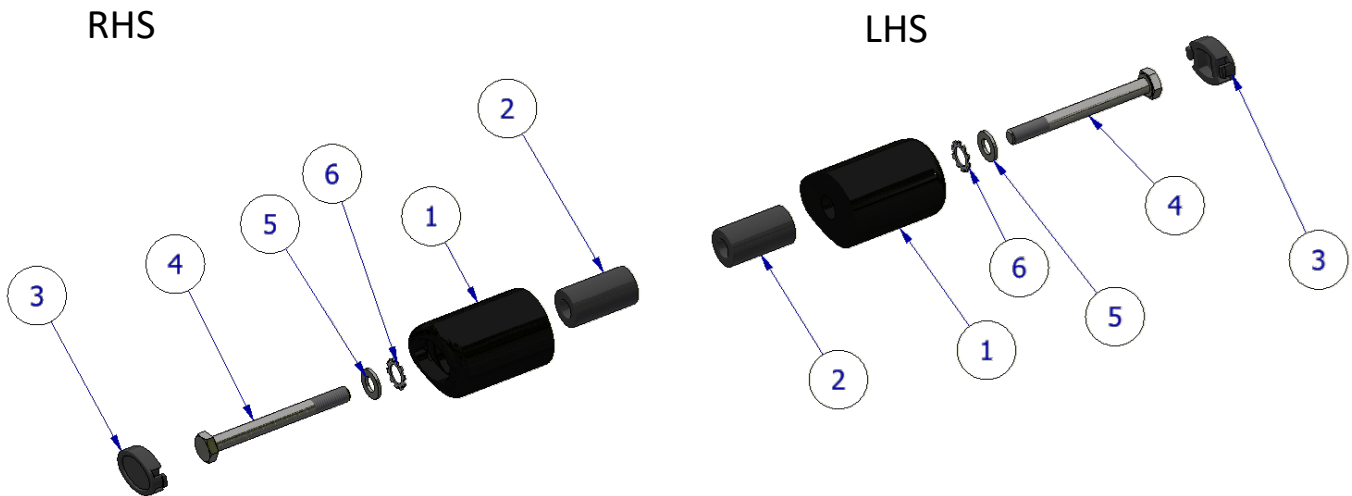
ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBINS	2
ITEM 2	SPACER 46mm LONG	2
ITEM 3	BOBBIN CAPS	2
ITEM 4	160mm HEX HEAD BOLT	2
ITEM 5	LOCKING WASHERS	2
ITEM 6	M12 WASHERS	2

AERO-STYLE CRASH PROTECTOR ORIENTATION





LHS & RHS EXPLODED ASSEMBLY VIEW



FITTING INSTRUCTIONS

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting. **DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.**

PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process. **Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.**
- Following the assembly diagram place one of the M12 washers (**ITEM 6**) over the bolts (**ITEM 4**) followed by the shake proof washers (**ITEM 5**).
- Insert the bolts (**ITEM 4**) with washers into the bobbins (**ITEM 1**) followed by the 46mm long spacers (**ITEM 2**).

INSTALLATION:

- Remove the engine LHS engine bolt. This bolt has a nut inboard that will be re-used to mount the crash protectors.
- Push the one of the bolt/assemblies you prepared earlier into the engine mount hole and thread into the OEM nut by hand to avoid cross threading.

NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard then begin to turn clockwise & tighten.

- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- Using a torque wrench to tighten the bolt to 40 Nm.

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- Repeat the process for the other side.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 3**) into place and remove the jack.

Please note: *Torque of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

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NOTICE DE MONTAGE POUR CP0273 PROTECTIONS CRASH



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CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.

EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• CLÉ À MOLETTE 17mm	M4 BOULON = 8Nm
• CLÉ À CLIQUET + DOUILLES 16, 17, 19mm	M5 BOULON = 12Nm
• CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm)	M6 BOULON = 15Nm
• CRIC ADAPTÉ	M8 BOULON = 20Nm
	M10 BOULON = 40Nm
	M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS	2
ARTICLE 2	ENTRETOISE 46mm DE LONG	2
ARTICLE 3	CAPUCHONS DE PROTECTION	2
ARTICLE 4	160mm BOULONS	2
ARTICLE 5	RONDELLES DE BLOCAGE	2
ARTICLE 6	M12 RONDELLES	2

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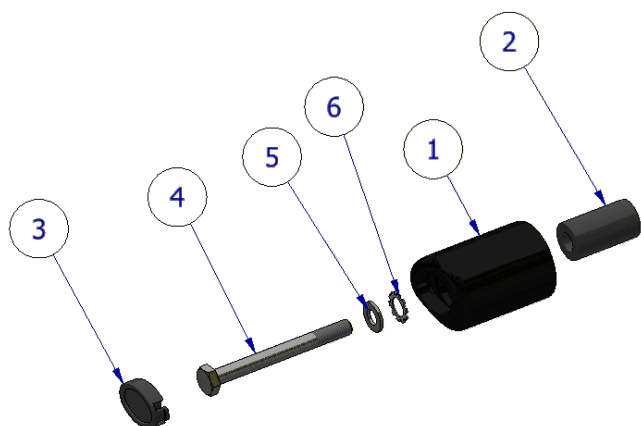


ORIENTATION DE LA PROTECTION CRASH

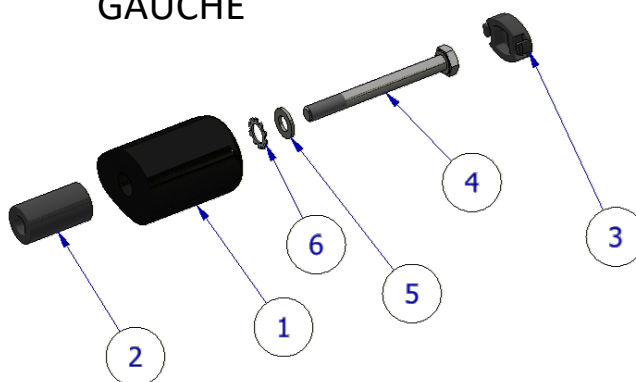


VUE D'ENSEMBLE CÔTÉ GAUCHE & DROITE

DROITE



GAUCHE



NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage. **NE RETIREZ PAS PLUS D'UN BOULON DU MOTEUR À LA FOIS.**

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PRÉPARATION:

- Placez un cric adapté sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage. Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.
- En suivant le schéma de montage, placez l'une des rondelles M12 (ARTICLE 6) sur les boulons (ARTICLE 4) suivie des rondelles anti-vibrations (ARTICLE 5).
- Insérez les boulons (ARTICLE 4) avec les rondelles dans les protections (ARTICLE 1) suivies des entretoises de 46 mm de long (ARTICLE 2).

INSTALLATION:

- Retirez le boulon moteur côté gauche. Ce boulon est doté d'un écrou à l'intérieur qui sera réutilisé pour monter les protections crash.
- Poussez l'un des boulons/ensembles que vous avez préparés précédemment dans le trou de montage du moteur et vissez-le dans l'écrou d'origine à la main pour éviter de croiser le filetage.

NOTE: Pour éviter de fausser le filetage, appliquez une pression vers l'avant sur le boulon et faites-le tourner dans le sens inverse des aiguilles d'une montre jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens des aiguilles d'une montre et serrez.

- Faites tourner la protection de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place pendant le serrage pour empêcher la protection de tourner trop loin pendant le serrage.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.
- Répétez le processus pour l'autre côté.
- Une fois terminé, vérifiez à nouveau les réglages de couple et la position/orientation des bobines, puis poussez les capuchons de protection (ARTICLE 3) en place et retirez le cric.

Note : *Le couple de serrage des boulons du moteur/bobine doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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