



FITTING INSTRUCTIONS CP0416 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

R&G Racing

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<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 3/8" or 1/2" HEX KEY BIT SET • 17mm & 14mm A/F SOCKET & WRENCH • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK 	<p>M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm</p>

LEGEND

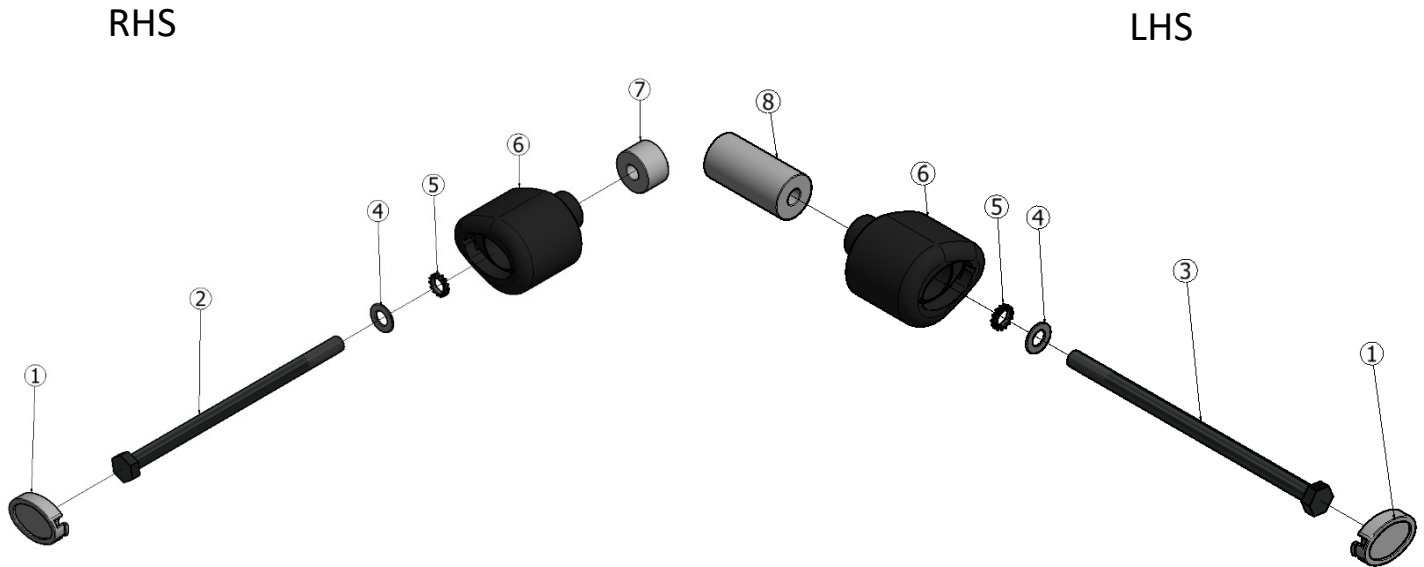
ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBINS	2
ITEM 2	BOBBIN CAPS	2
ITEM 3	SPACER 17.5mm LONG	1
ITEM 4	SPACER 58mm LONG	1
ITEM 5	180mm HEX HEAD BOLT	1
ITEM 6	190mm HEX HEAD BOLT	1
ITEM 7	LOCKING WASHERS	2
ITEM 8	M10 WASHERS	2
ITEM 9	M10 NYLOC NUTS (not pictured)	2

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 the M10 washers (**ITEM 8**) over the bolts (**ITEMS 5 & 6**) followed by the shake proof washers (**ITEM 7**).
- Insert the bolts (**ITEMS 5 & 6**) with washers into the bobbins (**ITEM 1**) followed by the 17.5mm Spacer (**ITEM 3**) over the 180mm bolt (**ITEM 5**), and the 58mm long spacer (**ITEM 4**) over the 190mm bolt (**ITEM 6**).

INSTALLATION:

- Remove the LHS engine bolt & nut.
- Push the LHS bolt/assembly (190mm bolt & 58mm spacer) you prepared earlier into the engine mount hole and thread into one of the M10 Nyloc nuts (**ITEM 9**) 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.**

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- 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 45 Nm.
- Repeat the process for the RHS.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 2**) 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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