



**FITTING INSTRUCTIONS FOR CP0501OR**  
**AERO CRASH PROTECTORS FOR KTM SUPERDUKE GT '16- NON-DRILL KIT**



Picture A

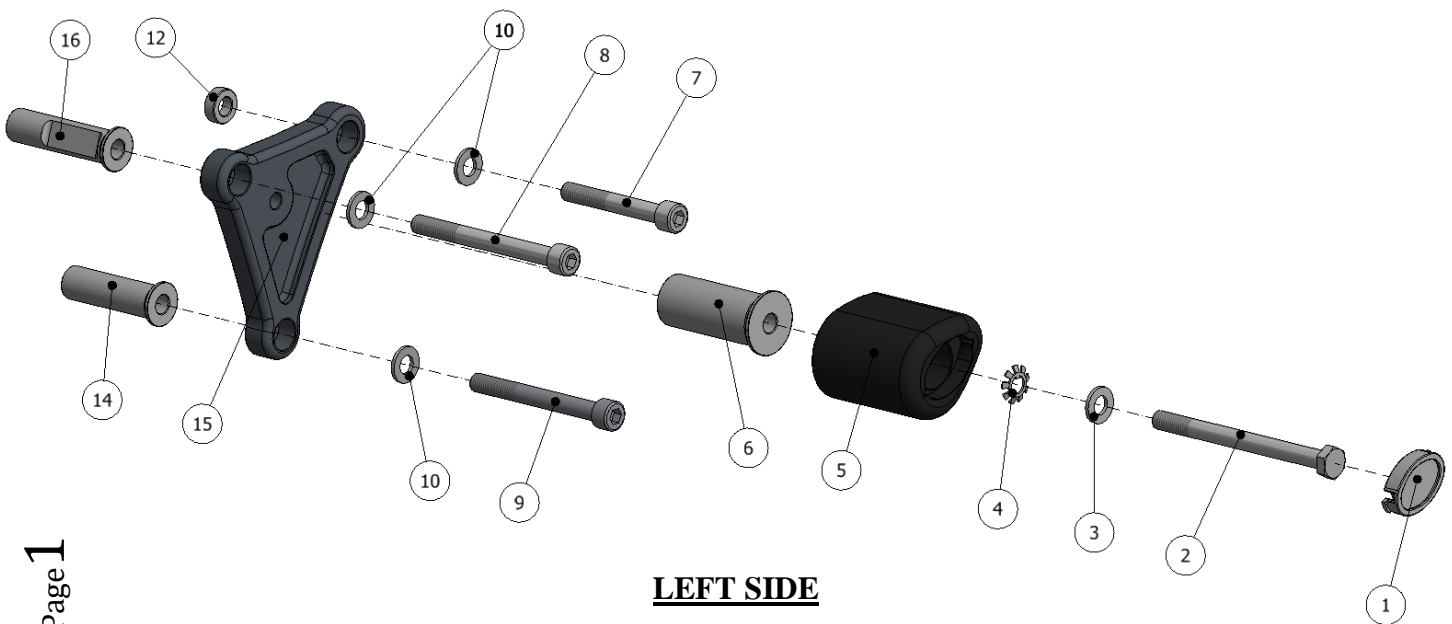


Picture B

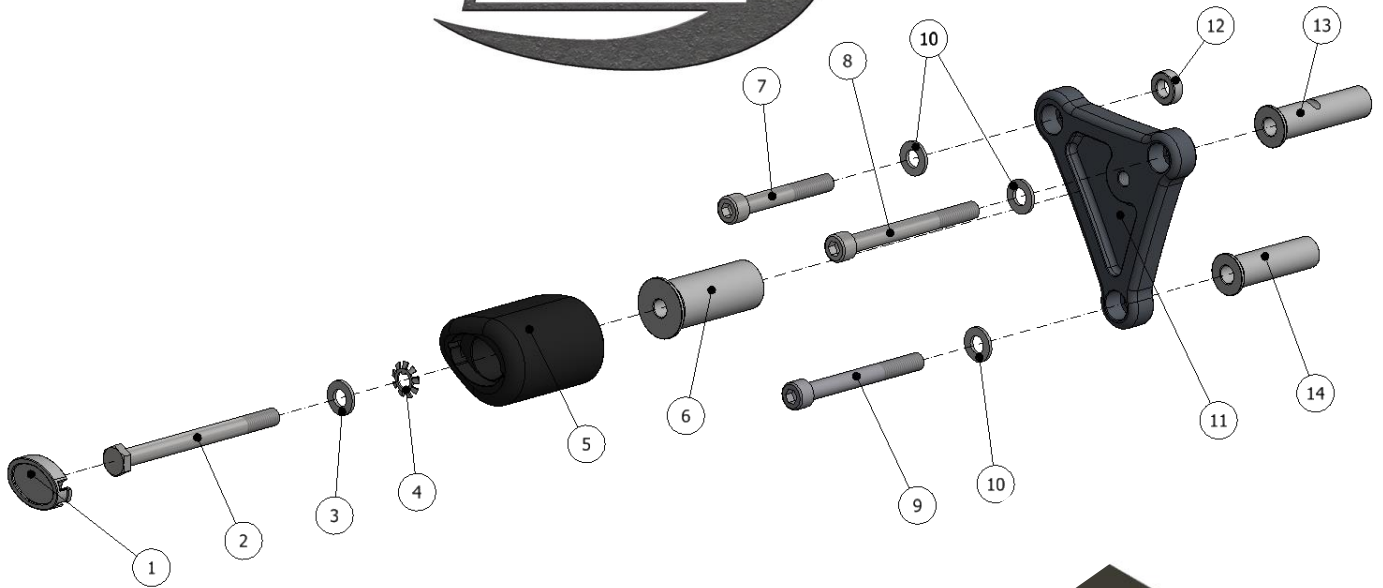
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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).



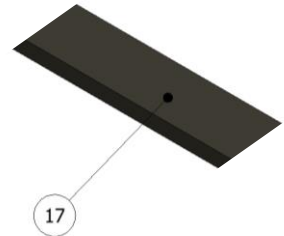
**LEFT SIDE**



### **RIGHT SIDE**

#### **LEGEND**

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).  
 ITEM 2 = M10 x 1.25 x 120mm LONG HEX HEAD BOLT (x2).  
 ITEM 3 = M10 WASHERS (19mm OD) (x2).  
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).  
 ITEM 5 = CRASH PROTECTOR (B0554 with CS341) (x2).  
 ITEM 6 = SPACER (S0984 – 68mm LONG) (x2).  
 ITEM 7 = M10 x 1.5 x 70mm LONG CAP HEAD BOLT (x2).  
 ITEM 8 = M10 x 1.5 x 100mm LONG CAP HEAD BOLT (x2).  
 ITEM 9 = M10 x 1.5 x 90mm LONG CAP HEAD BOLT (x2).  
 ITEM 10 = M10 WASHERS (16mm OD) (x6).  
 ITEM 11 = MOUNTING BLOCK RIGHT (M0486) (x1).  
 ITEM 12 = SPACER (S0050 – 7mm LONG) (x2).  
 ITEM 13 = SPACER (S0983 – 71.50mm LONG with groove) (x1).  
 ITEM 14 = SPACER (S0982 – 64mm LONG) (x2).  
 ITEM 15 = MOUNTING BLOCK LEFT (M0485) (x1).  
 ITEM 16 = SPACER (S0981 – 71.50mm LONG with flat) (x1).  
 ITEM 17 = SELF-ADHESIVE FOAM (x1).



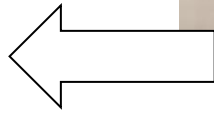
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

#### **TOOLS REQUIRED**

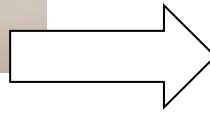
- Socket set to include 4mm AF socket and wrench.
- Socket set to include 8 & 19mm sockets and wrench.
  - T55 Torx socket.
  - 17mm spanner.
- Torque wrench (up to 40N/m).



TOWARDS REAR  
OF BIKE



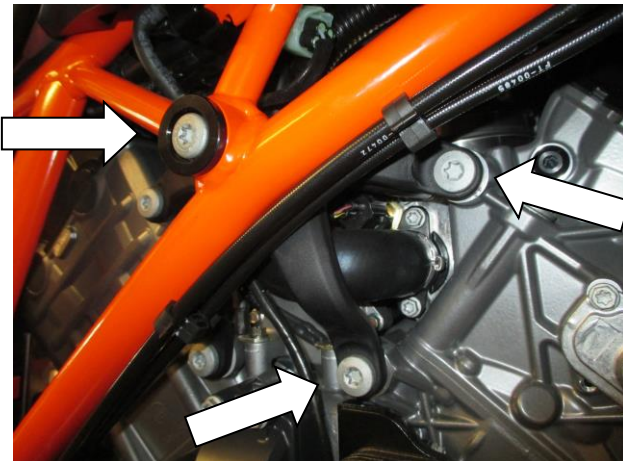
TOWARDS FRONT  
OF BIKE



PICTURE C

**GENERAL TORQUE SETTINGS**

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



Picture 1



Picture 2



Picture 3



Picture 4



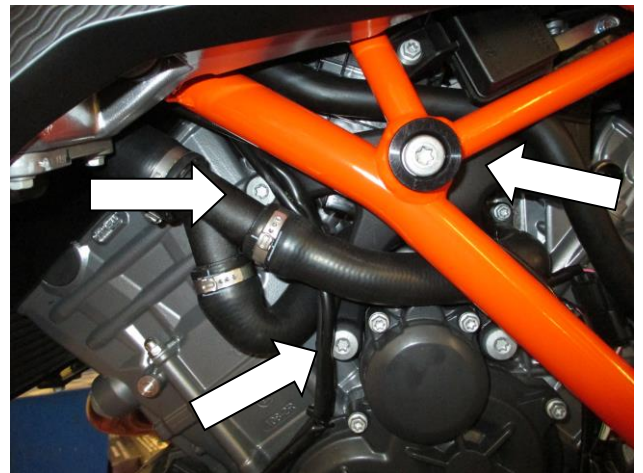
Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



## FITTING INSTRUCTIONS

### Right side (as you sit on the bike)

- Remove the three Torx bolts that are arrowed in picture 1.
- Unclip the hoses and remove the plastic hose clip that is positioned in front of the top mount by gently pulling off the stake, as shown in picture 2.
- Take the right side mounting block (item 11 – M0486) and assemble it with the bolts, washers and spacers that are shown in the exploded diagram on page 2. Ensure that the larger diameter ends of the spacers sit against the mounting block, as shown in picture 3.
- Offer this assembly up to the bike, locating the three bolts into the three engine/frame mounts, before loosely tightening, as shown in picture 4.
- Ensure the hoses that were previously unclipped sit between the frame and spacer and that the groove on the spacer sits in a position that clears the now unused stake coming out from the frame that held the hose clip, as shown in picture 5.
- With the mounting block correctly fitted, the three engine bolts can be fully tightened to the recommended torque settings.
- To fit the right side crash protector, slide one 10mm washer (item 3) onto one M10 x 1.25 x 120mm long hex head bolt (item 2) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore.
- Fit one spacer (item 6 – S0984 – 68m long) onto the end of the bolt and then offer this assembly up to the mounting block and tighten the bolt into the threaded hole, as shown in pictures 6 & 7.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 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 40N/m of torque.

### Left side (as you sit on the bike)

- The left side is fitted with a similar procedure to the right side
- Remove the three Torx bolts that are arrowed in picture 8.
- Take the left side mounting block (item 15 – M0485) and assemble it with the bolts, washers and spacers that are shown in the exploded diagram on page 1. Ensure that the larger diameter ends of the spacers sit against the mounting block.
- On the spacer that fits the top mount, there is a flat machined profile that gives clearance to the section of water hose that is solid plastic. Apply the short length of self-adhesive foam to the flat section of the spacer to help prevent any rubbing on the hose.
- Offer this assembly up to the bike, locating the three bolts into the three engine/frame mounts, before loosely tightening, as shown in picture 9.
- With the mounting block correctly fitted, the three engine bolts can be fully tightened to the recommended torque settings.
- To fit the left side crash protector, slide the remaining 10mm washer (item 3) onto the M10 x 1.25 x 120mm long hex head bolt (item 2) so the washer sits against head of bolt.
- Slide the serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 5) so the head of the bolt and washers go into the counter-bore.
- Fit the remaining spacer (item 6 – S0984 – 68m long) onto the end of the bolt and then offer this assembly up to the mounting block and tighten the bolt into the threaded hole, as shown in pictures 9 & 10.



- Tighten the crash protector bolt until you feel some compression from inside the protector using a 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 40N/m 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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**NOTICE DE MONTAGE CP0501OR**  
**PROTECTIONS CRASH LATERALES**  
**KTM SUPERDUKE GT '16- KIT SANS PERCAGE**



Photo A

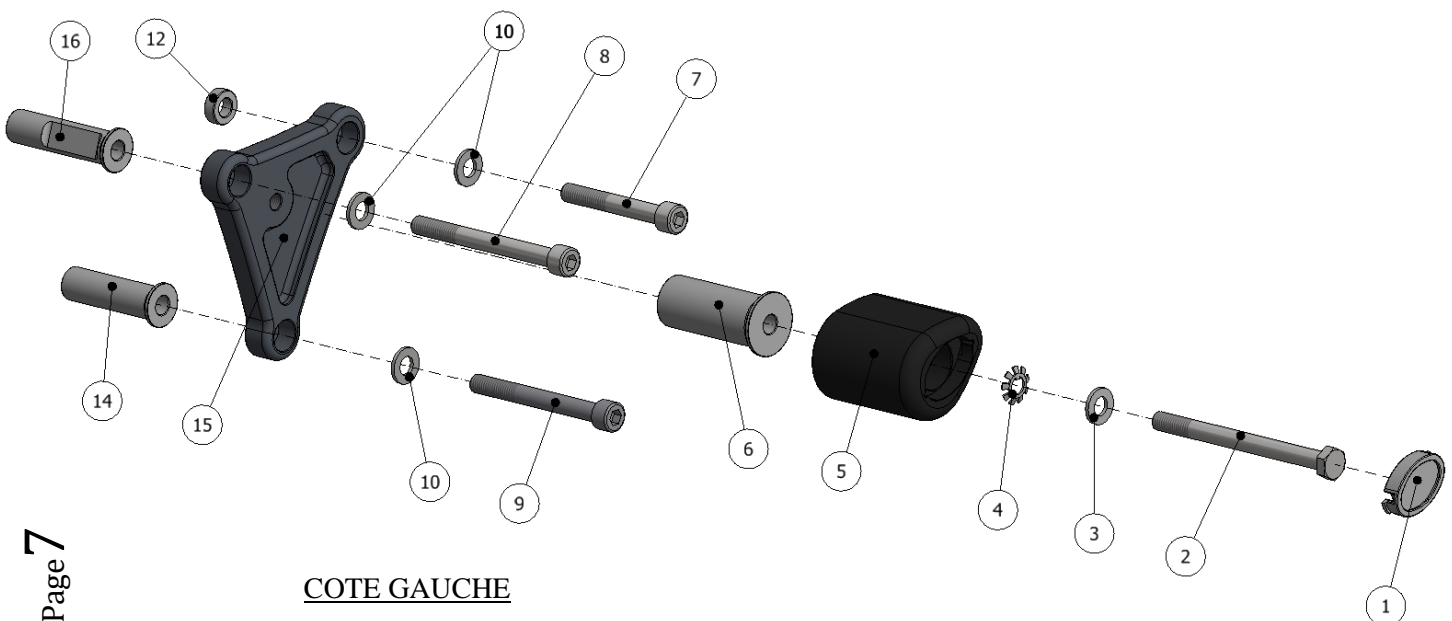


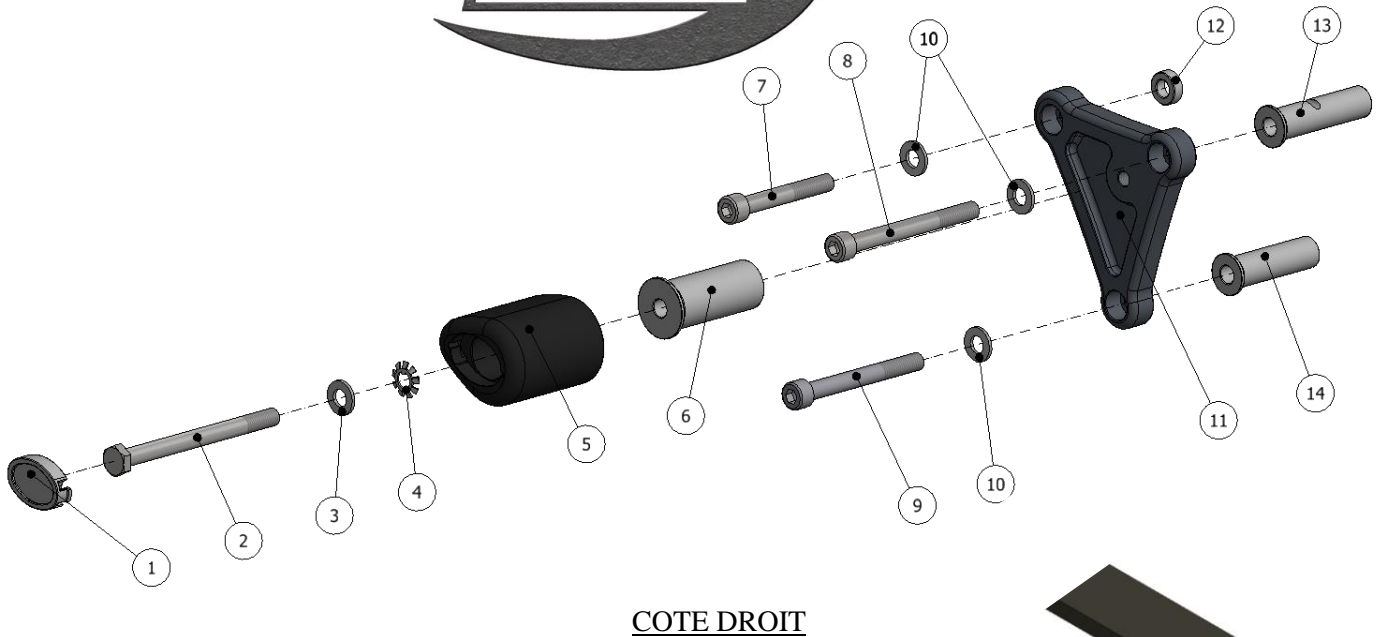
Photo B

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE  
 PROCEDER AU MONTAGE.

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

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE  
 DES INSTRUCTIONS UNIQUEMENT).





### COTE DROIT

### LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).  
 ARTICLE 2 = M10 x 1.25 x 120mm BOULON (x2).  
 ARTICLE 3 = M10 RONDELLES (19mm OD) (x2).  
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).  
 ARTICLE 5 = PROTECTION CRASH (B0554 avec CS341) (x2).  
 ARTICLE 6 = ENTRETOISE (S0984 – 68mm LONG) (x2).  
 ARTICLE 7 = M10 x 1.5 x 70mm BOULON(x2).  
 ARTICLE 8 = M10 x 1.5 x 100mm BOULON(x2).  
 ARTICLE 9 = M10 x 1.5 x 90mm BOULON(x2).  
 ARTICLE 10 = M10 RONDELLES (16mm OD) (x6).  
 ARTICLE 11 = BLOC DE MONTAGE COTE DROIT (M0486) (x1).  
 ARTICLE 12 = ENTRETOISE (S0050 – 7mm DE LONG) (x2).  
 ARTICLE 13 = ENTRETOISE (S0983 – 71.50mm DE LONG with groove) (x1).  
 ARTICLE 14 = ENTRETOISE (S0982 – 64mm DE LONG) (x2).  
 ARTICLE 15 = BLOC DE MONTAGE COTE GAUCHE (M0485) (x1).  
 ARTICLE 16 = ENTRETOISE (S0981 – 71.50mm) (x1).  
 ARTICLE 17 = MOUSSE AUTOCOLLANTE (x1).

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

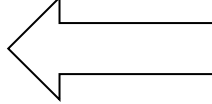
### TOOLS REQUIRED

- Clé à douille 4mm.
- Douilles de 8 & 19mm.
  - Clé Torx T55.
  - Clé à molette 17mm.
- Clé dynamométrique (à 40N/m).





ARRIERE MOTO



AVANT MOTO

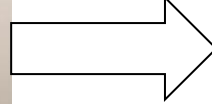


PHOTO C

**COUPLES DE SERRAGE**

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

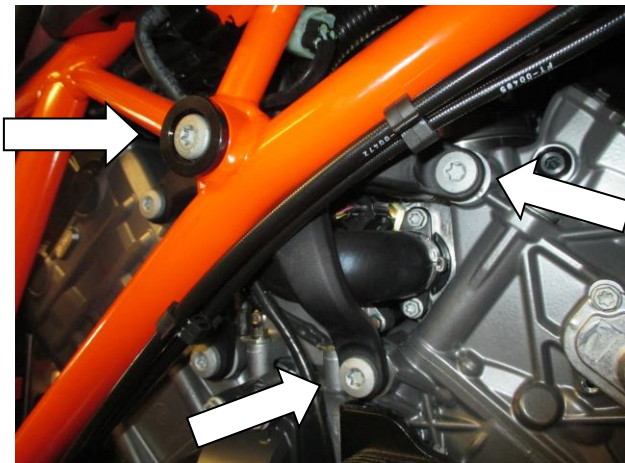


Photo 1



Photo 2





Photo 3



Photo 4



Photo 5



Photo 6

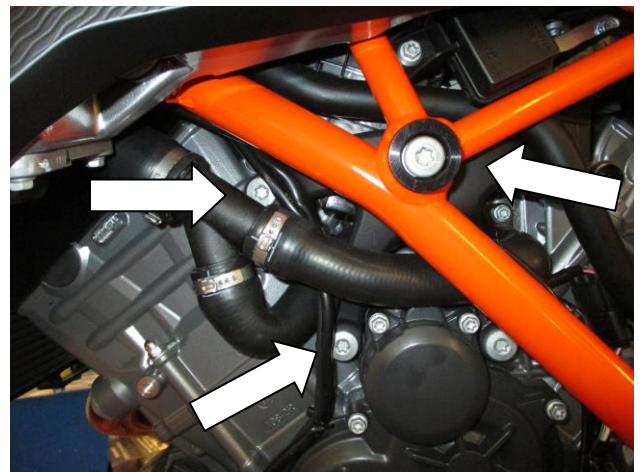


Photo 7

Photo 8



Photo 9



Photo 10

### NOTICE DE MONTAGE

#### Coté droit (assis sur la moto)

- Enlever les 3 boulons Torx indiqués sur la photo 1.
- Déclipser les conduits et enlever le clip de conduit positionné à l'avant du support supérieur en tirant doucement, voir photo 2.
- Prendre le bloc de montage du coté droit (article 11 – M0486) et assemblez le avec les boulons, rondelle et entretoises indiqués sur le schéma situé en page 2. Veiller à ce que l'extrémité au diamètre le plus large de l'entretoise se place contre le bloc de montage, voir photo 3.
- Monter l'ensemble sur la moto, en plaçant les 3 boulons dans les 3 supports cadre/moteur, avant de serrer légèrement, voir photo 4.
- Veiller à ce que les conduits précédemment déclipsés se placent entre le cadre et l'entretoise et que la rainure de l'entretoise se place dans une position qui efface la tranche non utilisée sortant du cadre, qui maintient le clip de conduit, voir photo 5.
- Une fois le bloc de montage correctement monté, les 3 boulons moteur peuvent être serrés complètement selon les couples de serrage recommandés.
- Pour monter la protection crash du coté droit, glisser une rondelle de 10mm (article 3) sur un boulon M10 x 1.25 x 120mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Ensuite, glisser le boulon muni de ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage.
- Insérer une entretoise (article 6 – S0984 – 68m de long) sur l'extrémité du boulon puis monter l'ensemble sur le bloc de montage avant de serrer le boulon dans le trou fileté, voir photos 6 & 7.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans 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'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

#### Coté gauche (assis sur la moto)

- Le coté gauche est monté de façon similaire au coté droit

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- Enlever les 3 boulons Torx indiqués sur la photo 8.
- Prendre le bloc de montage du coté gauche (article 15 – M0485) et assemblez le avec les boulons, rondelle et entretoises indiqués sur le schéma situé en page 1. Veiller à ce que les extrémités plus larges des entretoises se placent contre le bloc de montage.
- Sur l'entretoise placée sur le support supérieur, il y a un profilé plat qui donner de la visibilité sur la section de tuyau d'eau. Applique la petite longueur de mousse autocollante sur la section plate de l'entretoise pour empêcher tout frottement sur le tuyau.
- Monter l'ensemble sur la moto, en plaçant les 3 boulons dans les 3 supports cadre/moteur, avant de serrer légèrement, voir photo 9.
- Une fois le bloc de montage correctement monté, les 3 boulons moteur peuvent être serrés complètement selon les couples de serrage recommandés.
- 4.
- Veiller à ce que les conduits précédemment déclipés se placent entre le cadre et l'entretoise et que la rainure de l'entretoise se place dans une position qui efface la tranche non utilisée sortant du cadre, qui maintient le clip de conduit, voir photo 5.
- droit, glisser une rondelle de 10mm (article 3) sur un boulon M10 x 1.25 x 120mm (article 2) ulon.
- Glisser une rondelle de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Pour monter la protection crash du coté gauche, glisser la rondelle 10mm restante (article 3) sur le boulon M10 x 1.25 x 120mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la rondelle de blocage restante (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Ensuite, glisser le boulon muni de ses rondelles dans la protection crash restante (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage
- Insérer l'entretoise restante (article 6 – S0984 – 68m de long) sur l'extrémité du boulon puis monter l'ensemble sur le bloc de fixation avant de serrer le boulon dans le trou fileté, voir photos 9 & 10.
- Serrer le boulon de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans 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'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer le sticker R&G dans le creux des 2 capuchons de protection crash.
- Insérer les capuchons des protections dans les protections.

ISSUE 1 23/10/2020

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