

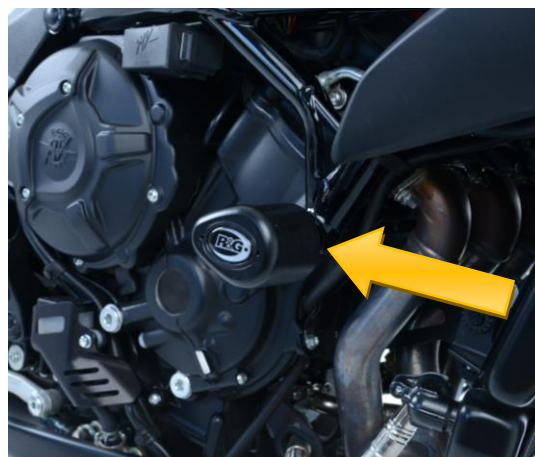


FITTING INSTRUCTIONS FOR CP0454BL/WH CRASH PROTECTORS
MV AGUSTA BRUTALE 800RR 2018-

Page | 1



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

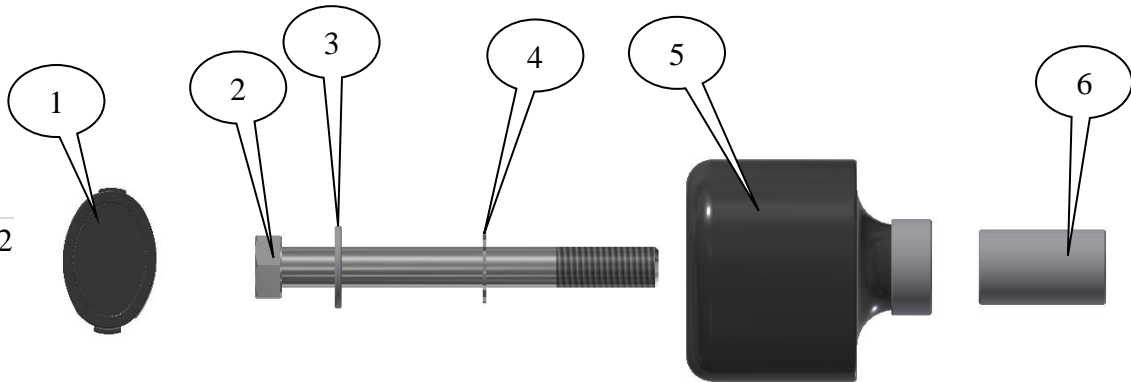
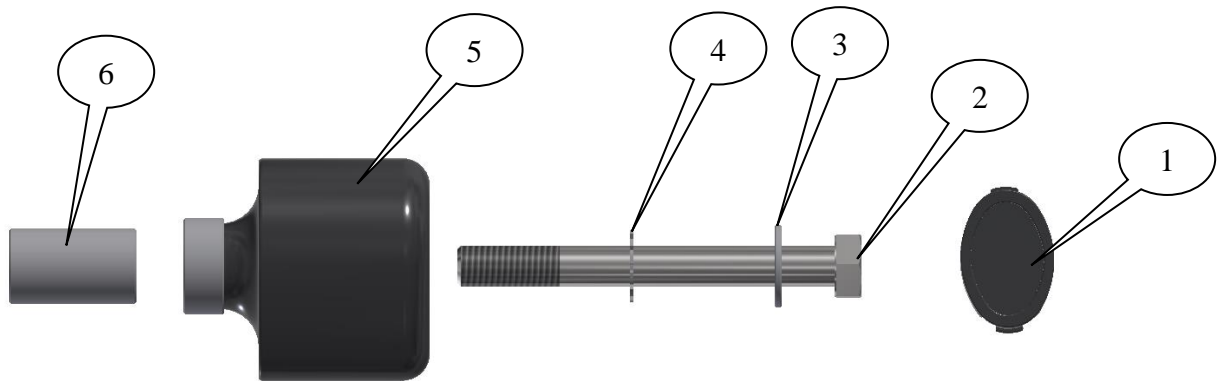
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

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

**LEFT HAND SIDE****RIGHT HAND SIDE****TOOLS REQUIRED**

- Socket set to include 14 and 19mm A-F sockets and wrench.
- Torque wrench (up to 40 Nm).

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = M12x1.25x110mm LONG HEX HEAD BOLTS (L&RHS) (x2).

ITEM 3 = M12 PLAIN WASHERS (x2).

ITEM 4 = LW0001 (SHAKE PROOF WASHERS) (x2).

ITEM 5 = CRASH PROTECTORS (B0431 with CS340 (12mm) (x2).

ITEM 6 = CRASH PROTECTOR SPACER L&R-HAND SIDES (S0515=37mm long) (x1).



FITTING INSTRUCTIONS

Left Side (as you sit on bike)

- Remove the engine bolt on the left side of the bike, as arrowed in picture A.
- Slide one of the 12mm plain washers (item 3) onto one of the M12x110mm long hexagon headed bolt (item 2) so the washer sits against head of bolt.
- Slide one of the serrated locking washers (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 head of bolt and washers goes into counter-bore in the crash protector.
- Slide one of the spacers (item 6=37mm long) over the exposed end of the bolt as shown in the left-hand side assembly picture above.
- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture A.
- Tighten the bolt until you feel some compression from inside the protector using 19mm 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. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted fit one of the bubble stickers into the recess of one of the crash protector caps (item 1).
- Fit the crash protector cap (item 1) into the crash protector as shown in picture A.

Right Side (as you sit on bike)

- Remove the engine bolt on the left side of the bike, as arrowed in picture B.
- Slide the remaining 12mm plain washers (item 3) onto the remaining M12x110mm long hexagon headed bolt (item 2) so the washer sits against head of bolt.
- Slide the remaining 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 head of bolt and washers goes into counter-bore in the crash protector.
- Slide the remaining spacer (item 6=37mm long) over the exposed end of the bolt as shown in the right-hand side assembly picture above.
- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture B.
- Tighten the bolt until you feel some compression from inside the protector using 19mm 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. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted fit one of the bubble stickers into the recess of one of the crash protector caps (item 1).
- Fit the crash protector cap (item 1) into the crash protector as shown in picture B.

Issue 1 30/05/2018 (NSY)

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Page | 4

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NOTICE DE MONTAGE CP0454BL/WH PROTECTIONS CRASH
MV AGUSTA BRUTALE 800RR 2018-

Page | 5



PHOTO A

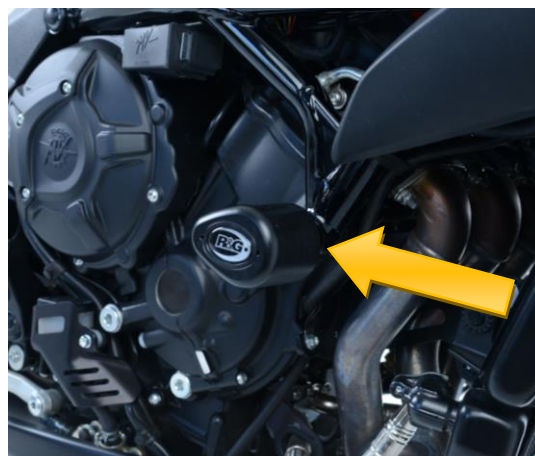


PHOTO B



PHOTO C

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto

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

LES PARTIES PRÉSENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

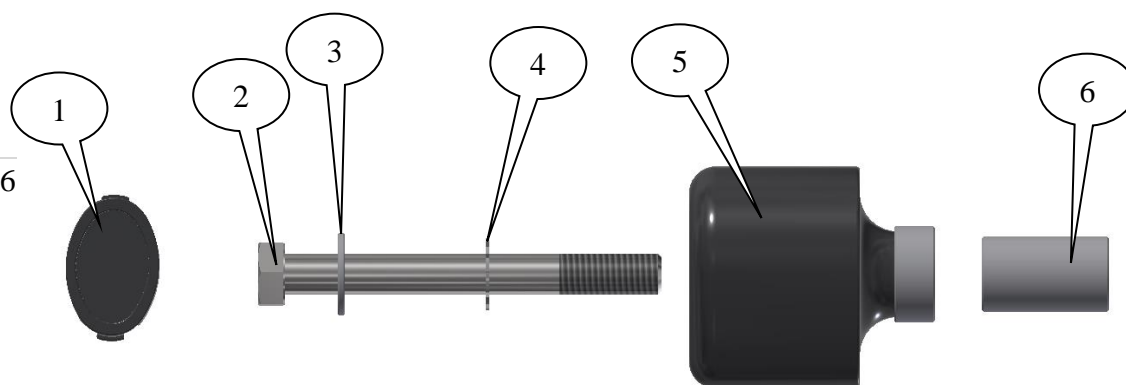
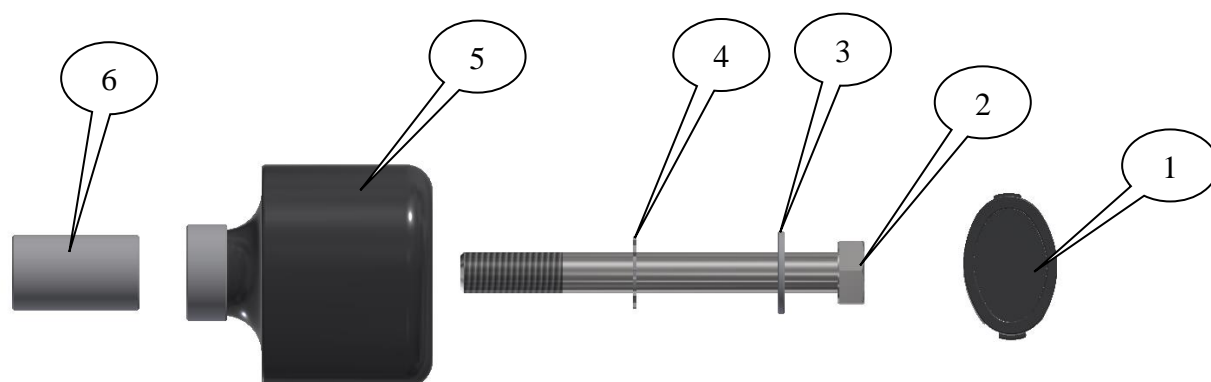
Notice disponible au téléchargement sur www.rg-racing.com

VALEURS DE SERRAGE RECOMMANDÉES

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



Page | 6

**CÔTÉ GAUCHE****CÔTÉ DROIT****OUTILS REQUIS**

- Clé à cliquet + douilles 14 et 19mm.
- Clé dynamométrique (à 40 Nm).

LÉGENDE

ARTICLE 1 = BC0002 BOUCHONS DE PROTECTION CRASH (x2).

ARTICLE 2 = M12x1.25x110mm BOULONS (L&RHS) (x2).

ARTICLE 3 = M12 RONDELLES (x2).

ARTICLE 4 = LW0001 (RONDELLES ANTI VIBRATION) (x2).

ARTICLE 5 = PROTECTIONS CRASH (B0431 avec CS340 (12mm) (x2).

ARTICLE 6 = ENTRETOISE DE PROTECTION CRASH GAUCHE ET DROITE (S0515=37mm de long) (x1).



NOTICE DE MONTAGE

Côté gauche (Lorsqu'on est assis sur la moto)

- Enlever le boulon moteur du côté gauche de la moto, voir photo A.
- Glisser une des rondelles 12mm (article 3) sur le boulon M12x110mm boulon (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.
- Glisser ensuite le boulon et ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se place dans le contre alésage de la protection crash.
- Glisser une entretoise (article 6=37mm de long) sur l'extrémité du boulon, voir la photo de l'ensemble ci-dessus du côté gauche.
- Monter l'ensemble de la protection crash sur le support cadre puis commencer à serrer le boulon, voir photo A.
- Serrer le boulon de la bobine du côté droit jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection, en utilisant une clé à cliquet de 19mm. **LA PROTECTION DOIT ETRE POSITIONNEE AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, insérez le sticker dans le creux du bouchon de la protection (article 1).
- Insérer le bouchon de protection crash (article 1) dans la protection crash, voir photo A.

Côté droit (Lorsqu'on est assis sur la moto)

- Enlever le boulon moteur du côté droit de la moto, voir photo B.
- Glisser la rondelle 12mm restante (article 3) sur le boulon M12x110mm boulon (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.
- Glisser ensuite le boulon et ses rondelles dans la protection crash restante (article 5) de façon à ce que la tête du boulon et les rondelles se place dans le contre alésage de la protection crash.
- Glisser l'entretoise restante (article 6=37mm de long) sur l'extrémité du boulon, voir la photo de l'ensemble ci-dessus du côté droit.
- Monter l'ensemble de la protection crash sur le support cadre puis commencer à serrer le boulon, voir photo B.
- Serrer le boulon de la bobine du côté droit jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection, en utilisant une clé à cliquet de 19mm. **LA PROTECTION DOIT ETRE POSITIONNEE AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, insérez le sticker dans le creux du bouchon de la protection (article 1).
- Insérer le bouchon de protection crash (article 1) dans la protection crash, voir photo B.



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Page | 8

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MONTAGEANLEITUNG FÜR CP0454BL/WH STURZPADS
MV AGUSTA BRUTALE 800RR 2018-

Page | 9



ABBILDUNG A



ABBILDUNG B



MOTORRAD HINTEN

MOTORRAD VORNE

ABBILDUNG C

ALLE TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.

Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastik-Unterlegscheiben werden nicht für den Einbau benötigt!*

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: www.rg-racing.com

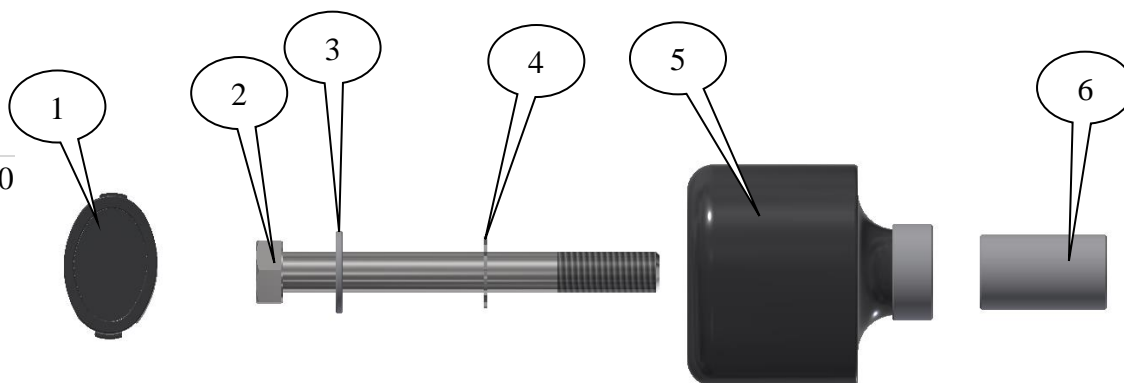
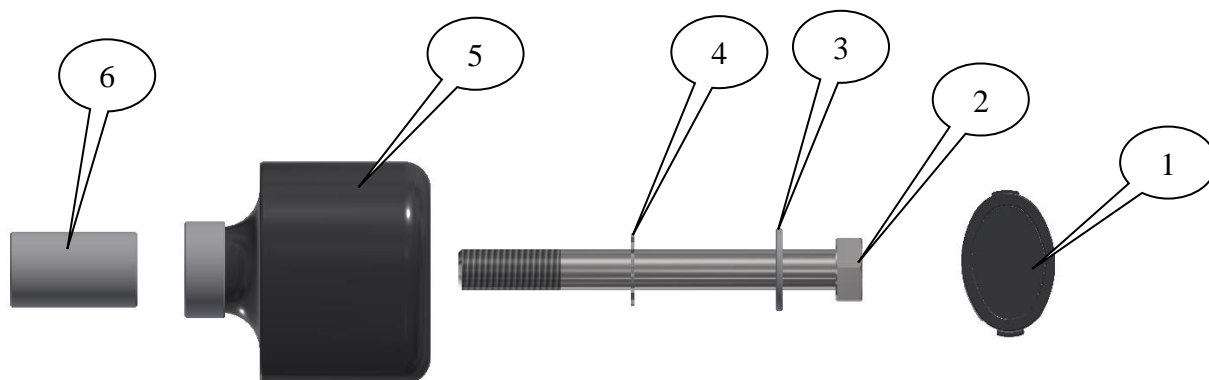
ANZUGSDREHMOMENTE:

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

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**LINKE SEITE****RECHTE SEITE****SIE BENÖTIGEN FOLGENDES WERKZEUG:**

- Steckschlüsselsatz mit einem 14mm Steckschüssel & einem 19mm Steckschlüssel
 - Drehmomentschlüssel (bis 40Nm)

LIEFERUMFANG

ARTIKEL 1 = BC0002 SCHUTZKAPPEN (x2)

ARTIKEL 2 = M12x1,25x110mm INBUSSCHRAUBE (L&RHS) (x2)

ARTIKEL 3 = M12 UNTERLEGSCHIEBE (x2)

ARTIKEL 4 = LW0001 (ZAHNSCHIEBE) (x2)

ARTIKEL 5 = STURZPAD RECHTS UND LINKS (B0431 mit CS340 (12mm)) (x2)

ARTIKEL 6 = DISTANZHALTER FÜR STURZPADS L&R-SEITE (S0515=37mm Länge) (x1)



MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die Motorachraube an der linken Seite des Motorrads – siehe Abbildung A.
- Nehmen Sie eine 12 mm Unterlegscheibe (Artikel 3) und eine M12x110mm Sechskantschraube (Artikel 2) - schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch.
- Eine Zahnscheibe (Artikel 4) nehmen und diese zur Unterlegscheibe hochschieben, wie in der Abbildung dargestellt.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Gegenbohrung passen.
- Einen Distanzhalter (Artikel 6 = 37 mm Länge) am hervorstehenden Ende der Schraube anbringen, wie oben in der Abbildung für die linke Seite abgebildet.
- Die Sturzpad-Einheit an die Rahmenhalterung ansetzen und fangen Sie an, die Schraube wie in Abbildung A zu befestigen.
- Ziehen Sie die Schraube mit einem 19 mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrads führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen, wie in Abbildung A abgebildet.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die Motorachraube an der rechten Seite des Motorrads – siehe Abbildung B.
- Nehmen Sie die übrige 12 mm Unterlegscheibe (Artikel 3) und M12x110mm Sechskantschraube (Artikel 2) - schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch.
- Die übrige Zahnscheibe (Artikel 4) nehmen und diese zur Unterlegscheibe hochschieben, wie in der Abbildung dargestellt.
- Die Schraube mit den Unterlegscheiben in das übrige Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Gegenbohrung passen.
- Einen Distanzhalter (Artikel 6 = 37 mm Länge) am hervorstehenden Ende der Schraube anbringen, wie oben in der Abbildung für die rechte Seite abgebildet.
- Die Sturzpad-Einheit an die Rahmenhalterung ansetzen und fangen Sie an, die Schraube wie in Abbildung B zu befestigen.
- Ziehen Sie die Schraube mit einem 19 mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. **Nicht überdrehen – dies kann zu einer Beschädigung des Motorrads führen. 40 Nm Anzugsmoment nicht überschreiten!**
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen, wie in Abbildung B abgebildet.



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