



**FITTING INSTRUCTIONS FOR CP0464 CRASH PROTECTORS  
FOR BENELLI TNT 125 2017-**



**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](http://www.rg-racing.com)**

**GENERAL TORQUE SETTINGS**

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

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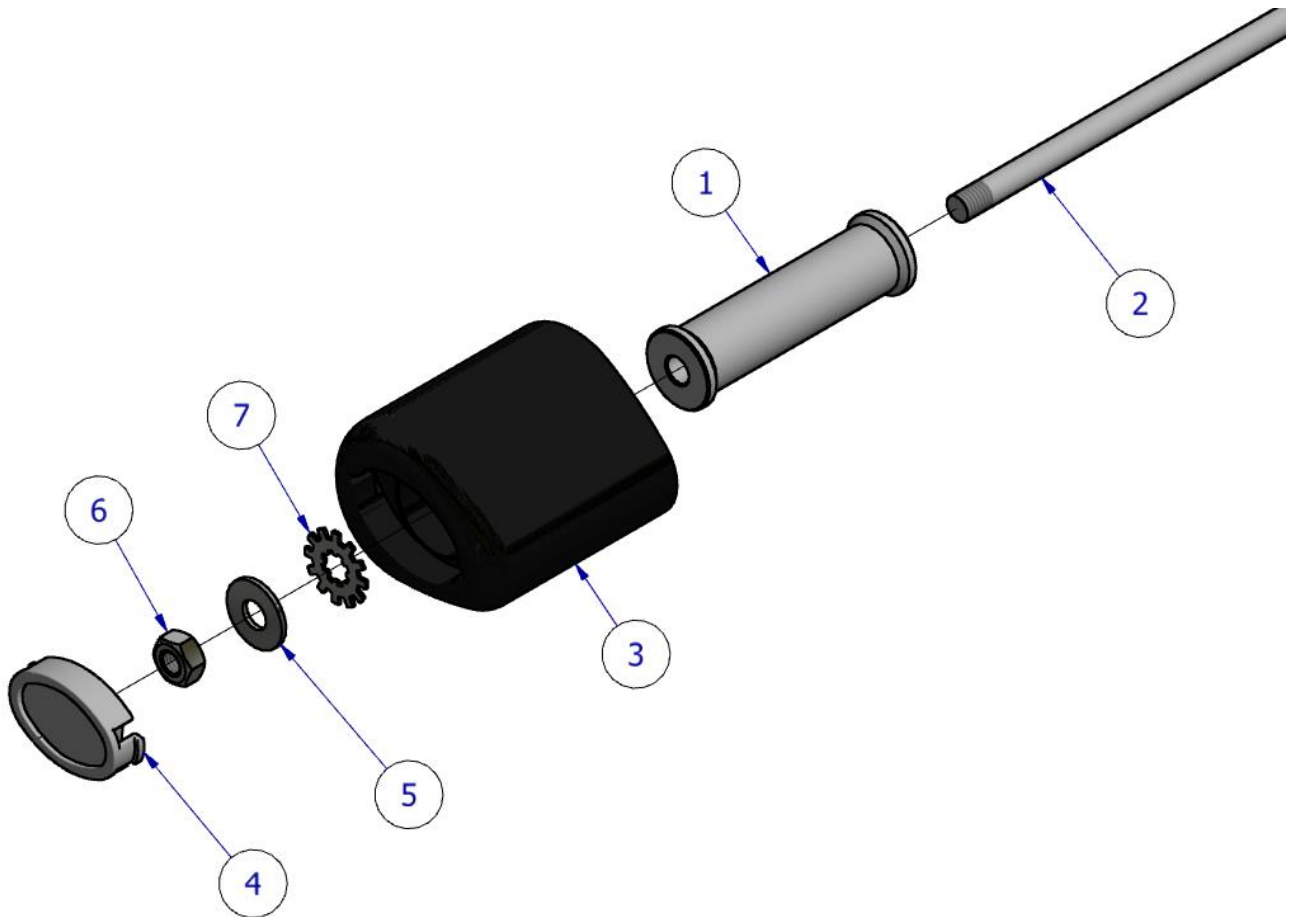


**TOOLS REQUIRED**

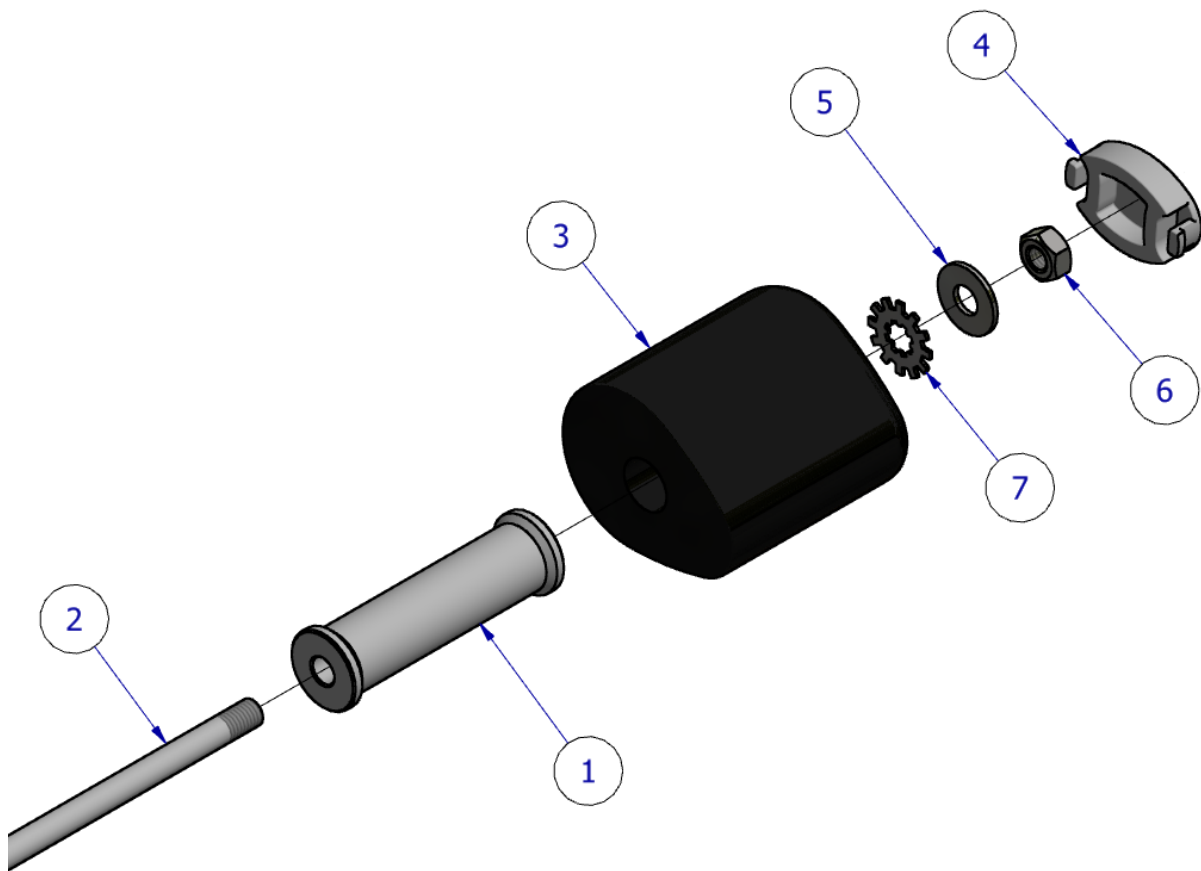
- SOCKET SET TO INCLUDE 2 x 12mm AND 2 x 13MM SOCKETS

**This Kit Contains:**

- ITEM 1 = S1181 SPACER (2)
- ITEM 2 = SB027 SPINDLE BAR - 311mm
- ITEM 3 = B0061 M8 CRASH PROTECTOR (2)
- ITEM 4 = BC0002 BOBBIN CAPS (2)
- ITEM 5 = M8 x 25mm OD WASHER (2)
- ITEM 6 = M8 NYLOC NUT (2)
- ITEM 7 = LW0001 (2)



**LHS ASSEMBLY**



**RHS ASSEMBLY**



**FRONT OF BIKE**

**REAR OF BIKE**

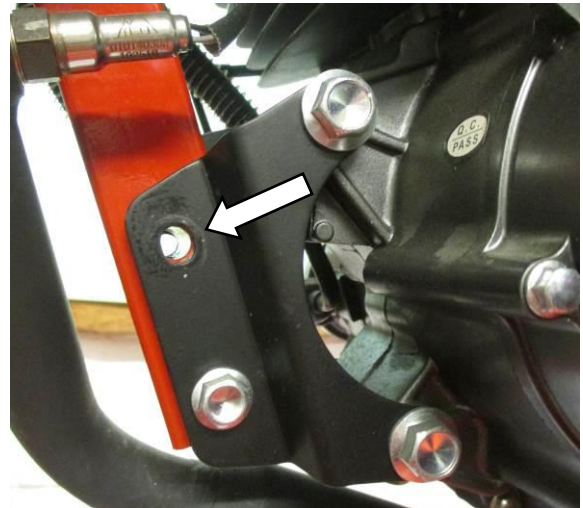
**AERO STYLE CRASH-PROTECTOR ORIENTATION**



**FITTING INSTRUCTIONS**



Picture 1



Picture 2

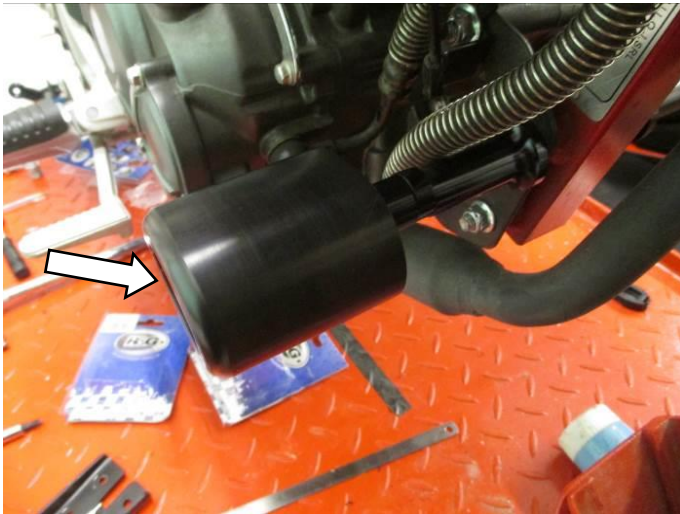


Picture 3



Picture 4





Picture 5



Picture 6



Picture 7



Picture 8

### **Removing the fairings**

- Begin by using two 12mm sockets to remove the upper forward engine bolt from the frame of the motorcycle as shown in pictures 1 & 2.
- Fix one M8 Nyloc nut (item 6) to the spindle bar (item 2) so that 2-4 threads are protruding past the plastic of the nut. It is advised to use a small amount of Loctite or superglue to secure this in place, as this will aid in assembly later.
- Assemble the left-hand side of the crash protector assembly as detailed on the diagram on page 2 by sliding one M8 X 25mm washer (item 5) over the end of the spindle bar followed by the locking washer (item 7), crash protector (item 3) and one spacer (item 1).
- From the left-hand side of the bike, slide this assembly through the engine mount and frame, you may need to carefully tap the bar through the bike using a soft mallet as shown in picture 3, ensure the engine mount plate and frame are aligned when passing the bar through the frame and engine brackets.
- You should now have roughly the same length of bar protruding from the RHS of the frame as shown in picture 4.

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- Place the remaining spacer (item 1), crash protector (item 3), locking washer (item 7) and M8 washer (item 5) over the protruding end of the spindle bar (item 2) as seen in the RHS assembly diagram on page 3 and picture 5.
- With all items in place, use the remaining M8 Nyloc nut to secure the RHS components to the spindle bar. Tighten this using two 13mm sockets and suitable ratchets as shown in picture 6 until you feel resistance. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS SHOWN IN CRASH PROTECTOR ORIENTATION IMAGE ON PAGE 3, WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter to half turn. *Do not over tighten as damage can occur to the bike.*
- The threads protruding from each of the Nyloc nuts should be roughly equal in length, ensure that each nut is engaged by two or more threads as shown in picture 7.
- If not already fitted, fit bubble stickers into the recess of both crash protector caps (item 4).
- Now insert both crash protector caps in the correct orientation and shown in picture 8 by pressing it firmly into the end of the crash protector until the locating tabs secure the cap.
- Check both sides are secure and the crash protectors cannot rotate freely before riding.
- Check tightness of each side regularly.

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**NOTICE DE MONTAGE POUR CP0464 PROTECTIONS CRASH  
POUR BENELLI TNT 125 2017-**



**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 PRESENTÉES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).**

**Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)**

**VALEURS DE SERRAGE MAXIMALES**

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

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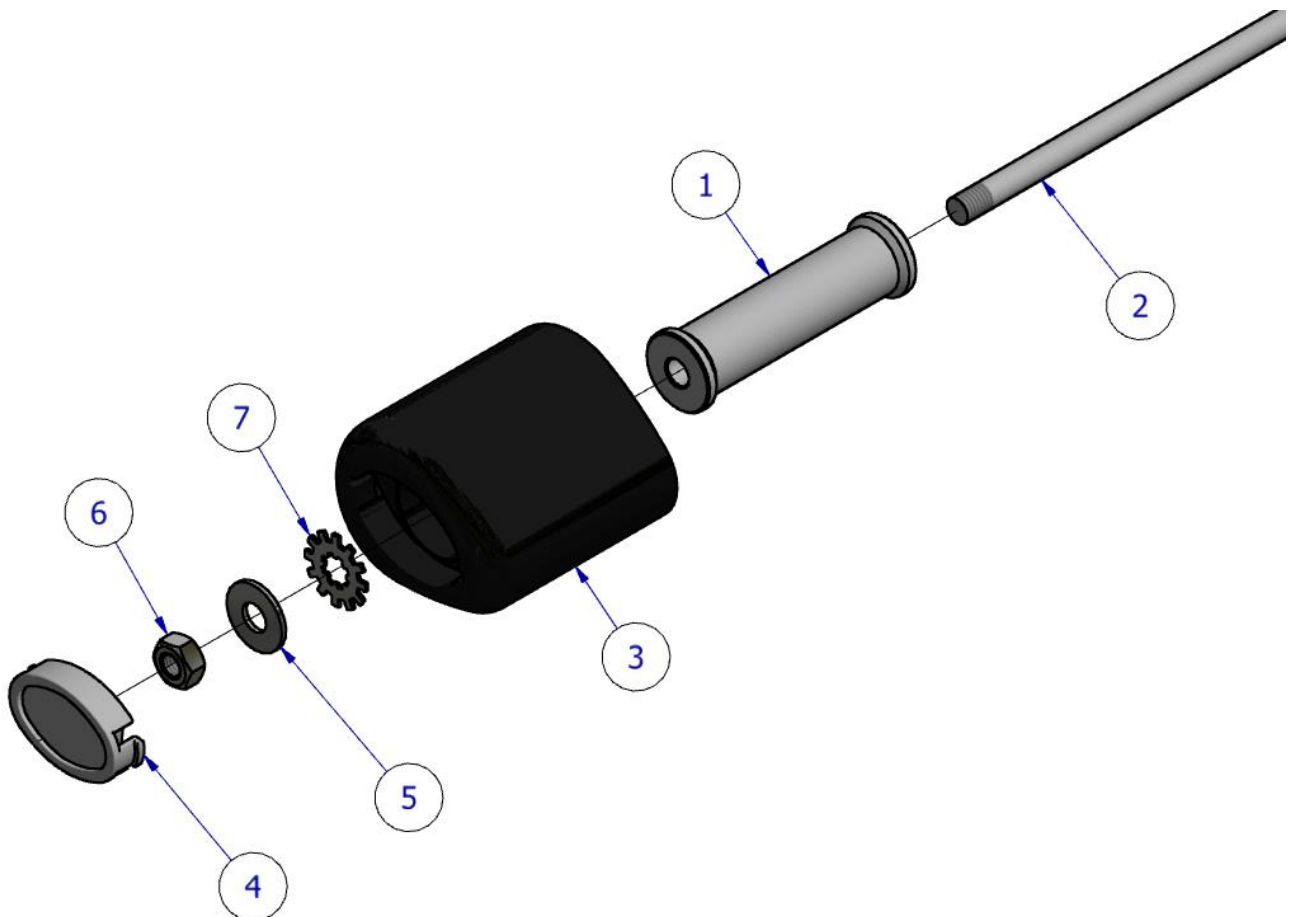
M8 BOULON = 20Nm  
M10 BOULON = 40Nm

**OUTILS REQUIS**

- CLÉ À CLIQUET + DOUILLES 2 x 12mm ET 2 x 13MM

**Le kit contient :**

- ARTICLE 1 = S1181 ENTRETOISE (2)
- ARTICLE 2 = SB027 AXE DE MOYEU - 311mm
- ARTICLE 3 = B0061 M8 PROTECTION CRASH (2)
- ARTICLE 4 = BC0002 BOUCHONS DE BOBINE (2)
- ARTICLE 5 = M8 x 25mm RONDELLE (2)
- ARTICLE 6 = M8 ÉCROU (2)
- ARTICLE 7 = LW0001 (2)



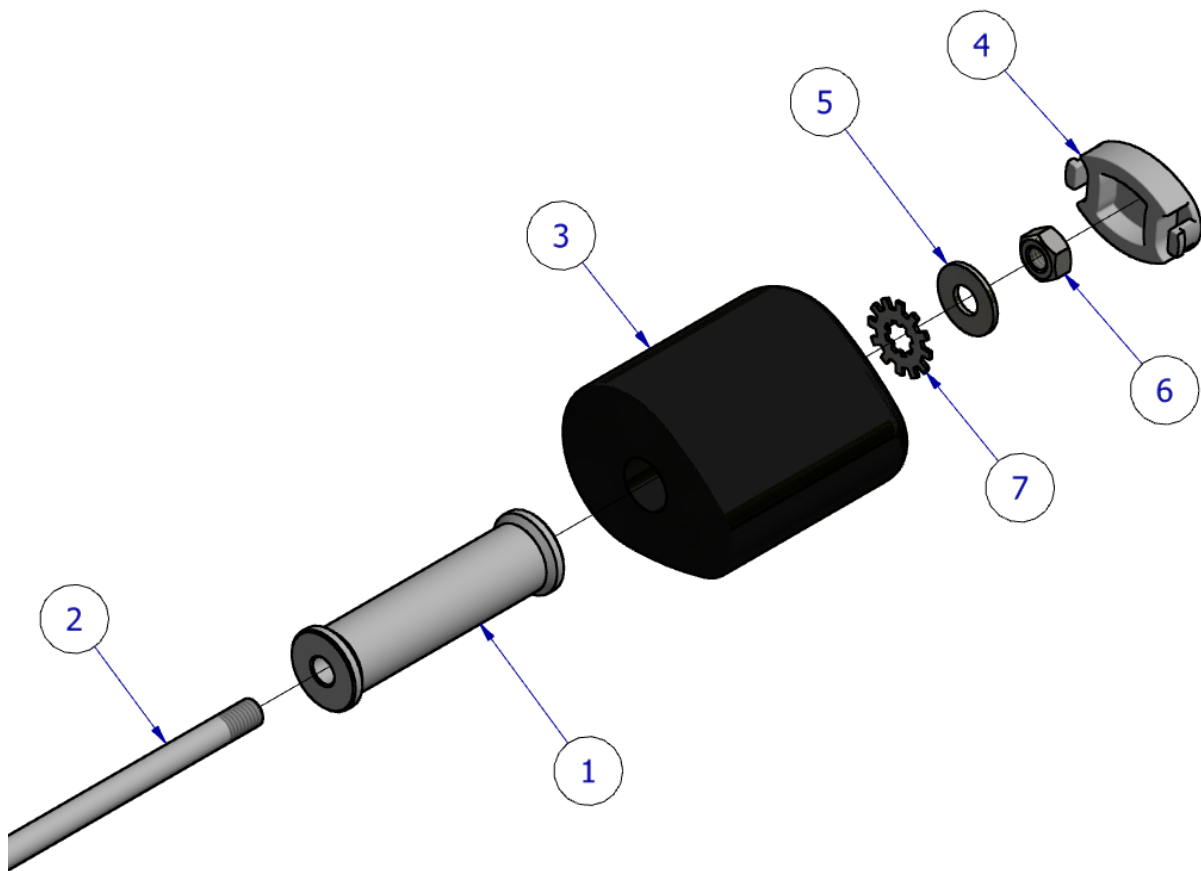
**ASSEMBLAGE GAUCHE**

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**ASSEMBLAGE DROIT**



**AVANT MOTO**

**ARRIÈRE MOTO**

**PROTECTION CRASH LATÉRALE**



## **NOTICE DE MONTAGE**

### **ENLEVER LES CARÉNAGES**

- Commencez par utiliser deux douilles de 12 mm pour retirer le boulon de moteur supérieur avant du cadre de la moto, comme indiqué sur les photos 1 et 2.
- Fixez un écrou Nyloc M8 (article 6) sur l'axe de moyeu (article 2) de sorte que 2 à 4 filets dépassent du plastique de l'écrou. Il est conseillé d'utiliser une petite quantité de Loctite ou de superglue pour le fixer en place, car cela facilitera l'assemblage ultérieurement.
- Assemblez la protection côté gauche comme indiqué sur le schéma de la page 2 en faisant glisser une rondelle M8 X 25mm (article 5) sur l'extrémité de l'axe, suivie de la rondelle de blocage (article 7), de la protection crash (article 3) et une entretoise (article 1).
- Depuis le côté gauche de la moto, glissez cet assemblage à travers le support moteur et le cadre. Vous devrez peut-être tapoter sur la barre au travers de la moto à l'aide d'un maillet souple, comme indiqué sur la photo 3. Assurez-vous que la plaque de support moteur et le cadre soient correctement alignés lors du passage de l'axe à travers le cadre et les supports du moteur.
- Vous devriez maintenant avoir à peu près la même longueur dépassant de chaque côté du cadre, comme indiqué sur la photo 4
- Placez l'entretoise restante (article 1), la protection crash (article 3), la rondelle de blocage (article 7) et la rondelle M8 (article 5) sur l'extrémité dépassant de l'axe de moyeu (article 2), comme indiqué sur le schéma de montage côté droit du manuel, voir page 3 et photo 5.
- Une fois tous les articles en place, utilisez le dernier écrou M8 pour fixer les composants du côté droit à l'axe. Serrez-le en utilisant deux douilles de 13 mm et des cliquets appropriés, comme indiqué sur la photo 6, jusqu'à ce que vous sentiez une résistance. **VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME INDIQUÉ À L'IMAGE D'ORIENTATION DE PROTECTION CRASH EN PAGE 3, AVEC LA PLUS GRANDE EXTRÉMITÉ VERS L'AVANT DE LA MOTO.** Tournez un peu plus pour que la compression augmente légèrement. Ensuite, appliquez un quart de tour. *Ne serrez pas trop car cela pourrait endommager la moto.*
- Les filets dépassant de chacun des écrous doivent avoir une longueur approximativement égale. Assurez-vous que chaque écrou soit engagé par deux filets ou plus, comme indiqué sur la photo 7.
- Si cela n'est pas déjà fait, placez les stickers autocollant dans les encoches des deux capuchons de protection (article 4).
- À présent, insérez les deux capuchons de protection crash dans le bon sens, comme indiqué sur la photo 8, en appuyant fermement contre l'extrémité de la protection jusqu'à ce que les languettes de positionnement maintiennent le capuchon.
- Vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas pivoter librement avant de prendre la route.
- Vérifiez le serrage chaque côté régulièrement

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ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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**MONTAGEANLEITUNG FÜR CP0464 STURZPADS  
FÜR BENELLI TNT 125 2017-**



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

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

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**DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG**

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: [www.rg-racing.com](http://www.rg-racing.com)**

**ALLGEMEINE ANZUGSDREHMOMENTE**

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

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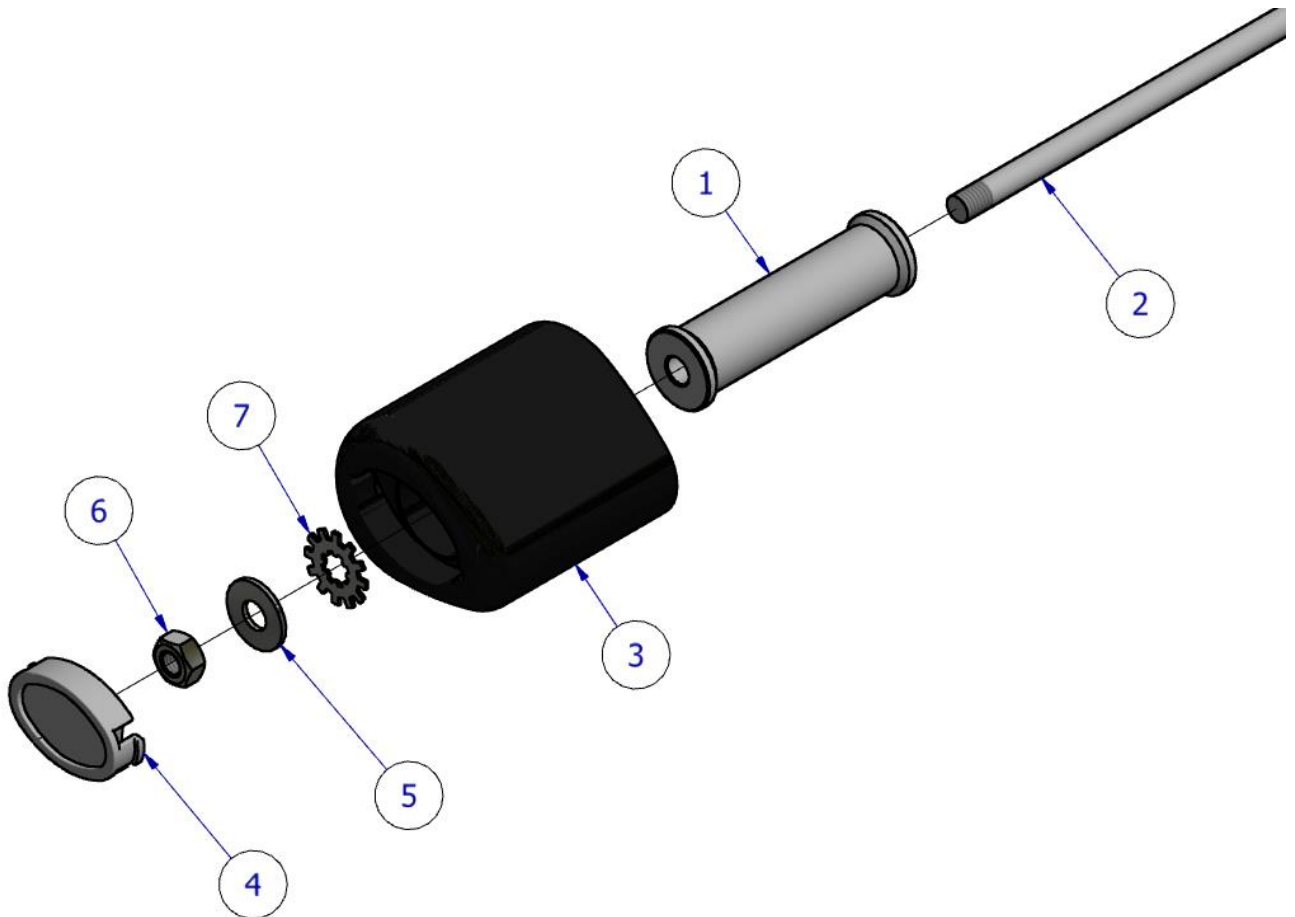


### **SIE BENÖTIGEN FOLGENDES WERKZEUG**

- SATZ STECKSCHLÜSSEL MIT 2 x 12mm UND 2 x 13MM STECKSCHLÜSSEL

### **Inhalt des Kits:**

- ARTIKEL 1 = S1181 DISTANZHALTER (2)  
 ARTIKEL 2 = SB027 VERBINDUNGSSTANGE - 311mm  
 ARTIKEL 3 = B0061 M8 STURZPADS (2)  
 ARTIKEL 4 = BC0002 KAPPEN FÜR DIE STURZPADS (2)  
 ARTIKEL 5 = M8 x 25mm OD UNTERLEGSSCHEIBE (2)  
 ARTIKEL 6 = M8 SELBSTSICHERNDE MUTTER (2)  
 ARTIKEL 7 = LW0001 (2)

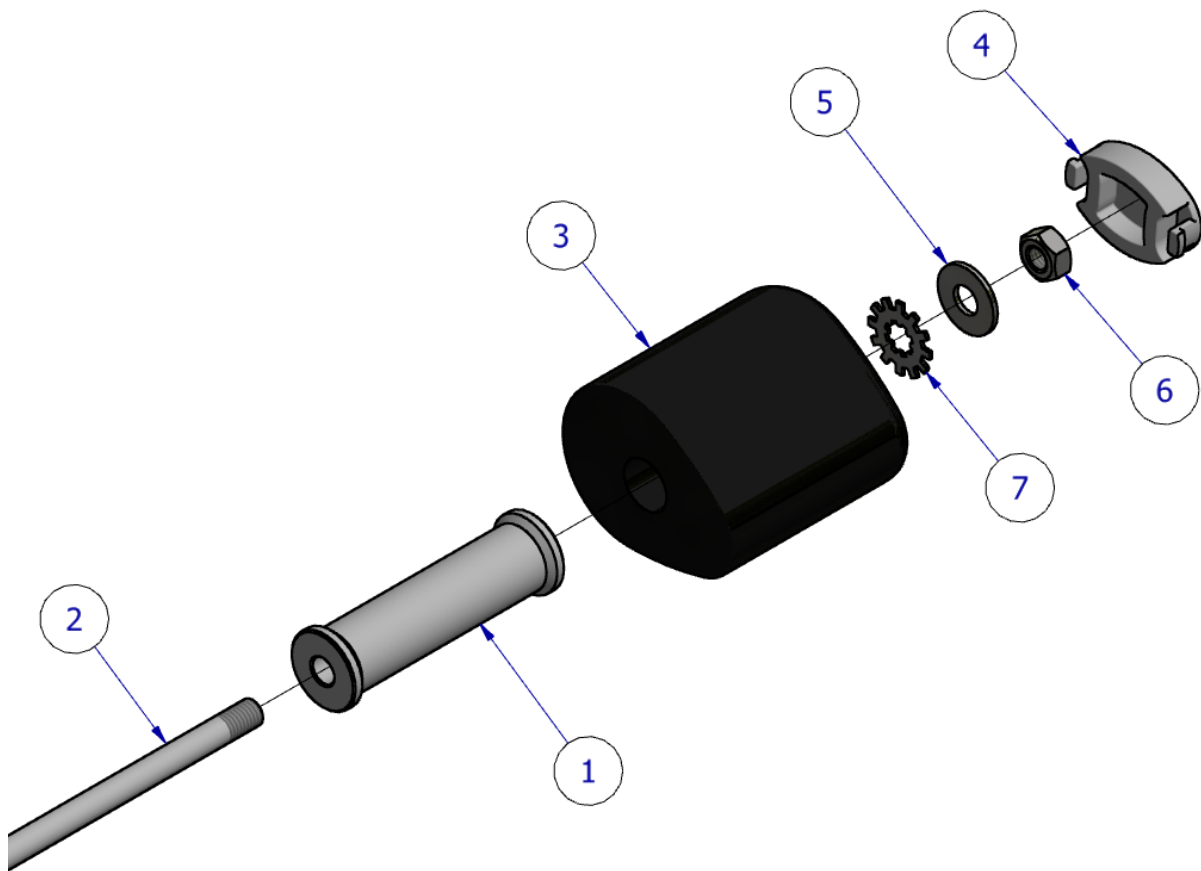


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**ZUSAMMENBAU – RECHTE SEITE**



**MOTORRAD VORNE**

**MOTORRAD HINTEN**

**AERO STYLE STURZPAD**



### Entfernung der Verkleidungen

- Benutzen Sie zwei 12mm Steckschlüssel, um die obere Motorschraube vorne vom Motorradrahmen zu entfernen – siehe Abbildungen 1 & 2.
- Eine M8 selbstsichernde Mutter (Artikel 6) an der Verbindungsstange (Artikel 2) anbringen, so dass 2 – 4 Gewinde aus dem Kunststoff der Mutter hervorstehen. Es empfiehlt sich, etwas Loctite (Schraubensicherung) oder Sekundenkleber zu verwenden, um diese in Position zu sichern, und somit den späteren Zusammenbau zu erleichtern.
- Die Sturzpad-Einheit für die linke Seite zusammenbauen wie in der Zeichnung auf Seite 2 abgebildet. Schieben Sie eine M8 X 25mm Unterlegscheibe (Artikel 5), gefolgt von einer Zahnscheibe (Artikel 7), einem Sturzpad (Artikel 3) und einem Distanzhalter (Artikel 1) über das Ende der Verbindungsstange.
- Von der linken Seite des Motorrades beginnend, diese Einheit durch die Motorhalterung und den Rahmen schieben. Eventuell müssen Sie vorsichtig einen Schonhammer benutzen, um die Stange durch das Motorrad zu schieben – siehe Abbildung 3. Bitte stellen Sie sicher, dass die Montageplatte für den Motor und den Rahmen miteinander ausgerichtet sind, wenn Sie die Stange durch den Rahmen und die Motorhalterungen führen.
- Nun sollte die Verbindungsstange an beiden Seiten des Motorrades gleichmäßig hervorstehen – siehe Abbildung 4.
- Den übrigen Distanzhalter (Artikel 1), das übrige Sturzpad (Artikel 3) sowie die Zahnscheibe (Artikel 7) und M8 Unterlegscheibe (Artikel 5) am hervorstehenden Ende der Verbindungsstange (Artikel 2) anbringen wie in der Zeichnung für die rechte Seite auf Seite 3 und in Abbildung 5 abgebildet.
- Wenn alle Teile in Position sind, benutzen Sie die übrige M8 selbstsichernde Mutter, um die Komponenten für die rechte Seite an der Verbindungsstange zu sichern. Befestigen Sie sie mit zwei 13mm Steckschlüssel wie in Abbildung 6 abgebildet, bis Sie etwas Widerstand merken. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD POSITIONIERT IST WIE AUF SEITE 3 ABGEBILDET – 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 Motorrades führen.
- Die Gewinde, die an beiden selbstsichernden Muttern hervorstehen sollten ungefähr die gleiche Länge haben. Bitte überprüfen Sie, dass die Mutter mit 2 oder 3 Gewinde eingerastet sind wie in Abbildung 7 abgebildet.
- Nun beide Sturzpad-Schutzkappen einsetzen wie in Abbildung 8 abgebildet – einfach am Ende des Sturzpads eindrücken bis die Führungslaschen die Kappe sichern.
- Stellen Sie sicher, dass beide Seiten ordnungsgemäß befestigt sind und sich nicht frei drehen können, bevor Sie mit dem Motorrad fahren.
- Überprüfen Sie regelmäßig, die Sturzpads an beiden Seiten noch fest angezogen sind.

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