



## **FITTING INSTRUCTIONS FITTING INSTRUCTIONS FOR BLIG0039**



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DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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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.

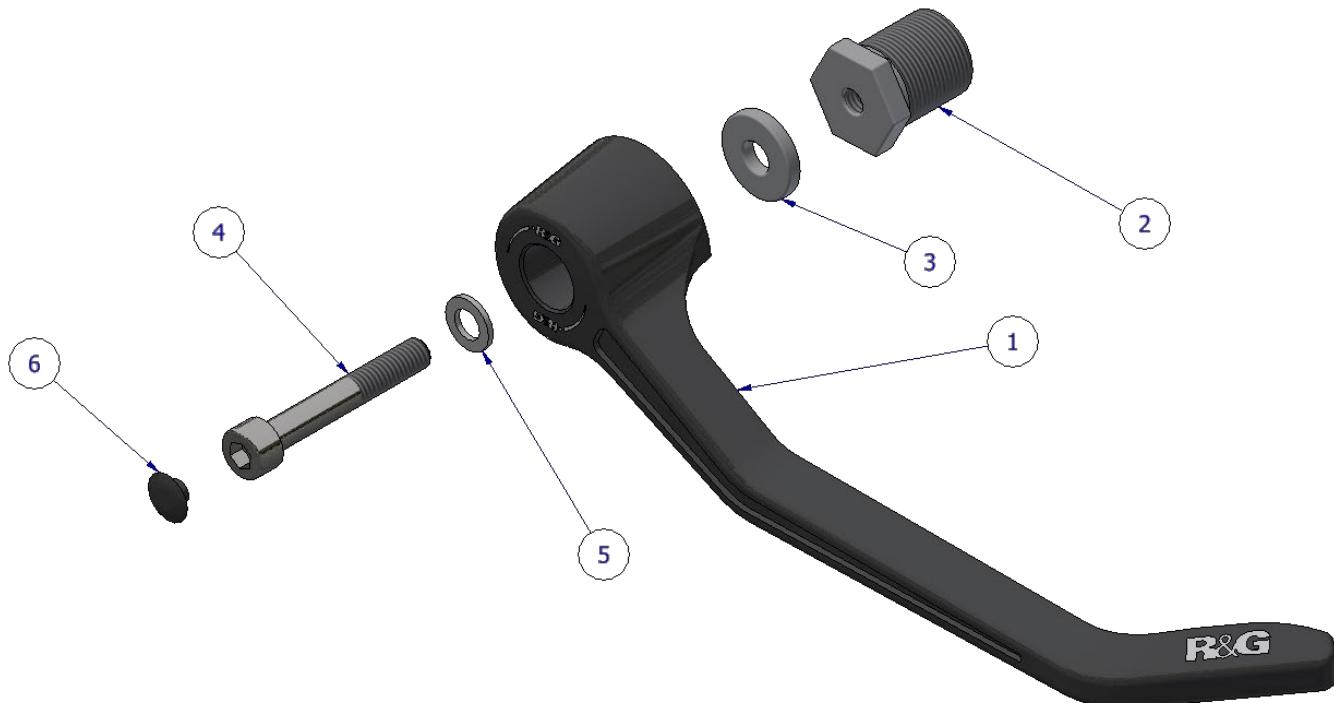


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• ALLEN TOOL SET TO INCLUDE 5mm A/F SIZE.	M4 BOLT = 8Nm
• SPECIFIC TOOLS REQUIRED TO REMOVE OEM BAR-ENDS, IF APPLICABLE.	M5 BOLT = 12Nm
• 19mm A/F SPANNER OR SOCKET	M6 BOLT = 15Nm
	M8 BOLT = 20Nm
	M10 BOLT = 40Nm
	M12 BOLT = 40Nm

### LEGEND

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	BRAKE LEVER GUARD	1
ITEM 2	THREADED SPACER	1
ITEM 3	SPACER	1
ITEM 4	M6 x 1.00 x 30mm CAP-HEAD BOLT	1
ITEM 5	M6 WASHER OD=12mm	1
ITEM 6	M6 FLAT CAP	1

### EXPLODED ASSEMBLY VIEW





## **FITTING INSTRUCTIONS**

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using the specific tools to your bike.
- Insert and tighten the threaded spacer (**item 2**) into the bar, using a 19mm spanner/socket.
- Place the M6 washer (**item 5**) over the M6 cap-head bolt (**item 4**), then slide through the brake lever guard (**item 1**) so the washer sits against the flat surface within the mounting bore.
- Place the spacer (**item 3**) onto the exposed end of the bolt as shown in the **assembly view**.
- Locate the lever guard assembly into the threaded spacer and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 5mm Allen tool, fully tighten the bolt and check operation. Finally, push the flat cap (**item 6**) into the head of the cap-head bolt to give a clean look.

**IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.**

**FAILURE TO CHECK THE ABOVE COULD RESULT IN SERIOUS INJURY OR DAMAGE.**

ISSUE 1 – 02/04/2025 (MH)

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### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

Racing Technique Ltd t/A R&G

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## **NOTICE DE MONTAGE POUR BLIG0039**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETÉS SUR LA PAGE.  
CERTAINES PIÈCES PEUVENT ÊTRE INDIQUÉES UNIQUEMENT POUR LA CLARTÉ DES  
INSTRUCTIONS.**

**NE PAS CONTINUER AVANT D'ÊTRE SÛR DE LA PRÉSENCE DE TOUTES LES PIÈCES.  
VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.  
EN CAS DE DOUTE LORS DE L'INSTALLATION DE NOS PRODUITS, CONSULTEZ UN DE NOS  
REVENDEURS OU FAITES.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS  
NÉCESSAIREMENT LE MODE DE MONTAGE SUR LE VÉLO.

EN CAS D'UTILISATION DE RONDELLES EN CAOUTCHOUC POUR MAINTENIR LES  
COMPOSANTS SUR LES BOULONS, CES RONDELLES EN CAOUTCHOUC PEUVENT ÊTRE  
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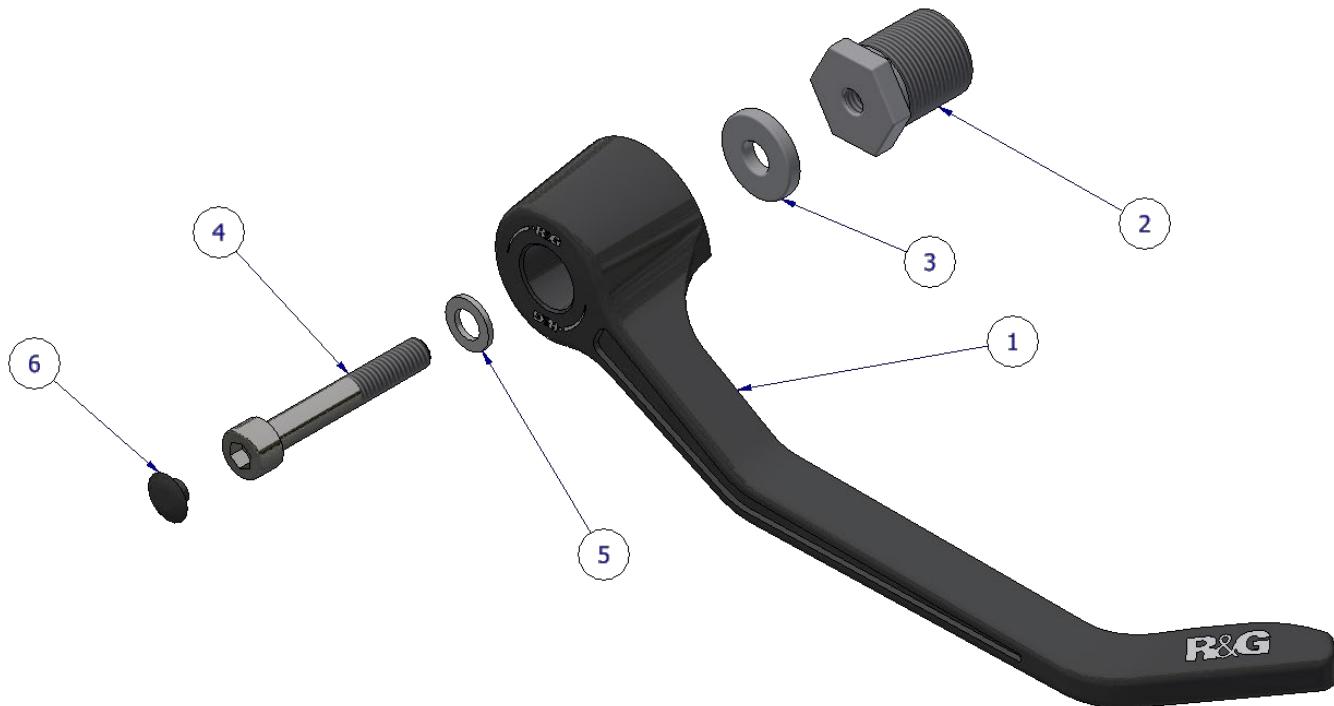


<b>OUTILS REQUIS</b>	<b>VALEURS DE SERRAGE</b>
<ul style="list-style-type: none"> <li>• CLÉ ALLEN 5mm.</li> <li>• OUTILS SPÉCIFIQUES REQUIS POUR RETIRER LES EMBOUTS DE GUIDON D'ORIGINE, LE CAS ÉCHÉANT.</li> <li>• CLÉ À MOLETTE 19mm</li> </ul>	<p>BOULON M4 = 8Nm</p> <p>BOULON M5 = 12Nm</p> <p>BOULON M6 = 15Nm</p> <p>BOULON M8 = 20Nm</p> <p>BOULON M10 = 40Nm</p> <p>BOULON M12 = 40Nm</p>

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTÈGE-LEVIER	1
ARTICLE 2	ENTRETOISE FILETÉE	1
ARTICLE 3	ENTRETOISE	1
ARTICLE 4	M6 x 1.00 x 30mm BOULON	1
ARTICLE 5	M6 RONDELLE OD=12mm	1
ARTICLE 6	M6 CAPUCHON PLAT	1

### **VUE D'ENSEMBLE**





## **NOTICE DE MONTAGE**

- Pour installer le protège levier R&G, vous devrez démonter l'embout de guidon d'origine à l'aide des outils spécifiques à votre moto.
- Insérez et serrez l'entretoise filetée (article 2) dans le guidon à l'aide d'une clé Allen de 19mm.
- Placez la rondelle M6 (article 5) sur le boulon à tête cylindrique M6 (article 4), puis faites-la glisser à travers le protège levier (article 1) de manière à ce qu'elle repose contre la surface plane de l'alésage de montage.
- Placez l'entretoise (article 3) sur l'extrémité visible du boulon, comme illustré sur la vue d'assemblage.
- Insérez le protège levier dans l'entretoise filetée et positionnez-la de manière à ce qu'elle ne touche aucune autre pièce de la moto, lorsque la moto est braquée au maximum dans les deux sens.
- À l'aide d'une clé Allen de 5 mm, serrez complètement le boulon et vérifiez son fonctionnement. Enfin, insérez le capuchon plat (article 6) dans la tête du boulon à tête cylindrique pour un résultat impeccable.

**IMPORTANT - LORS DE L'INSTALLATION DE CE PRODUIT, IL EST DE VOTRE RESPONSABILITÉ DE VOUS ASSURER QUE LE PRODUIT NE GÈNE EN AUCUN CAS LE FONCTIONNEMENT DE LA MOTO ET SOIT VÉRIFIÉ RÉGULIÈREMENT POUR SON SERRAGE ET SON BON FONCTIONNEMENT.**

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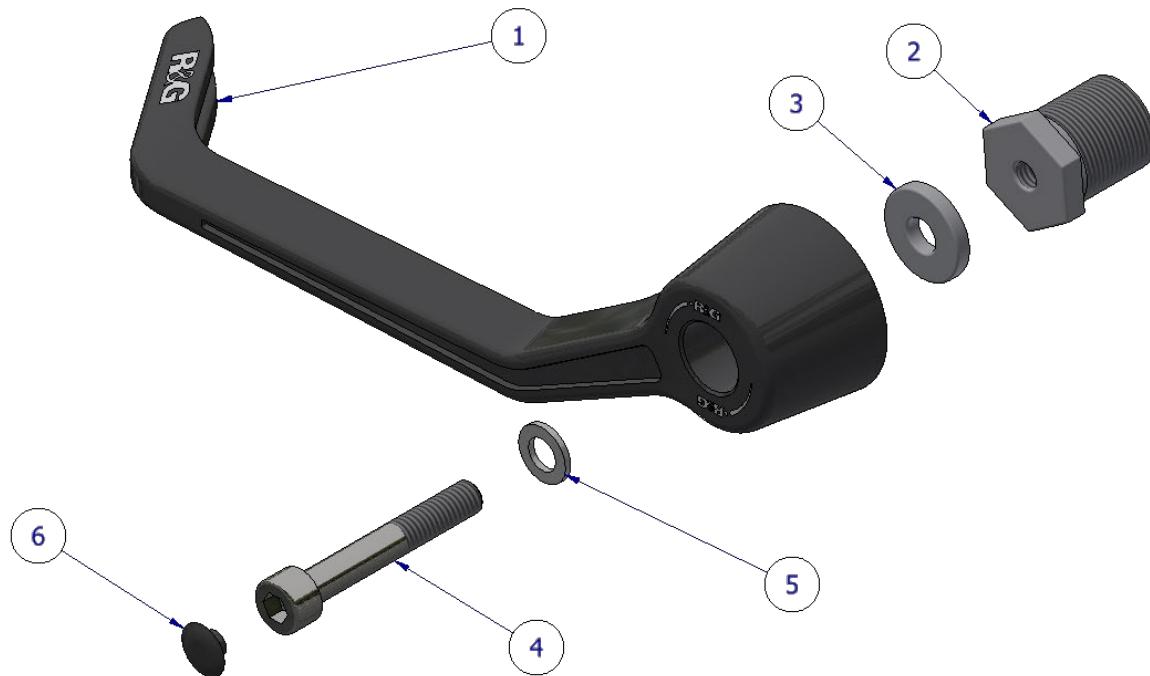


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### LEGEND

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	CLUTCH LEVER GUARD	1
ITEM 2	THREADED SPACER	1
ITEM 3	SPACER	1
ITEM 4	M6 x 1.00 x 30mm CAP-HEAD BOLT	1
ITEM 5	M6 WASHER OD=12mm	1
ITEM 6	M6 FLAT CAP	1

### EXPLODED ASSEMBLY VIEW





## FITTING INSTRUCTIONS

- To fit the R&G Lever Guard, you will need to remove the original bar-end using the specific tools to your bike.
- Insert and tighten the threaded spacer (**item 2**) into the bar, using a 19mm spanner/socket.
- Place the M6 washer (**item 5**) over the M6 cap-head bolt (**item 4**), then slide through the lever guard (**item 1**) so the washer sits against the flat surface within the mounting bore.
- Place the spacer (**item 3**) onto the exposed end of the bolt as shown in the **assembly view**.
- Locate the lever guard assembly into the threaded spacer and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 5mm Allen tool, fully tighten the bolt and check operation. Finally, push the flat cap (**item 6**) into the head of the cap-head bolt to give a clean look.

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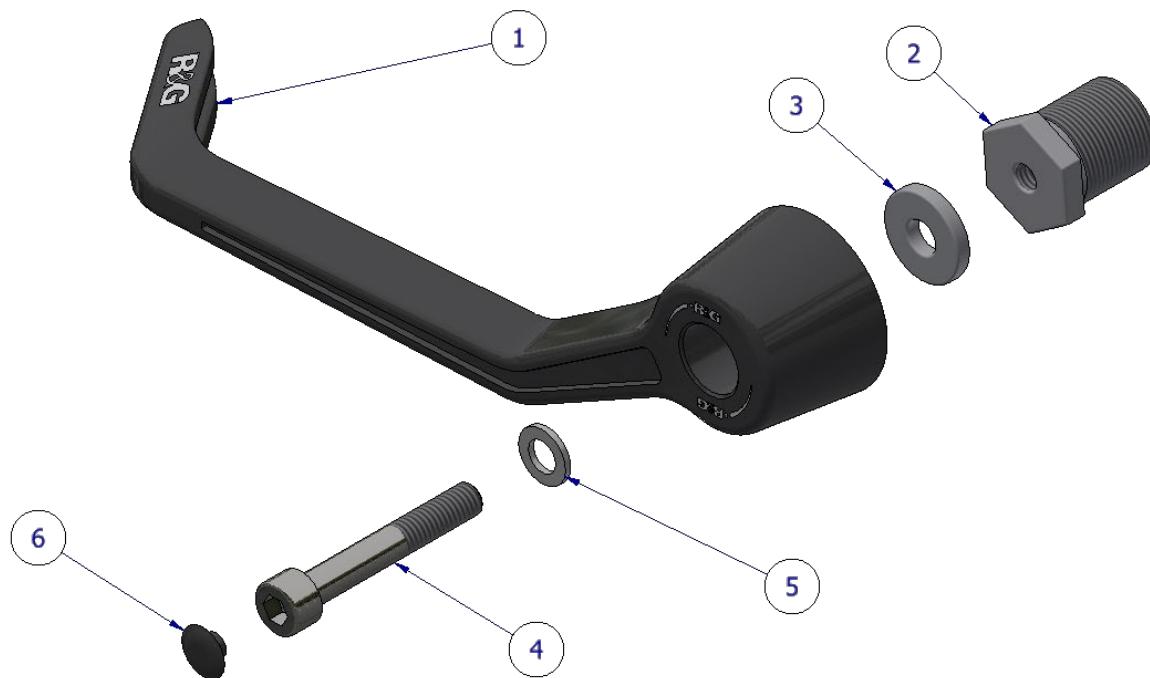


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- Placez la rondelle M6 (article 5) sur le boulon à tête cylindrique M6 (article 4), puis faites-la glisser à travers le protège-levier (article 1) de manière à ce que la rondelle repose contre la surface plane de l'alésage de montage.
- Placez l'entretoise (article 3) sur l'extrémité visible du boulon, comme illustré sur la vue d'assemblage.
- Insérez le protège-levier dans l'entretoise filetée et positionnez-le de manière à ce qu'il ne touche aucune autre pièce de la moto, lorsque la moto est braquée au maximum dans les deux sens.
- À l'aide d'une clé Allen de 5 mm, serrez complètement le boulon et vérifiez son fonctionnement.
- Enfin, enfoncez le capuchon plat (article 6) dans la tête du boulon à tête cylindrique pour un résultat impeccable..

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