



**FITTING INSTRUCTIONS FOR OCG0038 OIL COOLER GUARD  
FOR DUCATI STREET FIGHTER V4 2020/PANIGALE V4-V4S-SPECIALE 2018-**



**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](http://WWW.RG-RACING.COM)

IT IS RECOMMENDED THAT WHILE FITTING THIS PRODUCT YOU ALSO FIT THE  
RADIATOR GUARD (PRODUCT CODE RAD0256)

R&G

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ  
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)

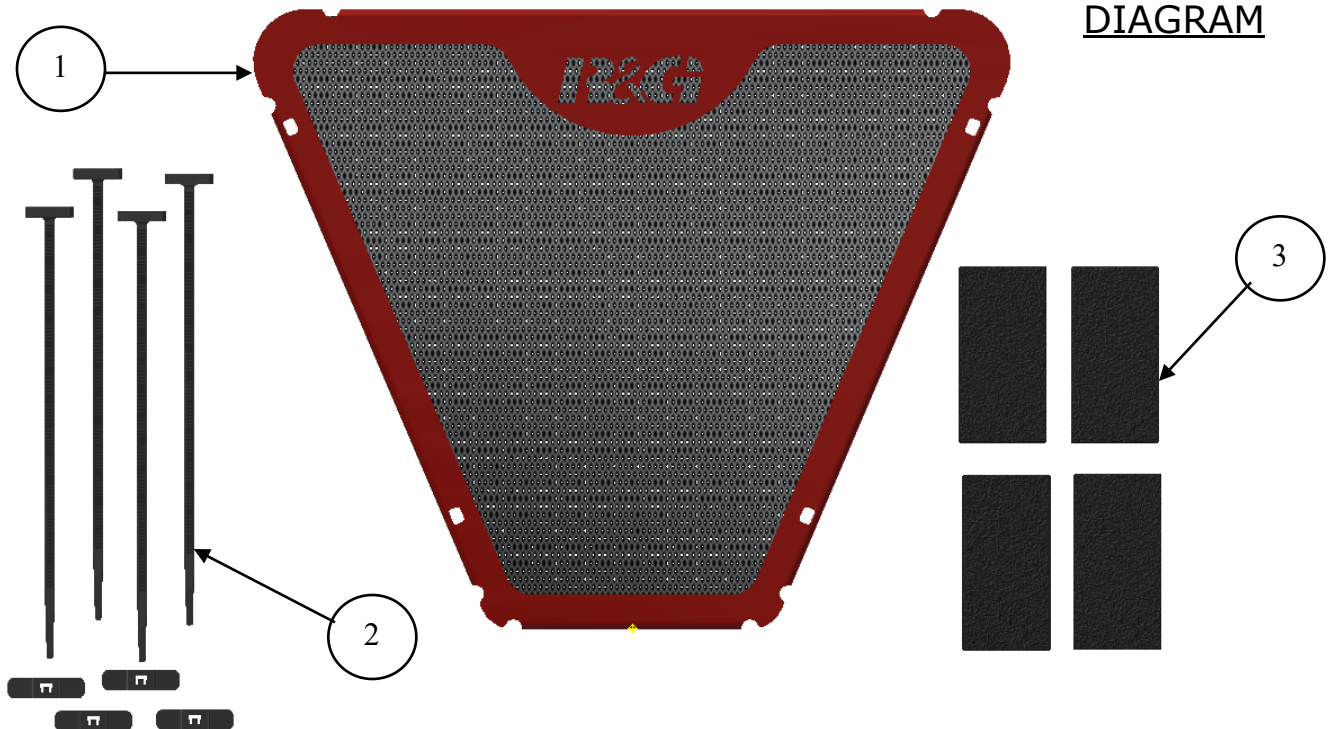


TOOLS REQUIRED	GENERAL TORQUE SETTINGS
<ul style="list-style-type: none"> <li>• Set of metric Allen keys.</li> <li>• T25 TORX key or socket bit.                             <ul style="list-style-type: none"> <li>• 8mm spanner.</li> </ul> </li> <li>• snips/cable cutters.</li> </ul>	<p>M4 BOLT = 8Nm                      M5 BOLT = 12Nm                      M6 BOLT = 15Nm                      M8 BOLT = 20Nm                      M10 BOLT = 40Nm                      M12 BOLT = 40Nm</p>

**LEGEND**

ITEM NO.	DESCRIPTION	QTY
ITEM 1	OIL COOLER GUARD (OCG0038)	1
ITEM 2	2.5mm CABLE TIES AND LATCH BLOCKS (CT130)	2 SETS
ITEM 3	100mm LENGTHS OF SELF-ADHESIVE FOAM	4

**COMPONENT DIAGRAM**





PICTURE 1



PICTURE 2



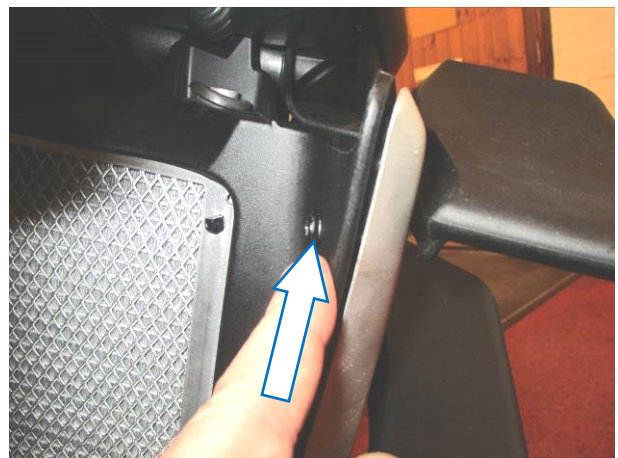
PICTURE 3



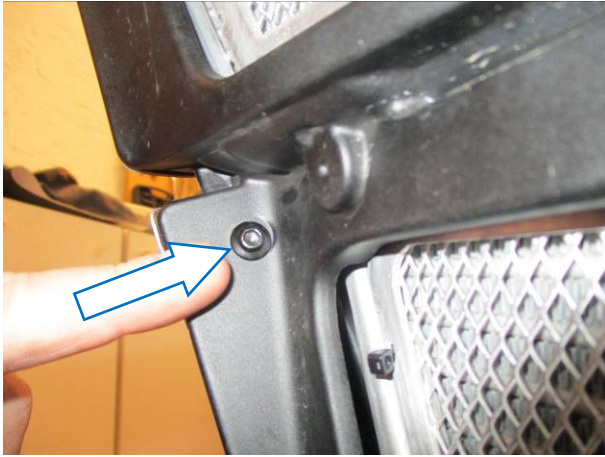
PICTURE 4



PICTURE 5



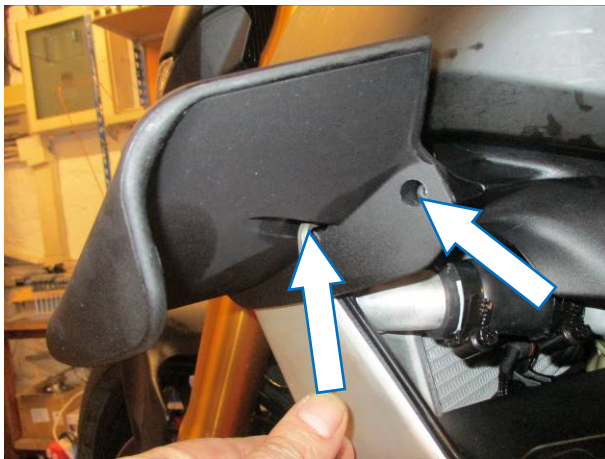
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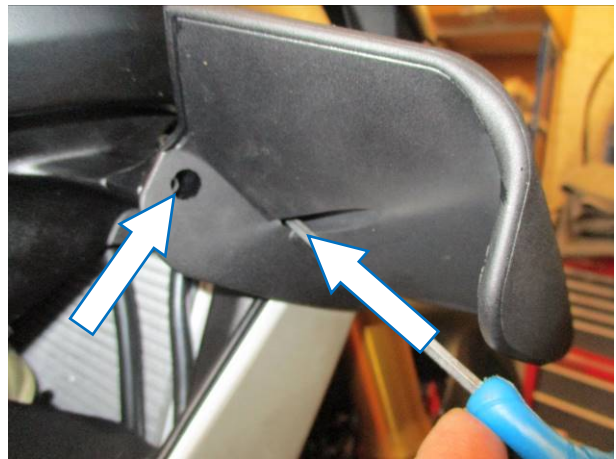
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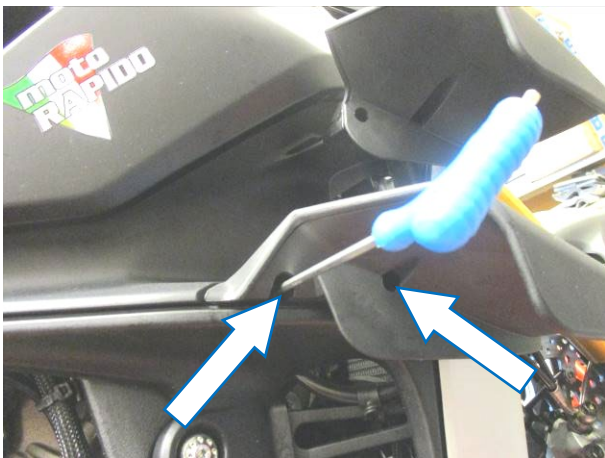
PICTURE 8



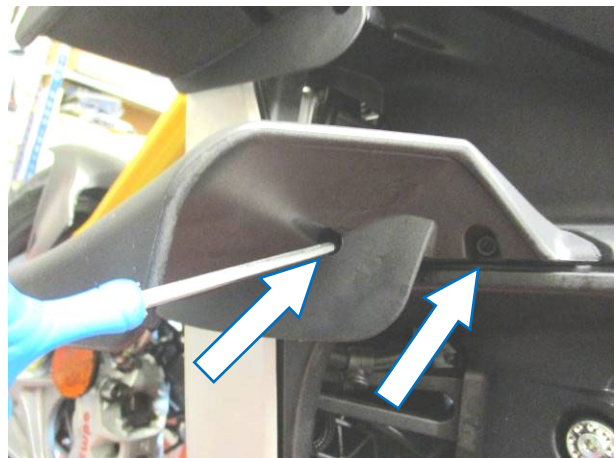
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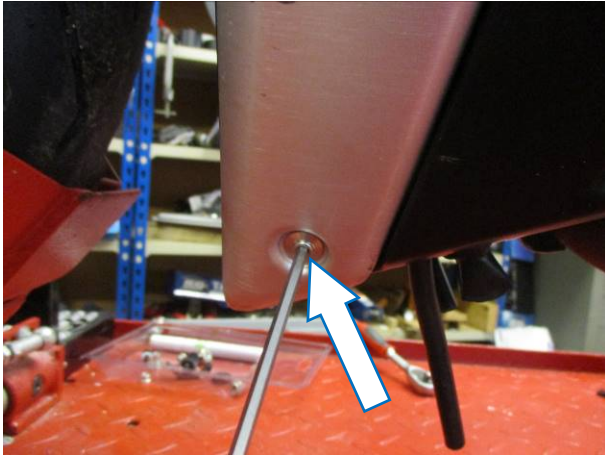
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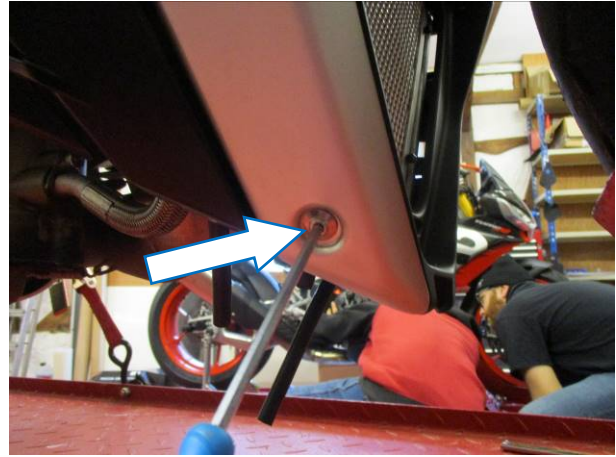
PICTURE 11



PICTURE 12



PICTURE 13



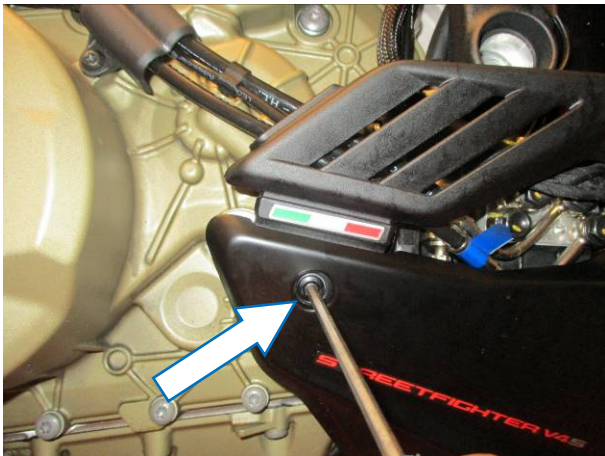
PICTURE 14



PICTURE 15



PICTURE 16



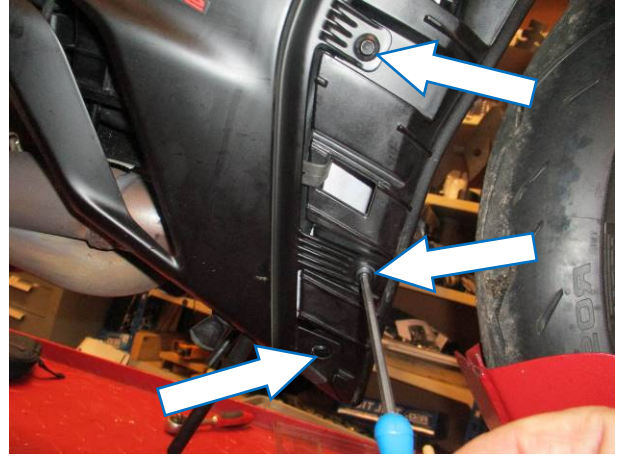
PICTURE 17



PICTURE 18



PICTURE 19



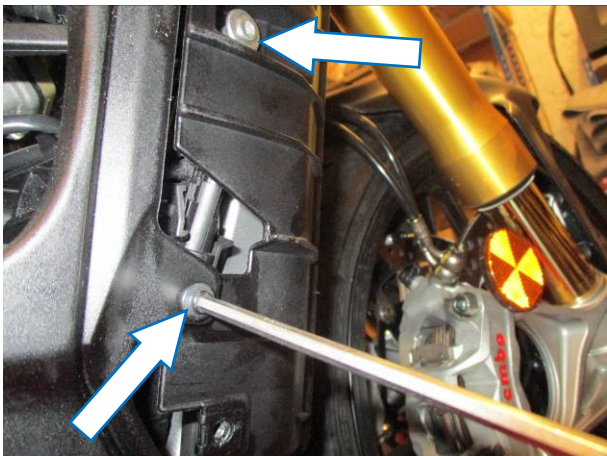
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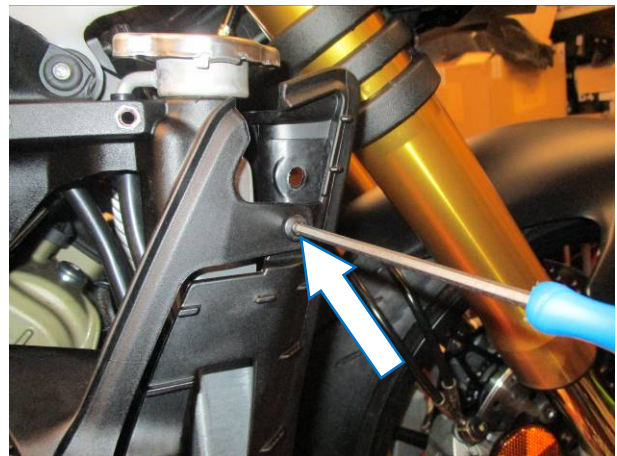
PICTURE 21



PICTURE 22



PICTURE 23



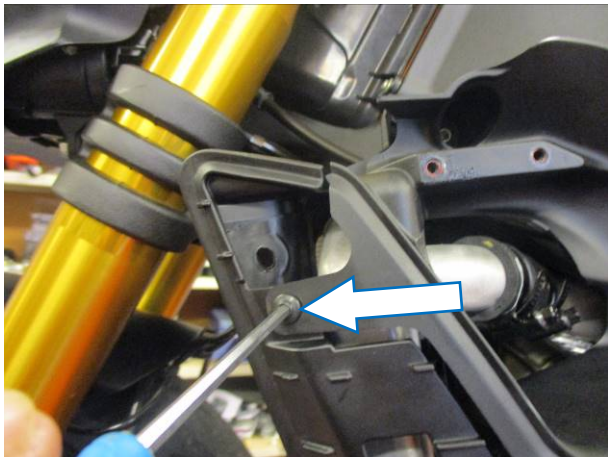
PICTURE 24



PICTURE 25



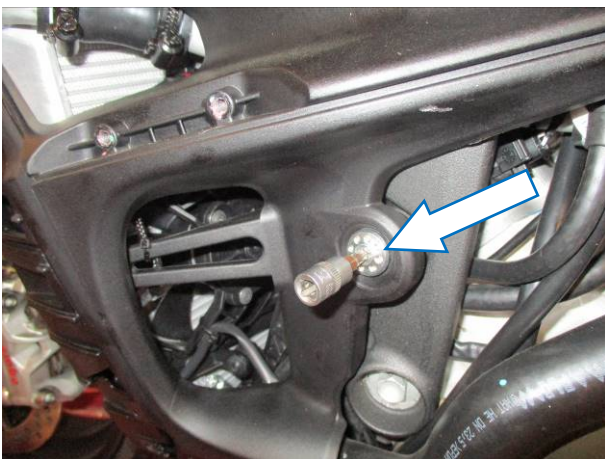
PICTURE 26



PICTURE 27



PICTURE 28



PICTURE 29



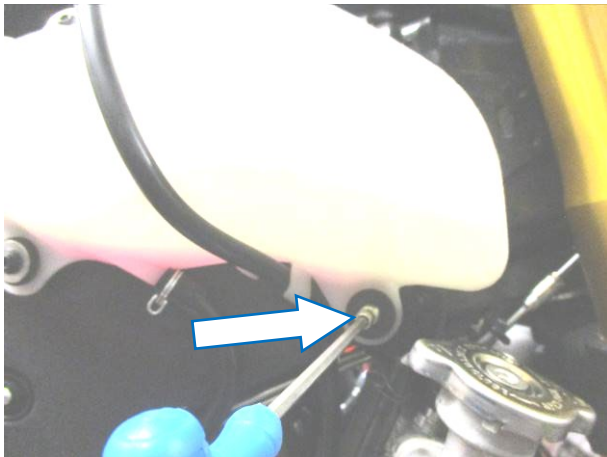
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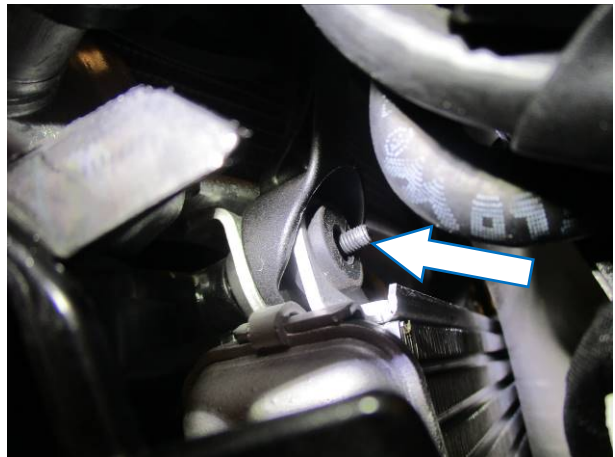
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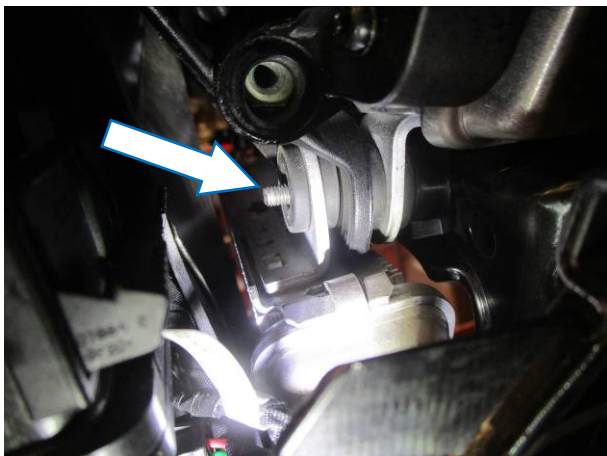
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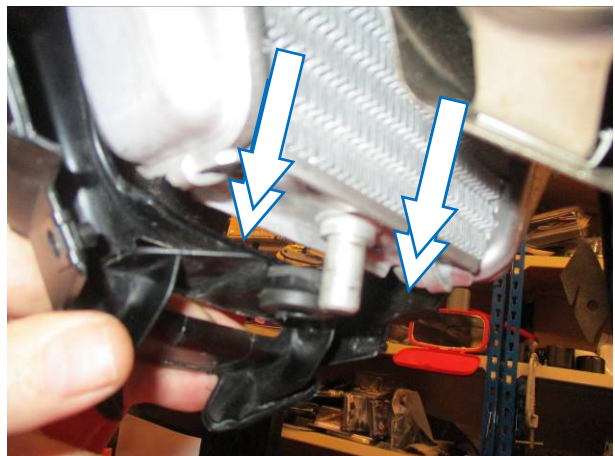
PICTURE 33



PICTURE 34

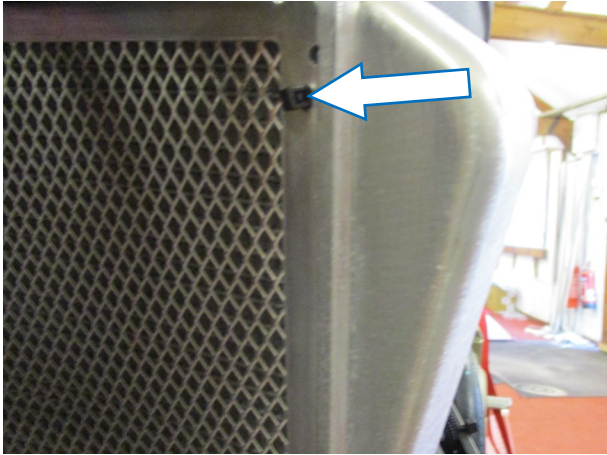


PICTURE 35

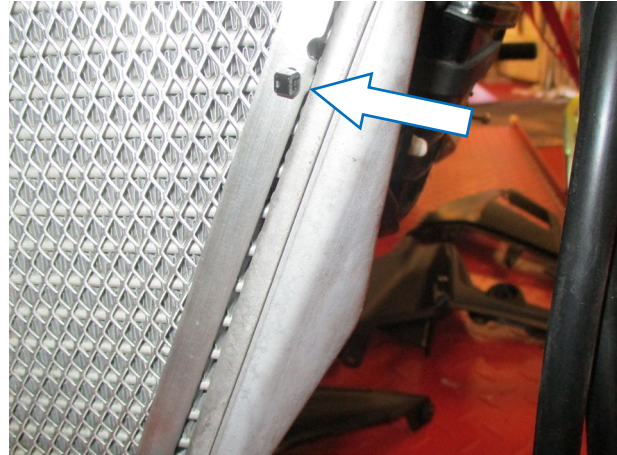


PICTURE 36

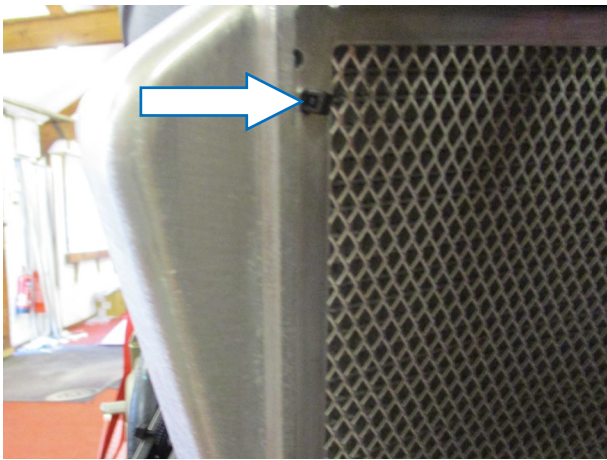




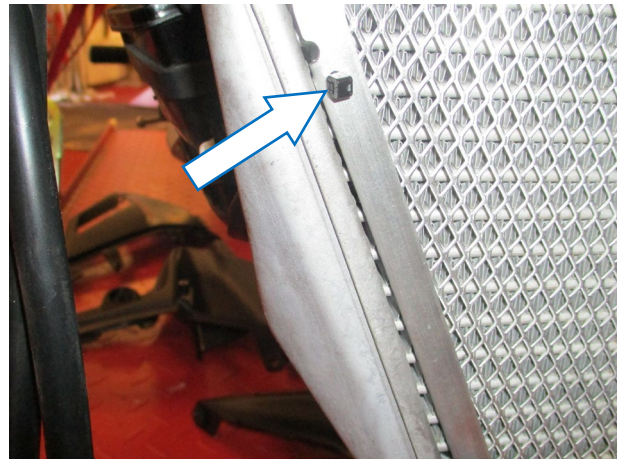
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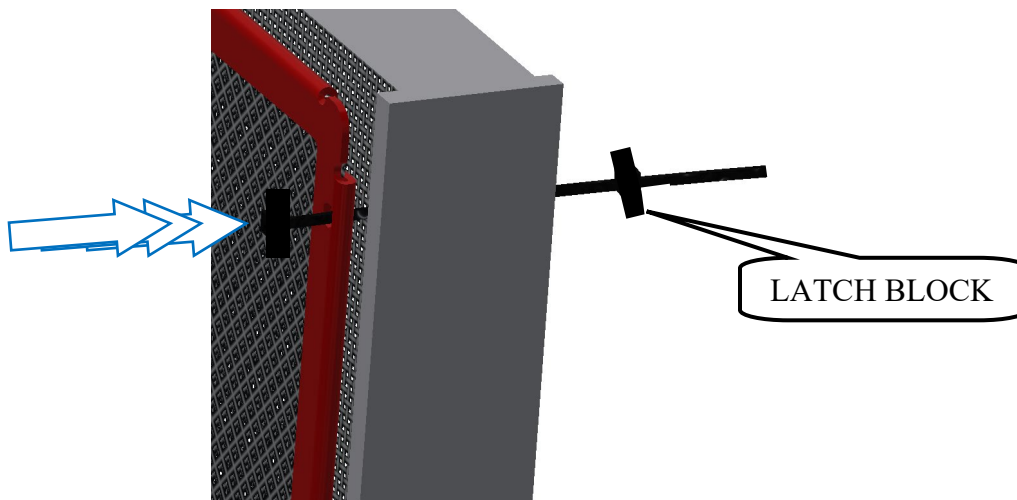
PICTURE 38



PICTURE 39



PICTURE 40



PICTURE 41

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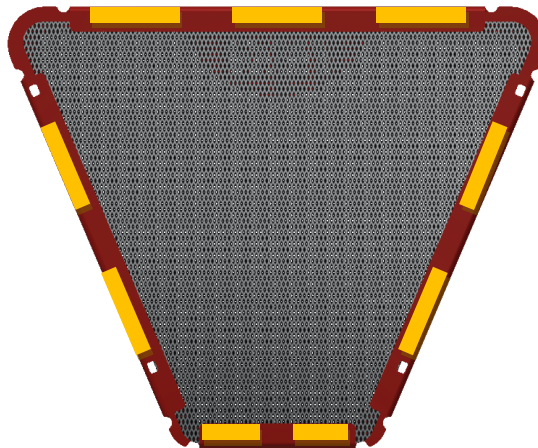
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**FITTING INSTRUCTIONS FOR STREET FIGHTER (PANIGALE INSTRUCTIONS LISTED ON PAGE 11)**

- Remove the four tank cover panel bolts from both sides of the bike arrowed in **pictures 1 and 2**. Pull the panel up gently until the locating pins release, and remove.
- Remove all the bolts arrowed in **pictures 3, 4, 5, 6, 7 and 8**.
- Remove the eight bolts arrowed in **pictures 9, 10, 11 and 12** and remove all four wings then remove both upper/outer fairings.
- Remove the four bolts arrowed in **pictures 13, 14, 15 and 16** then remove all four brushed aluminium panels.
- Remove all the bolts arrowed in **pictures 17, 18, 19, and 20**, disengage the hoses then remove both lower/outer fairings.
- Remove all the bolts arrowed in **pictures 21, 22, 23, 24, and 25**, carefully disengage the location spigot arrowed in **picture 26** then remove the right-hand side upper/inner panel.
- Remove all the bolts arrowed in **pictures 17, 18, 19, and 20** then remove both lower/outer fairings.
- Remove all the bolts arrowed in **pictures 27, 28, 29**, carefully disengage the location spigot arrowed in **picture 30** then remove the left-hand side upper/inner panel.
- Remove the two bolts arrowed in **pictures 31, 32 and 33**.
- Remove the upper oil cooler mounting nuts and spacers as indicated in **pictures 34 and 35** then carefully disengage the oil cooler.
- Carefully disengage the lower location spigot as indicated in **picture 36** then carefully disengage the upper radiator location spigots and remove the radiator/oil cooler surround.
- Cut the included self-adhesive foam (**item 3**) into 10mm strips and apply to the back face of the oil cooler guard (**item 1**) as shown below.

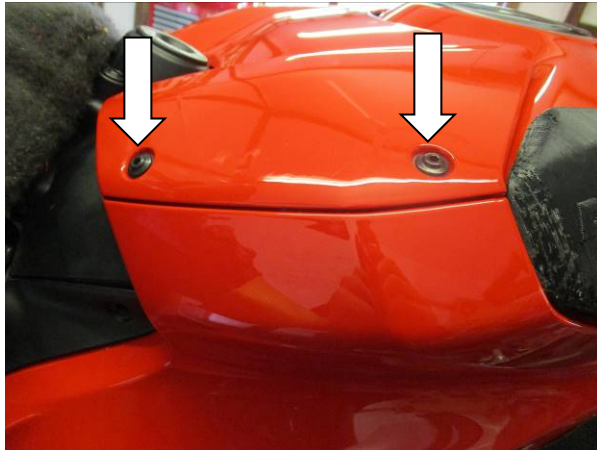


- Offer the oil cooler guard into position and pass four of the cable ties (**items 2**) through the oil cooler guard as shown in **pictures 37, 38, 39, 40 and 41** ensuring to pass the cable ties through the oil cooler frame and not the cooling matrix.
- Place four of the latch blocks onto the exposed cable tie tails as shown in **picture 41**, when all are in position tighten to secure the oil cooler guard in position then trim the tails from all cable ties.
- Replace all fairings and panels as original in the reverse of the order they were removed.

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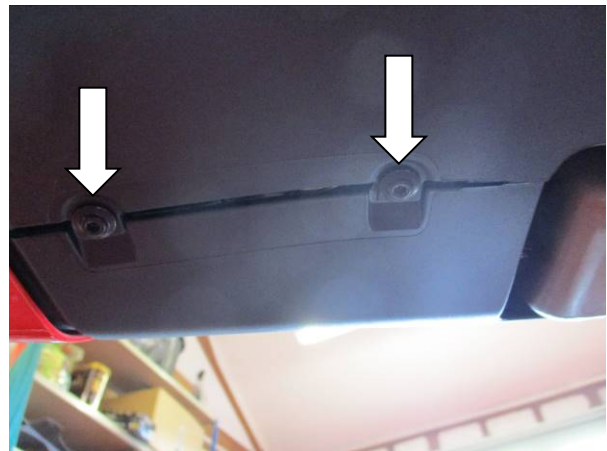
Picture 1



Picture 2



Picture 3



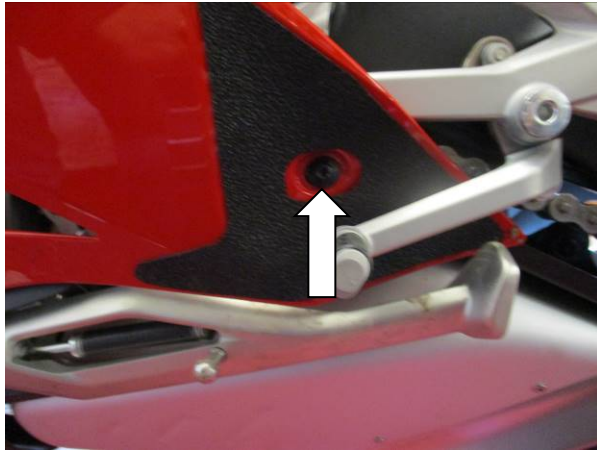
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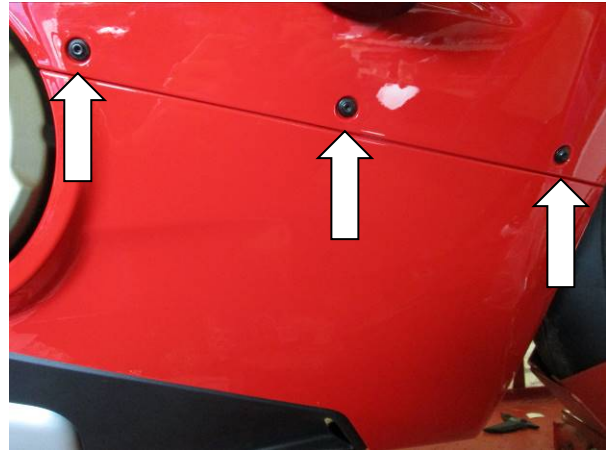
Picture 5



Picture 6



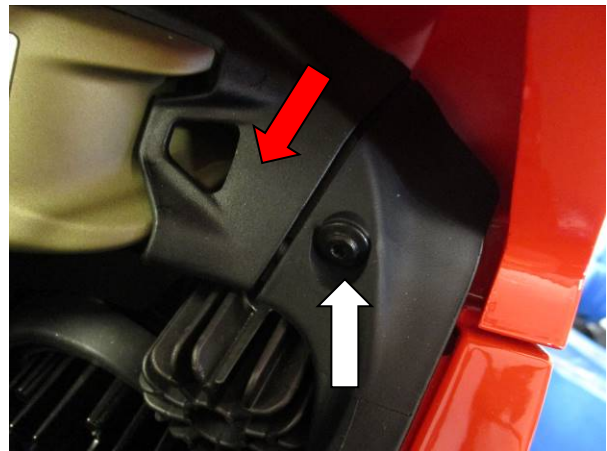
Picture 7



Picture 8



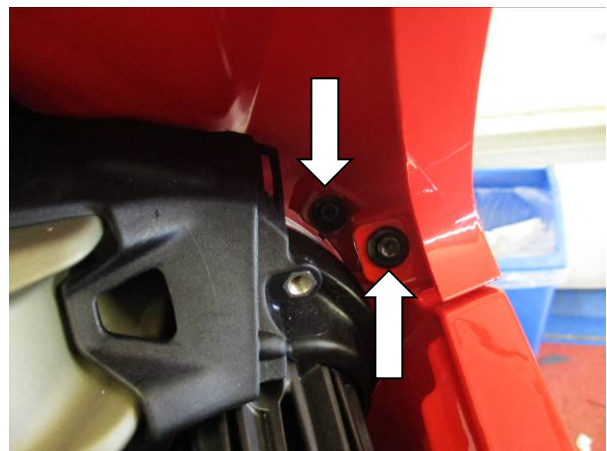
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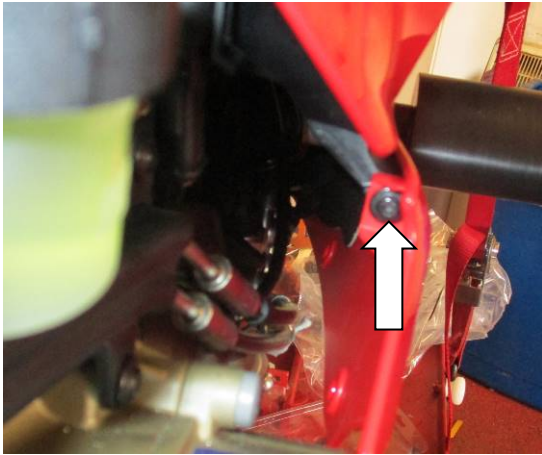
Picture 10



Picture 11



Picture 12



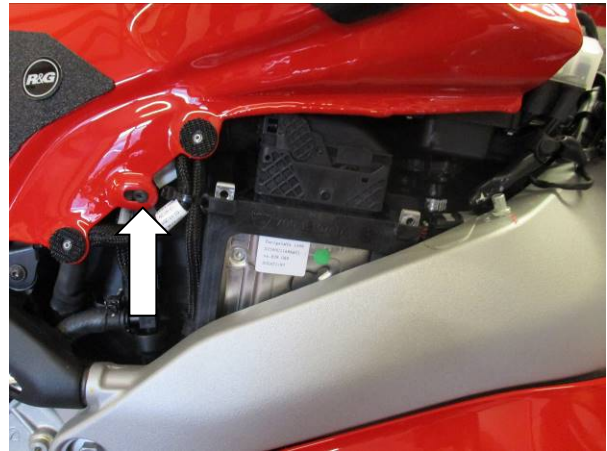
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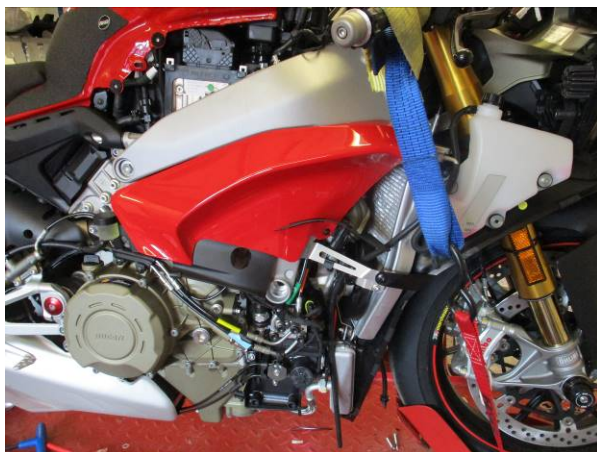
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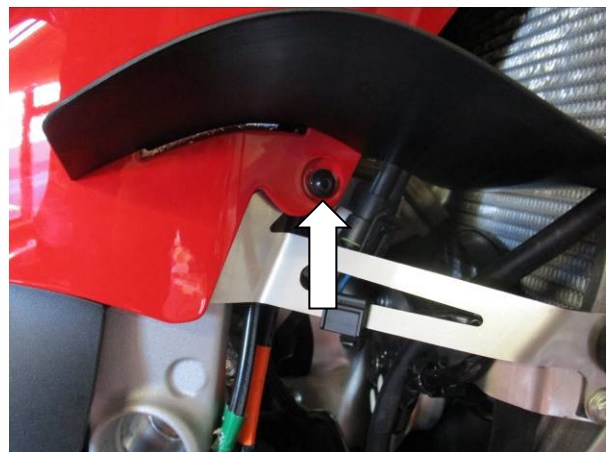
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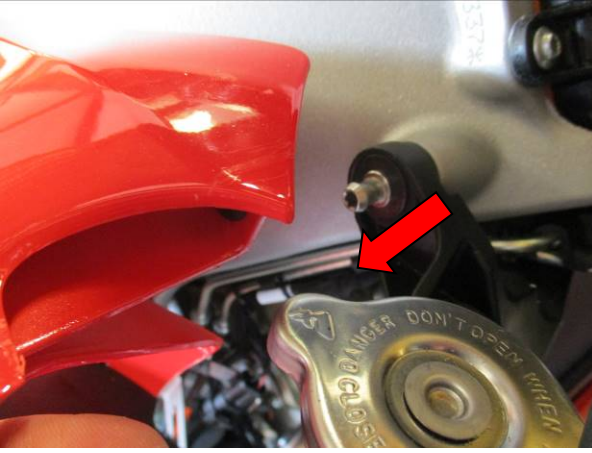
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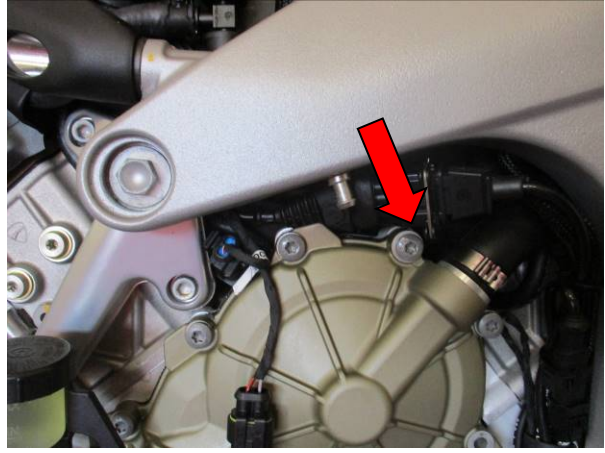
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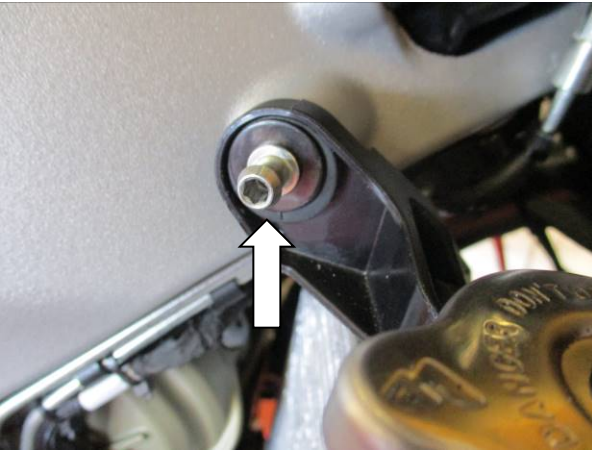
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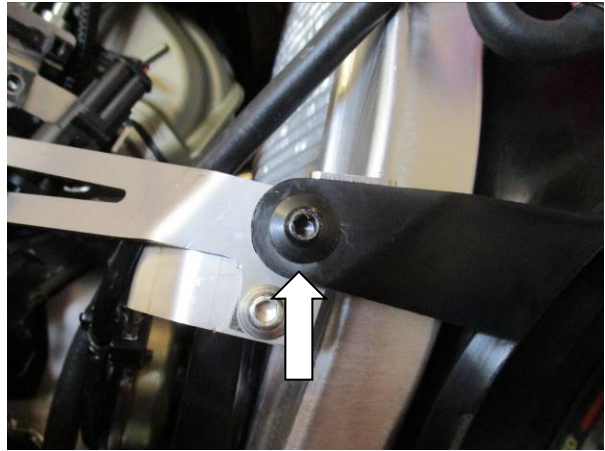
Picture 19



Picture 20



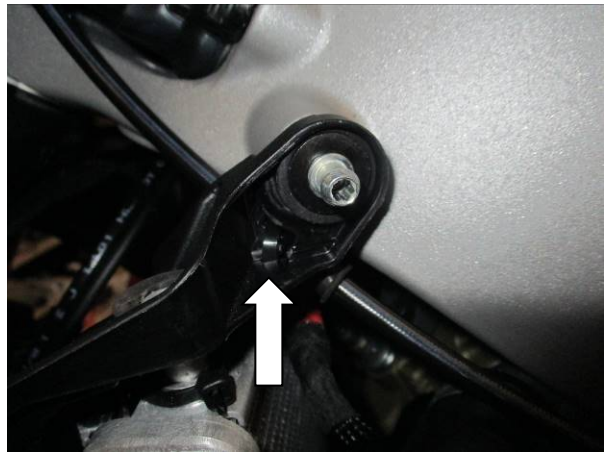
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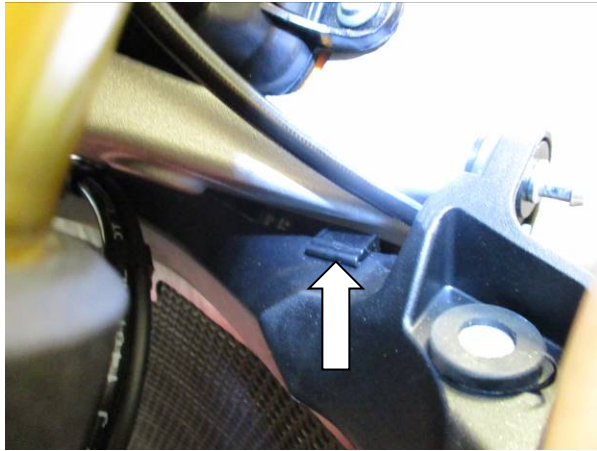
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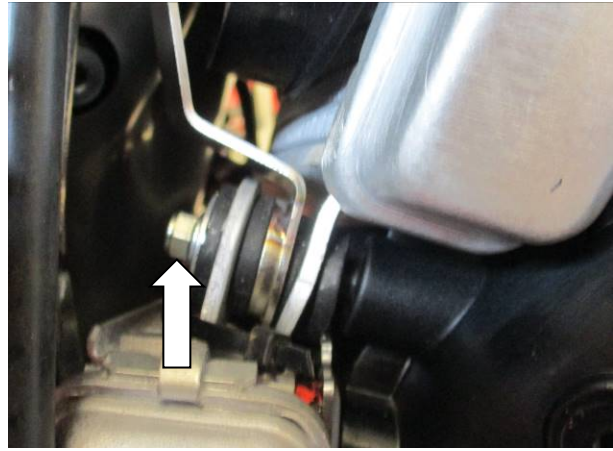
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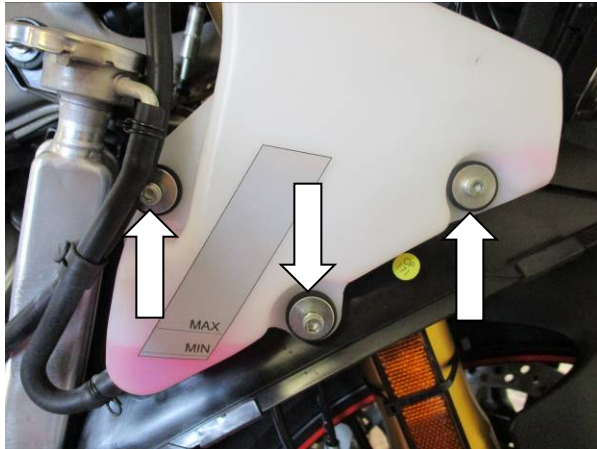
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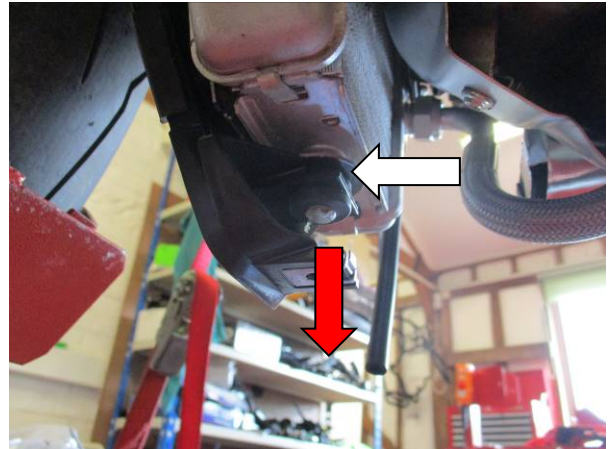
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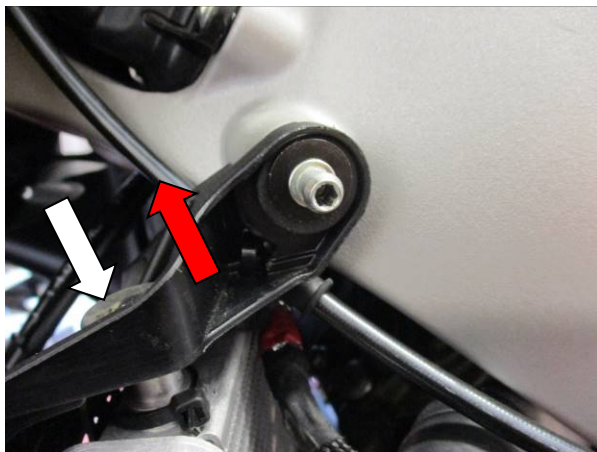
Picture 26



Picture 27



Picture 28



Picture 29



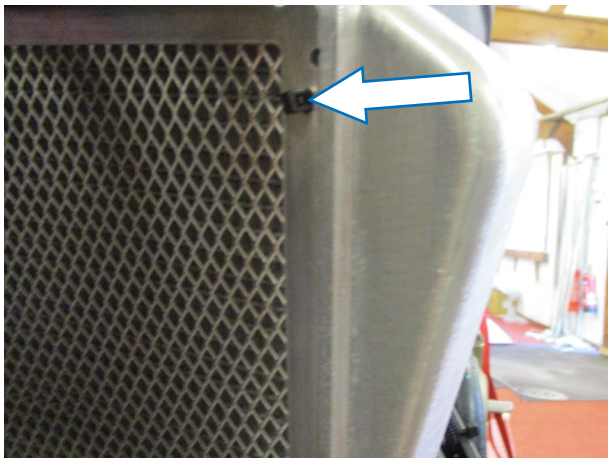
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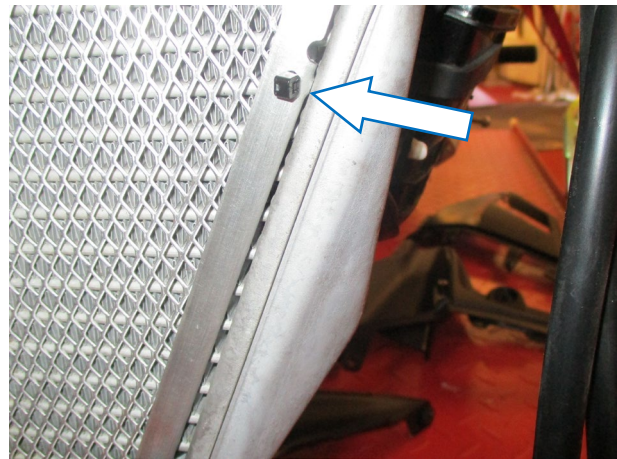
PICTURE 31



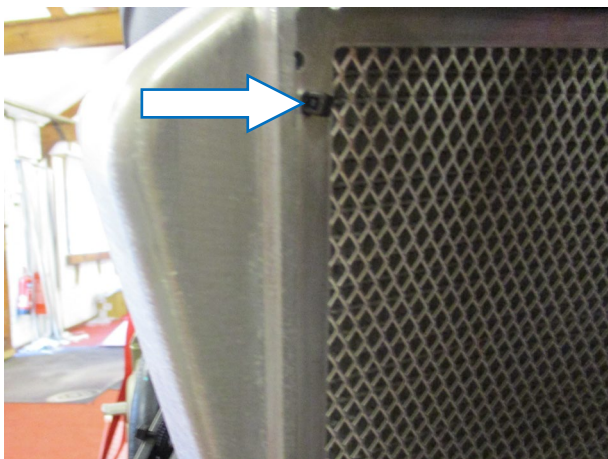
PICTURE 32



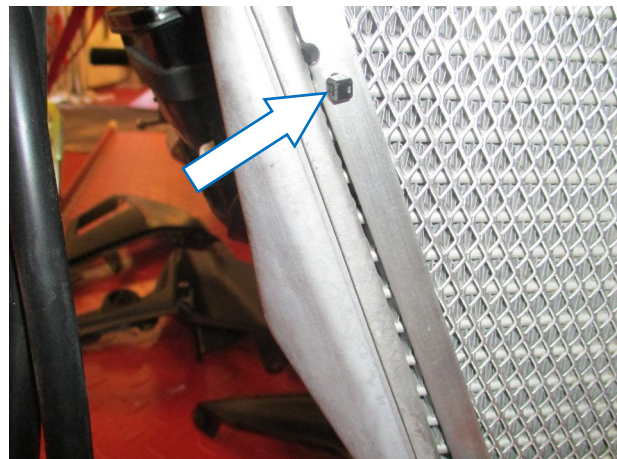
PICTURE 33



PICTURE 34

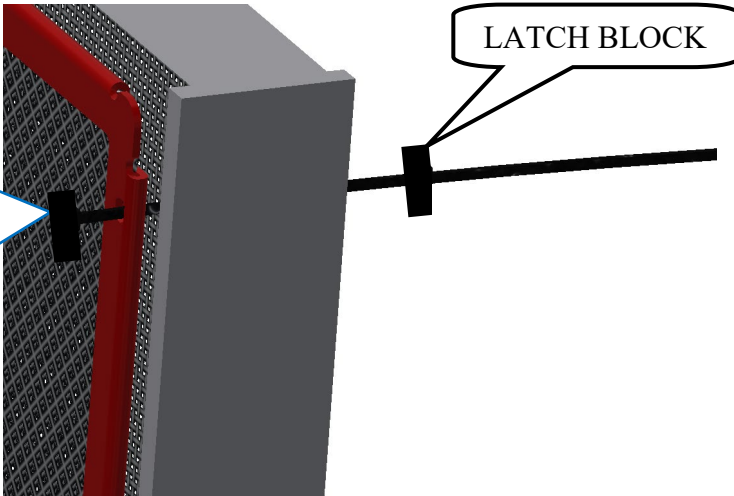


PICTURE 35



PICTURE 36





PICTURE 37



PICTURE 38

## **FITTING INSTRUCTIONS FOR PANIGALE MODELS**

- Remove the 2 tank cover panel bolts from both sides of the bike arrowed in **picture 1**. Pull the panel up gently until the locating pins release.
- Remove the bolt shown in **picture 2** from the bottom of the nose.
- Remove the bolts arrowed in pictures **3 and 4** from underneath the lower fairings.
- Remove the radiator shroud bolt shown in **picture 5** from both sides.
- Remove the rear fairing bolts from the right and left sides of the bike as shown in **pictures 6 and 7** respectively.
- Remove the 3 lower to upper fairing bolts arrowed in **picture 8** from both sides of the bike. The lower fairing can be removed from both sides at this stage by gently separating it from the radiator shroud.
- Remove the bolts shown in pictures **9 and 10**.
- Slide the black inner fairing panel (previously secured with the bolts in **pictures 9 and 10**) forwards until the clips disengage. To release the clip at the front, pull the black cover marked with the red arrow in **picture 10** in the direction indicated by the arrow while simultaneously sliding the inner fairing panel forward. Repeat this for the inner fairing panel on the other side.
- Remove the 2 bolts arrowed in **picture 12** from both sides.
- Remove the bolt arrowed in **picture 13** from both sides.
- Pull the main fairing away from the radiator shroud as shown in **picture 14** and away from the nose as shown in **picture 15**.
- Remove the main fairing, to do this pull gently on the edge of the fairing by the fuel tank to release the Velcro and plastic locator indicated in **picture 16**. Repeat this for the main fairing panel on the other side.
- Remove the bolt shown in **picture 18** from both sides.
- Remove the fairing infill panel, to do this pull gently on the front of the panel in the direction indicated in **picture 19** to disengage the front locator. Next pull gently in the direction indicated in

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**picture 20** to release the rear locator. Application of a liquid lubricant will make this process easier. Repeat this for the fairing infill panel on the other side.

- Remove the Allen key stud shown in **picture 21** from both sides.
- Remove the bolt shown in **picture 22** from both sides. There is an 8mm bolt on the back of the bolt which will need to be held in place with a spanner.
- Remove the 2 bolts shown in **picture 23** on the radiator shroud from both sides.
- Cut the cable tie shown in **picture 24** on the upper left side of the radiator shroud bracket.
- Using a flathead screwdriver lift the clip shown in **picture 25** away from the radiator shroud. If the clip won't move, cut the cable tie that connects it to the wire.
- Remove the 8mm nut arrowed in **picture 26** from both sides, the metal sleeve that the nut tightens against can also be removed at this stage.
- Remove the 3 bolts arrowed in **picture 27** on the right side of the bike.
- Removing the radiator shroud may be easier with a second person and will require repetition of the following processes until the radiator shroud is free to move.
- Apply liquid lubricant to the rubber grommets indicated with a white arrow in **pictures 28 and 29**.
- Pull down on the bottom radiator shroud bracket as shown by the red arrow in **picture 28** until the rubber grommet slides over the locating boss on the bottom of the lower radiator.
- Pull up on the top radiator shroud bracket as shown by the red arrow in **picture 29** until the grommet slides over the locating boss on the top of the upper radiator.
- The radiator shroud will now be able to slide forward along the threaded bosses that the nut was removed from in **picture 26**.
- The radiator shroud should be placed over the front wheel as shown in **picture 30**, take precautions to ensure the threaded bosses that secure the two radiators together do not damage the radiator cores (a piece of soft material pressed over the end of each boss will suffice).
- Cut the included self-adhesive foam (**item 3**) into 10mm strips and apply to the oil cooler guard (**item 1**) as shown in picture 31.
- Offer the oil cooler guard into position as shown in **picture 38** and pass four of the cable ties (**items 2**) through the oil cooler guard as shown in **pictures 32, 33, 34, 35 and 36** ensuring to pass the cable ties through the oil cooler frame and not the cooling matrix.
- Place four of the latch blocks onto the exposed cable tie tails as shown in **picture 37**, when all are in position tighten to secure the oil cooler guard in position then trim the tails from all cable ties.
- Replace all fairings and panels as original in the reverse of the order they were removed.

ISSUE 1 06/08/2021 (NSY)

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POUR DUCATI STREET FIGHTER V4 2020/PANIGALE V4-V4S-SPECIALE 2018-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS  
REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA  
MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES  
BOULONS, ELLES PEUVENT ÊTRE JETÉES.

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

IL EST RECOMMANDÉ QUE LORS DU MONTAGE DE CE PRODUIT, VOUS INSTALLIEZ  
ÉGALEMENT LA PROTECTION DU REFROIDISSEUR D'HUILE (CODE PRODUIT RAD0256)

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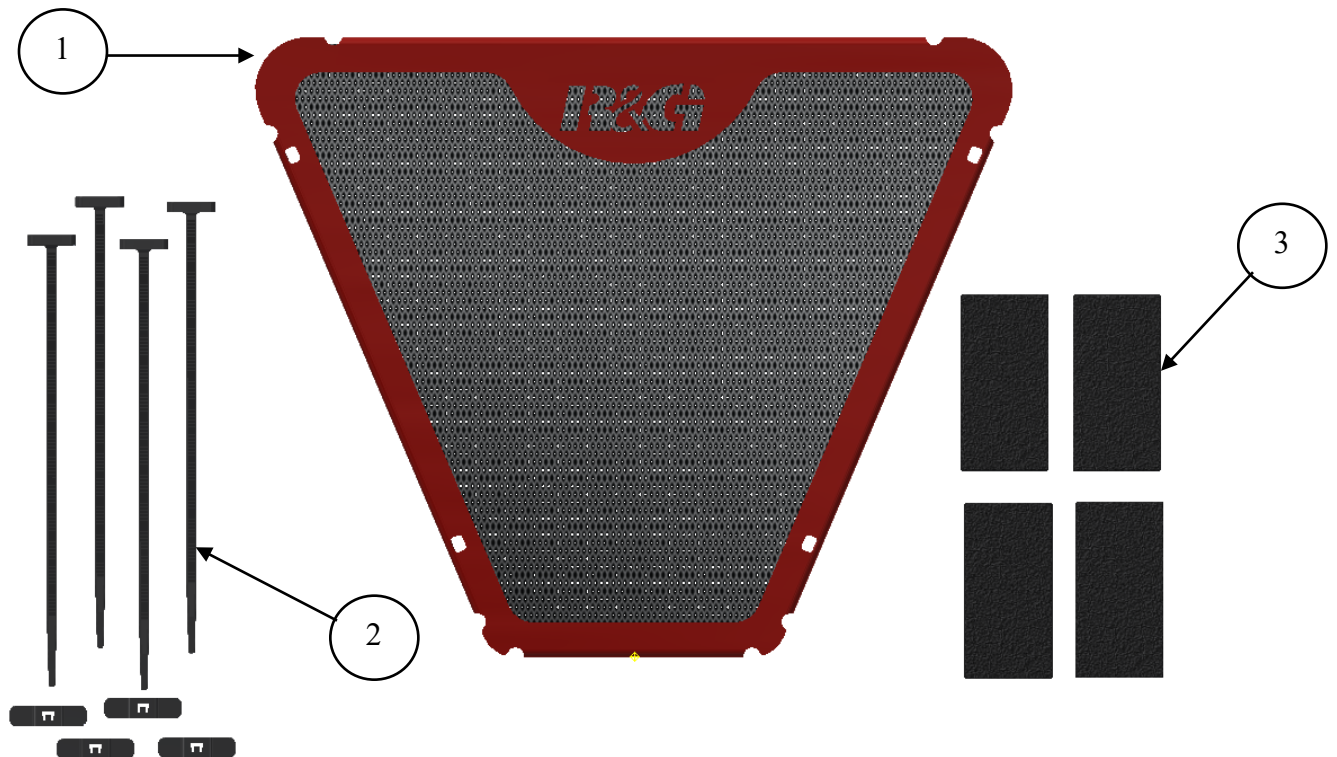


<b>TOOLS REQUIRED</b>	<b>GENERAL TORQUE SETTINGS</b>
<ul style="list-style-type: none"> <li>• Set of metric Allen keys.</li> <li>• T25 TORX key or socket bit.               <ul style="list-style-type: none"> <li>• 8mm spanner.</li> </ul> </li> <li>• snips/cable cutters.</li> </ul>	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

## LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	GRILLE DE PROTECTION REFROIDISSEUR D'HUILE(OCG0038)	1
ARTICLE 2	2.5mm< COLLIERS DE CÂBLES ET BLOCS DE VERROUILLAGE (CT130)	2 SETS
ARTICLE 3	100mm LONGUEURS DE MOUSSE AUTOCOLLANTE	4

## SCHÉMA DES COMPOSANTS



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PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6

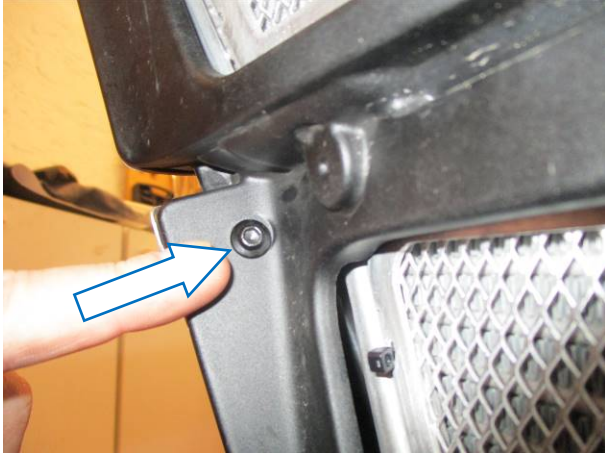


PHOTO 7

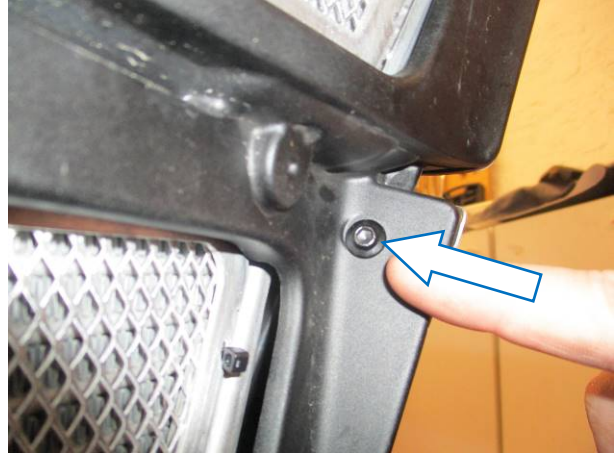


PHOTO 8

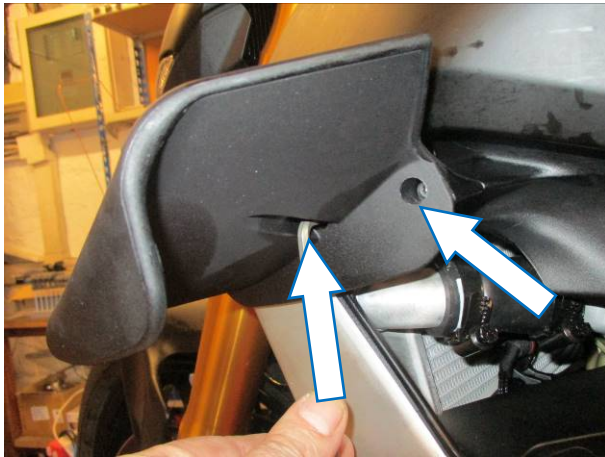


PHOTO 9

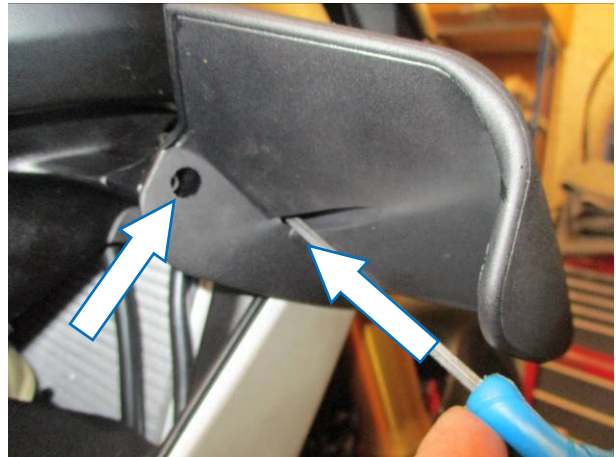


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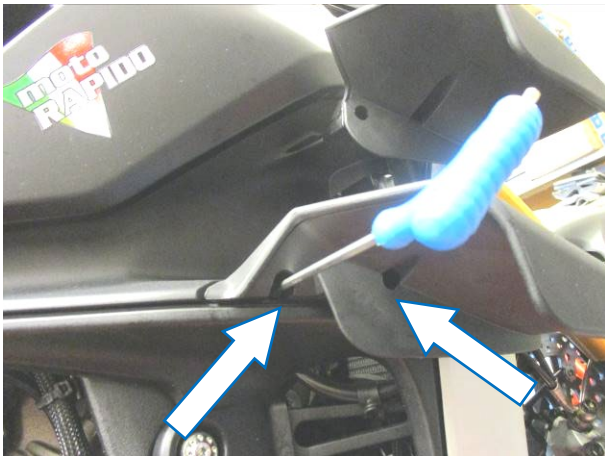


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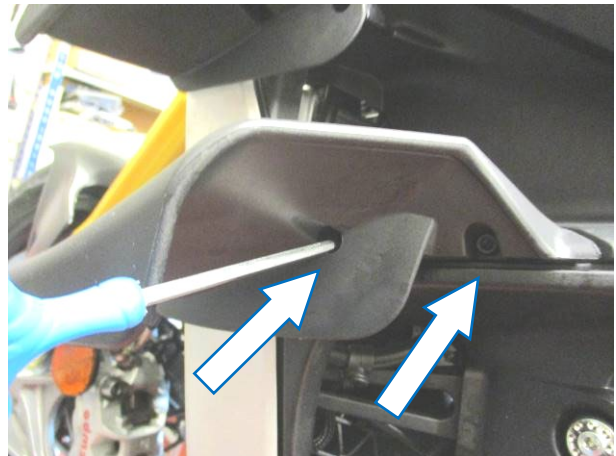


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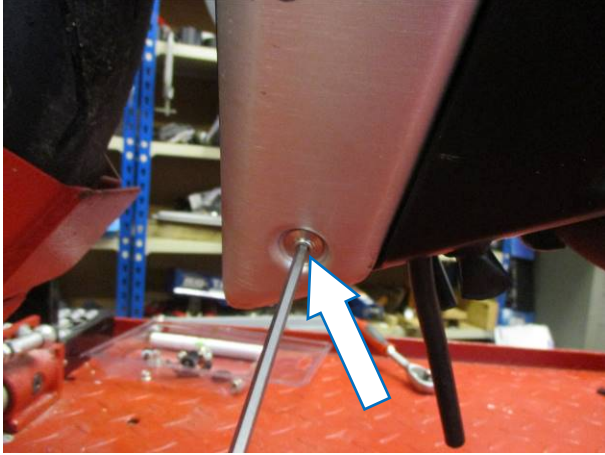


PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16

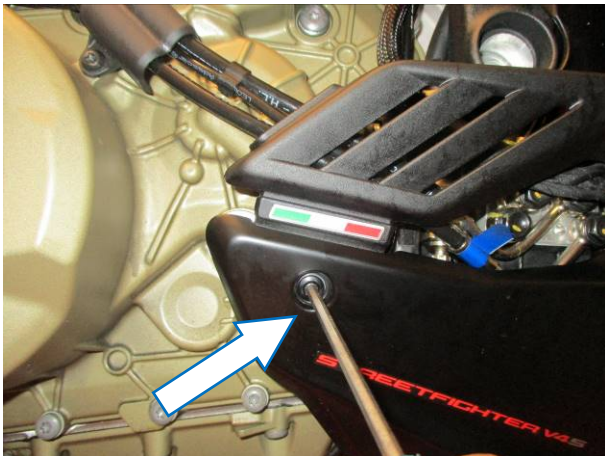


PHOTO 17



PHOTO 18





PHOTO 19

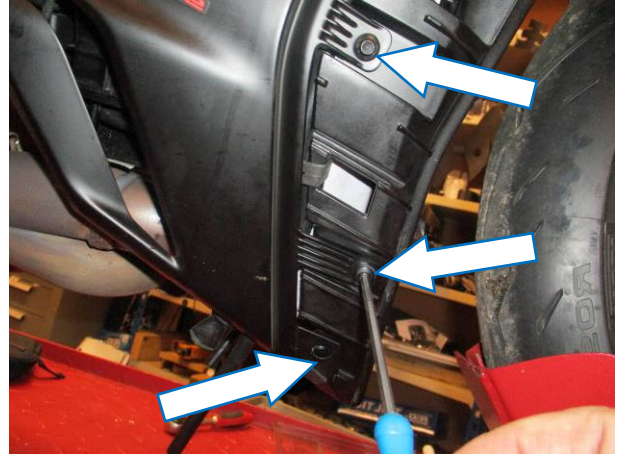


PHOTO 20



PHOTO 21



PHOTO 22

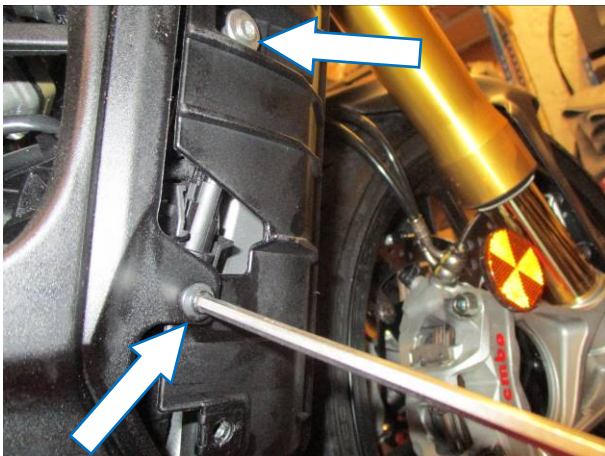


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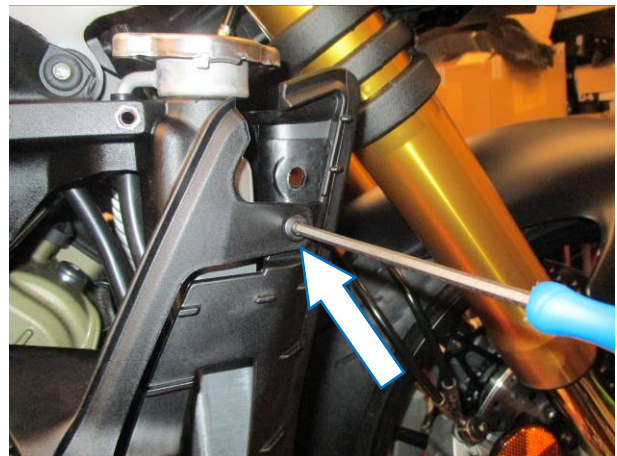


PHOTO 24



PHOTO 25



PHOTO 26

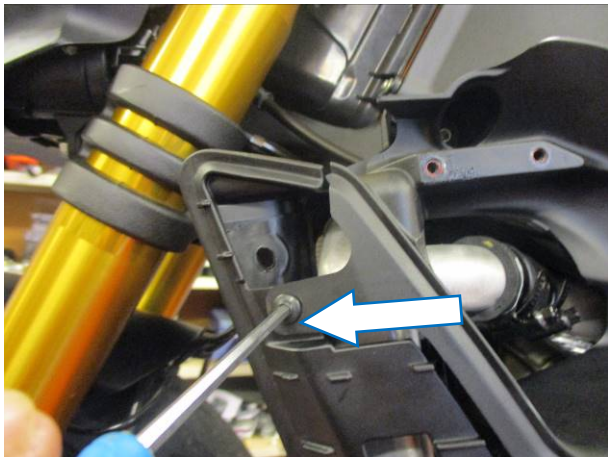


PHOTO 27



PHOTO 28

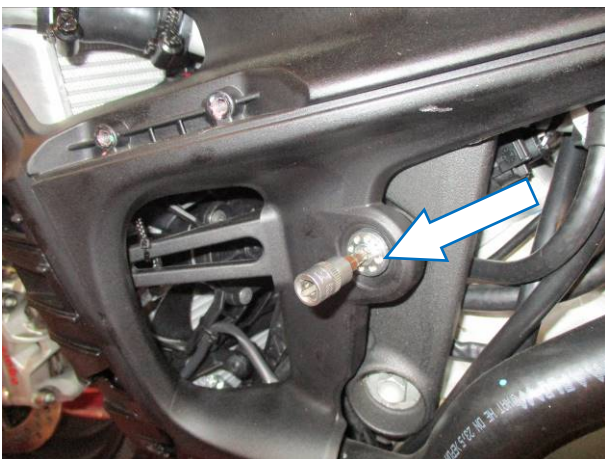


PHOTO 29



PHOTO 30

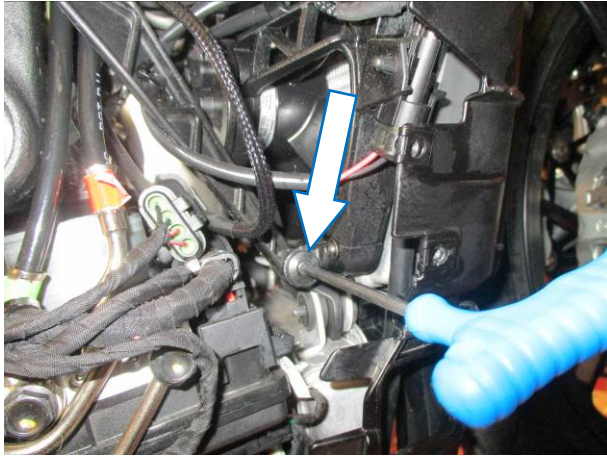


PHOTO 31



PHOTO 32

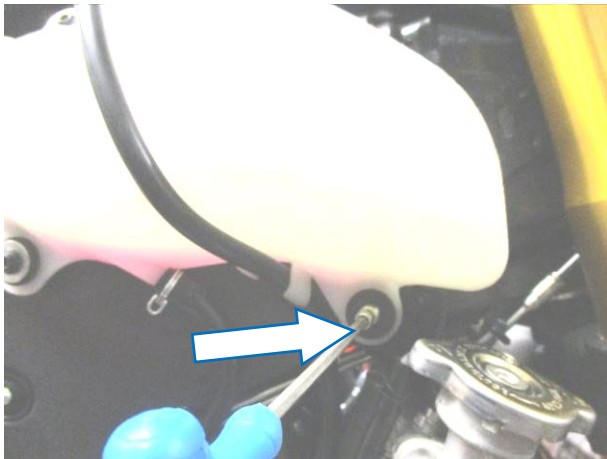


PHOTO 33

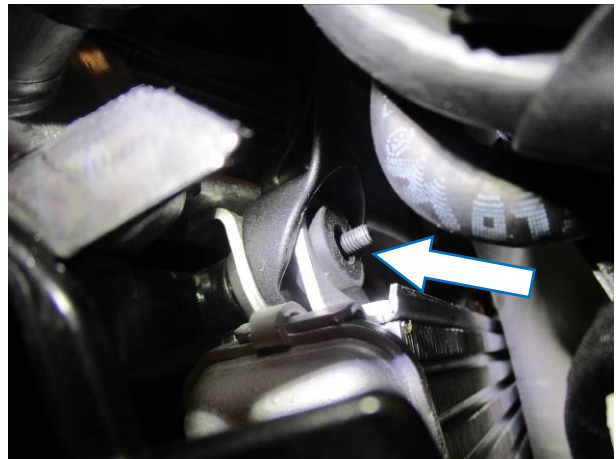


PHOTO 34

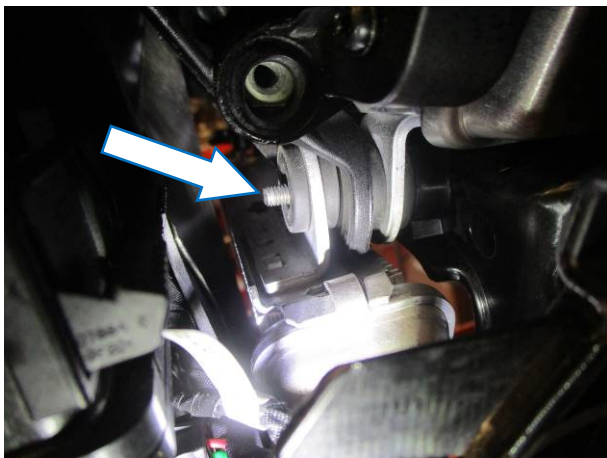


PHOTO 35

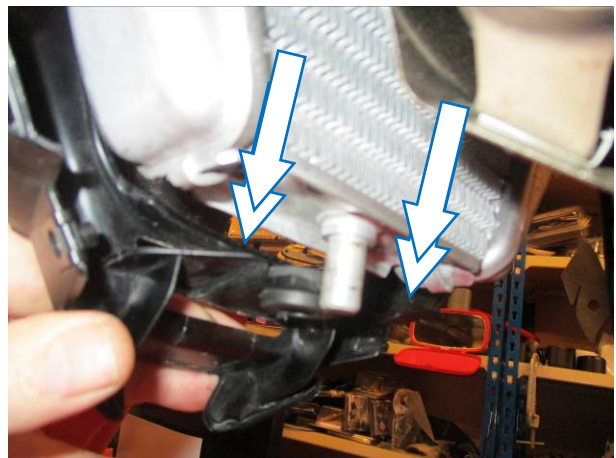


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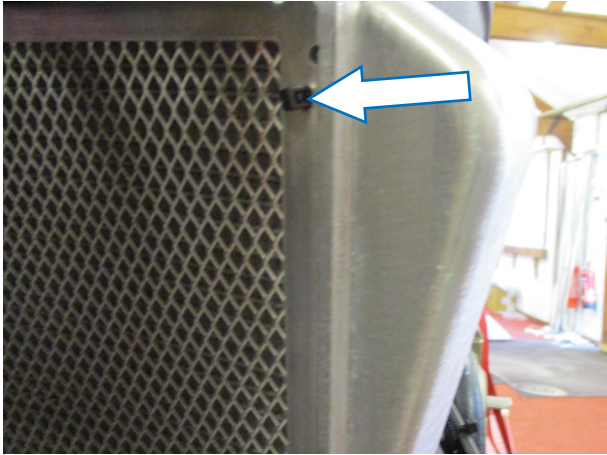


PHOTO 37

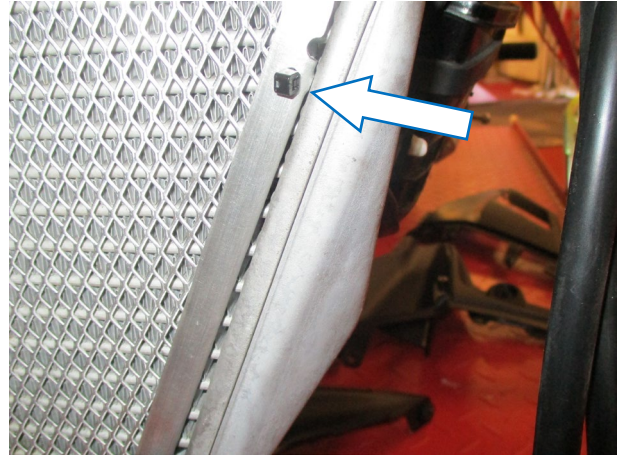


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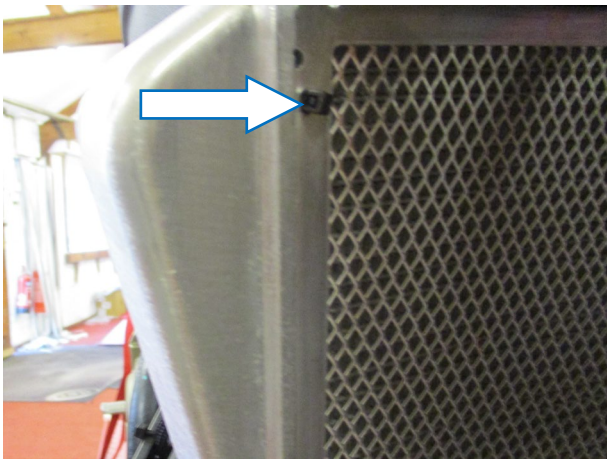


PHOTO 39

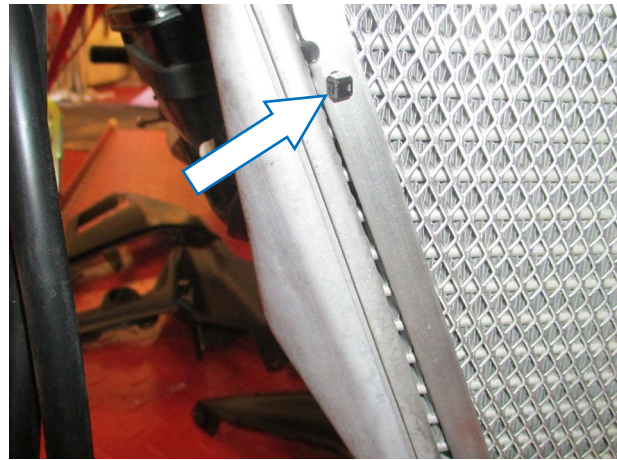


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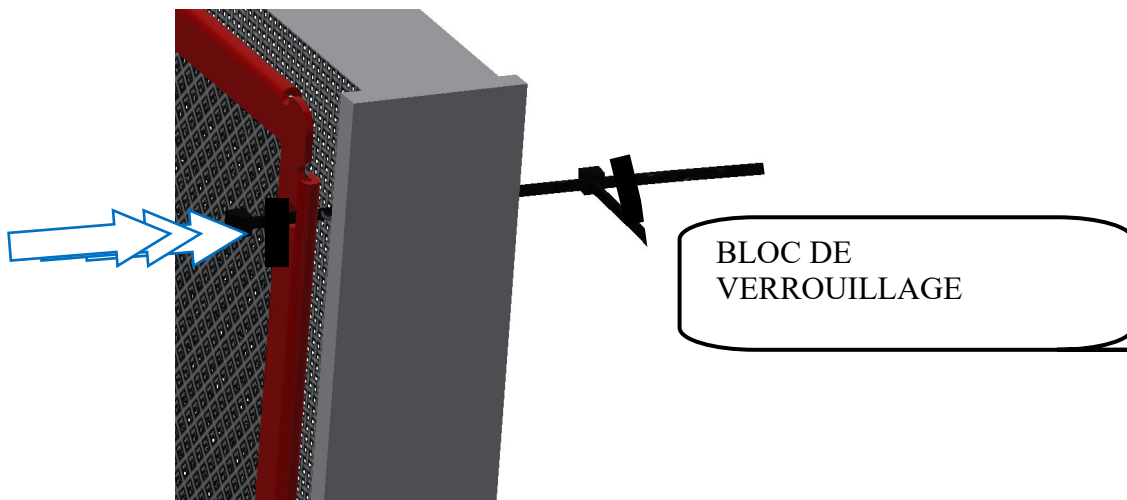


PHOTO 41  
R&G



**INSTRUCTIONS DE MONTAGE POUR STREET FIGHTER (INSTRUCTIONS PANIGALE LISTÉES À LA PAGE 11)**

- Retirez les quatre boulons du panneau du couvercle du réservoir des deux côtés de la moto fléchés sur les photos 1 et 2. Tirez doucement le panneau vers le haut jusqu'à ce que les goupilles de positionnement se libèrent et retirez-le.
- Retirez tous les boulons fléchés sur les photos 3, 4, 5, 6, 7 et 8.
- Retirez les huit boulons fléchés sur les photos 9, 10, 11 et 12 et retirez les quatre ailes puis retirez les deux carénages supérieur/extérieur.
- Retirez les quatre boulons fléchés sur les photos 13, 14, 15 et 16 puis retirez les quatre panneaux en aluminium brossé.
- Retirez tous les boulons fléchés sur les photos 17, 18, 19 et 20, désengagez les durites puis retirez les deux carénages inférieurs/extérieurs.
- Retirez tous les boulons fléchés sur les photos 21, 22, 23, 24 et 25, désengagez soigneusement l'ergot de positionnement fléché sur la photo 26 puis retirez le panneau supérieur/intérieur droit.
- Retirez tous les boulons fléchés sur les photos 17, 18, 19 et 20 puis retirez les deux carénages inférieurs/extérieurs.
- Retirez tous les boulons fléchés sur les photos 27, 28, 29, désengagez avec précaution l'ergot de positionnement fléché sur la photo 30 puis retirez le panneau supérieur/intérieur gauche.
- Retirez les deux boulons fléchés sur les photos 31, 32 et 33.
- Déposer les écrous de fixation du radiateur d'huile supérieur et les entretoises comme indiqué sur les photos 34 et 35 puis dégager délicatement le radiateur d'huile.
- Dégagez avec précaution l'ergot de positionnement inférieur comme indiqué sur la photo 36, puis dégagez soigneusement les robinets de positionnement supérieurs du radiateur et retirez l'entourage du radiateur/refroidisseur d'huile.
- Coupez la mousse autocollante incluse (article 3) en bandes de 10 mm et appliquez-la sur la face arrière de la protection du refroidisseur d'huile (article 1) comme indiqué ci-dessous.



- Mettre en place la protection du refroidisseur d'huile et passer quatre des attache-câbles (articles 2) à travers la protection du refroidisseur d'huile comme indiqué sur les photos 37, 38, 39, 40 et 41 en veillant à faire passer les attache-câbles à travers le châssis du refroidisseur d'huile et non la matrice de refroidissement.
- Placez quatre des blocs de verrouillage sur les queues d'attaches de câble exposées comme indiqué sur la photo 41, lorsqu'ils sont tous en position, serrez pour fixer la protection du refroidisseur d'huile en place, puis coupez les queues de toutes les attaches de câble.

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- Remplacez tous les carénages et panneaux comme d'origine dans l'ordre inverse de leur démontage.

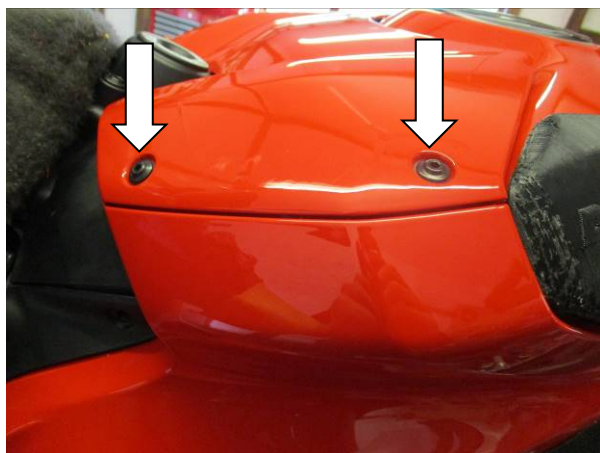


Photo 1



Photo 2



Photo 3

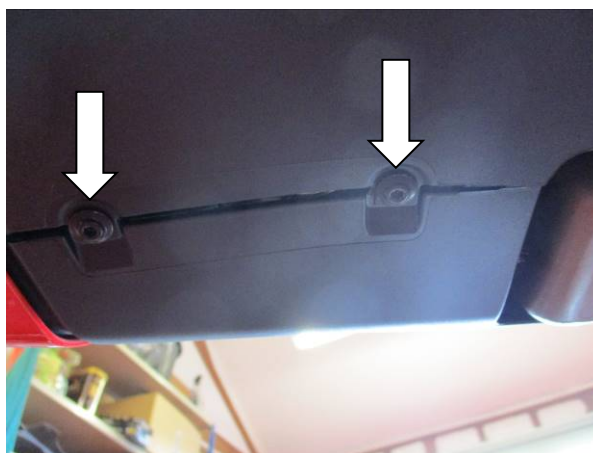


Photo 4



Photo 5



Photo 6

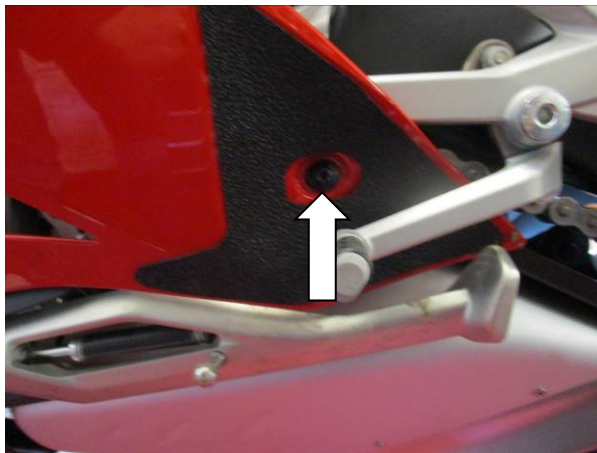


Photo 7

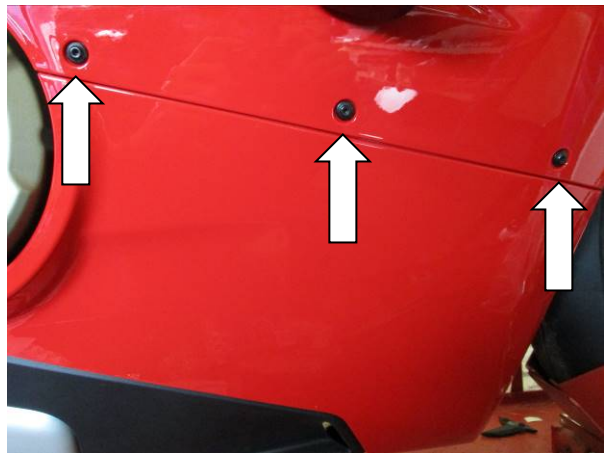


Photo 8



Photo 9

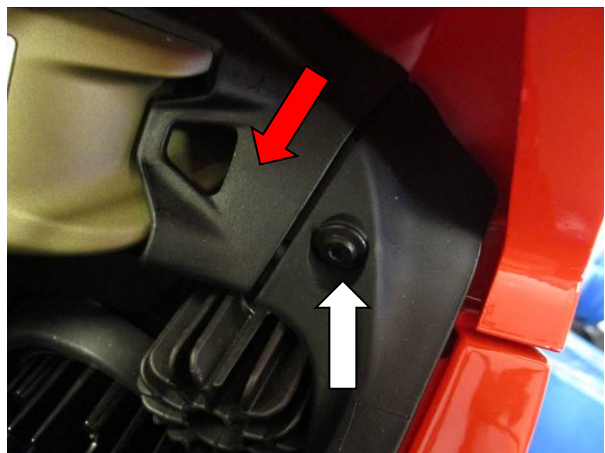


Photo 10



Photo 11

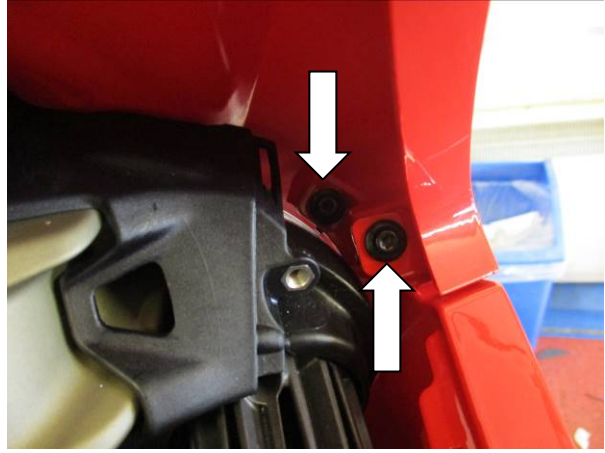


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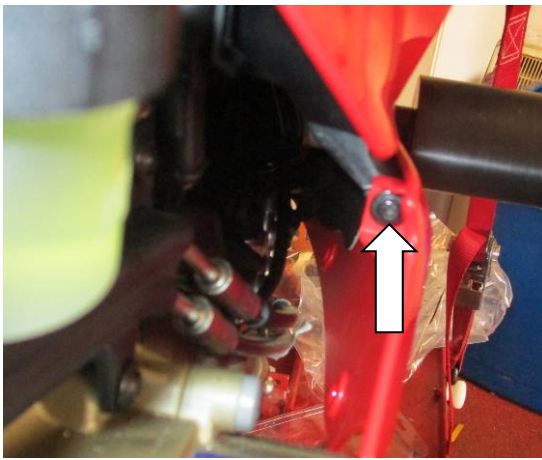


Photo 13

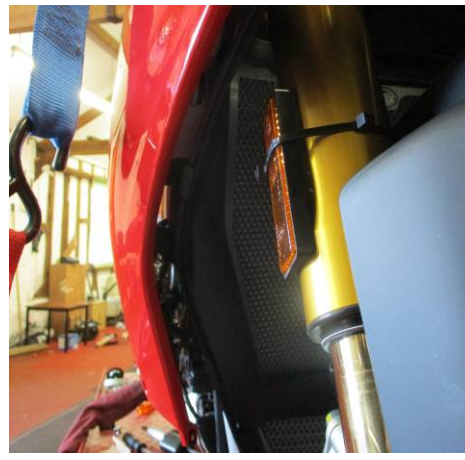


Photo 14



Photo 15

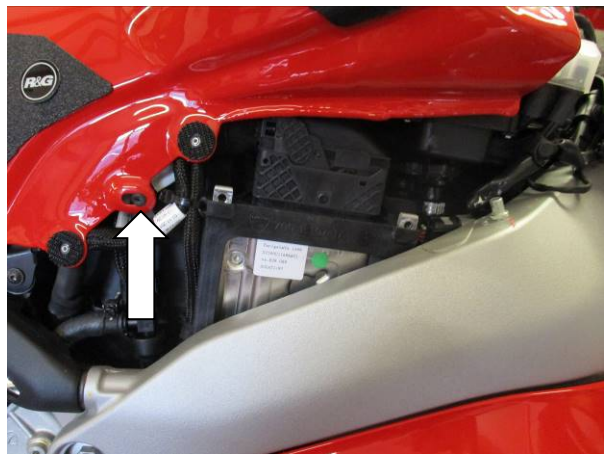


Photo 16





Photo 17

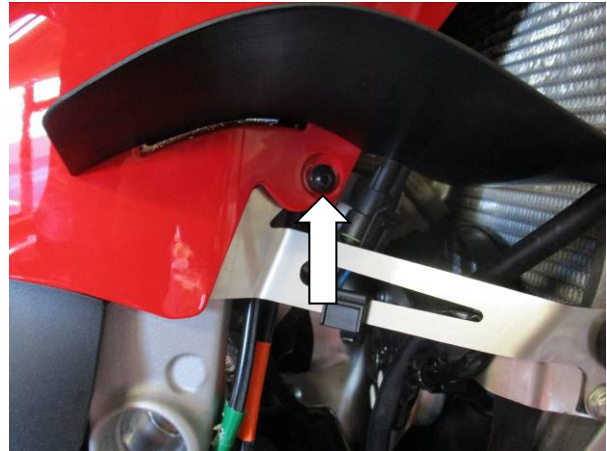


Photo 18

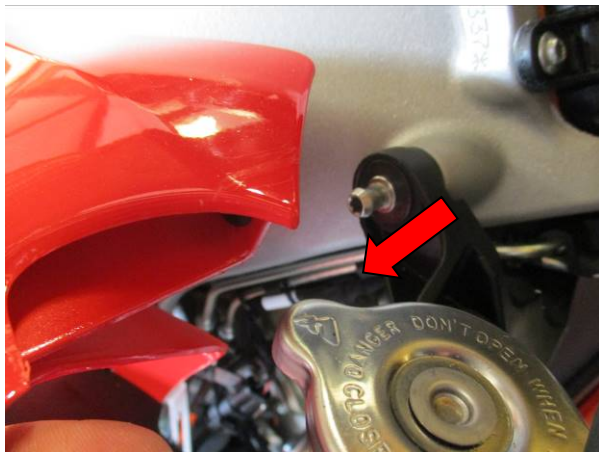


Photo 19

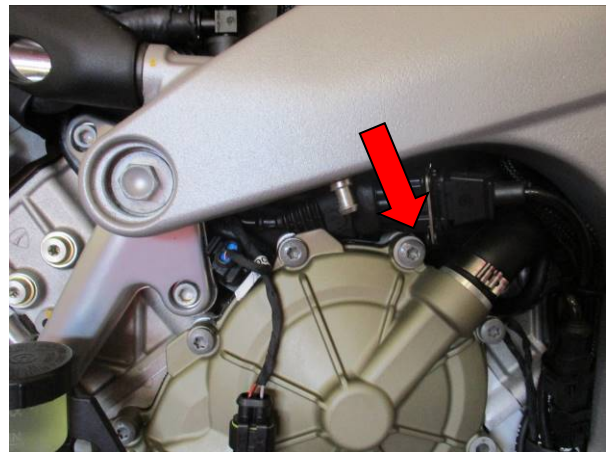


Photo 20



Photo 21

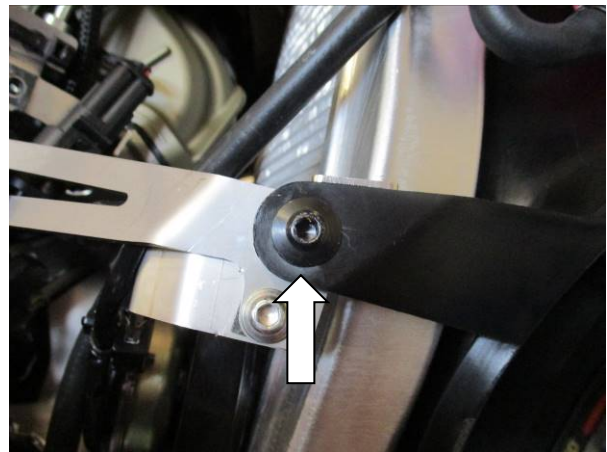


Photo 22

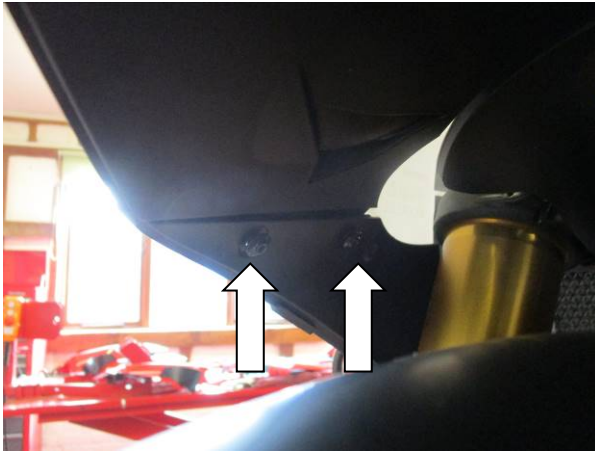


Photo 23

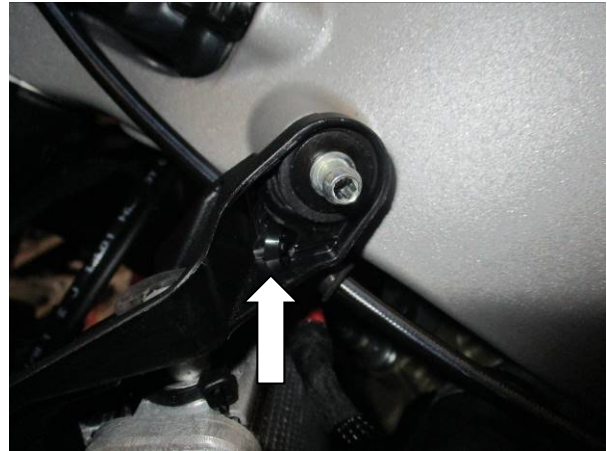


Photo 24



Photo 25

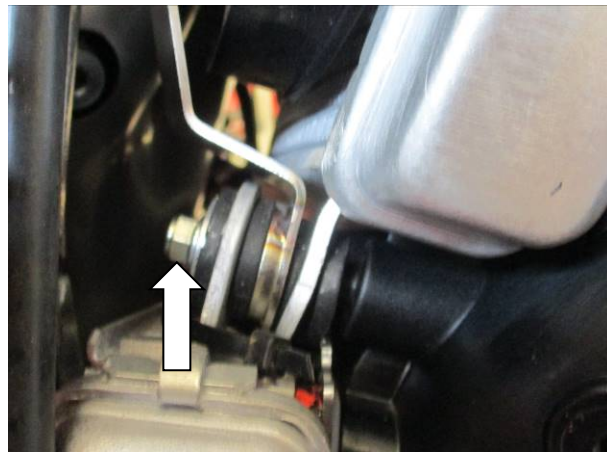


Photo 26

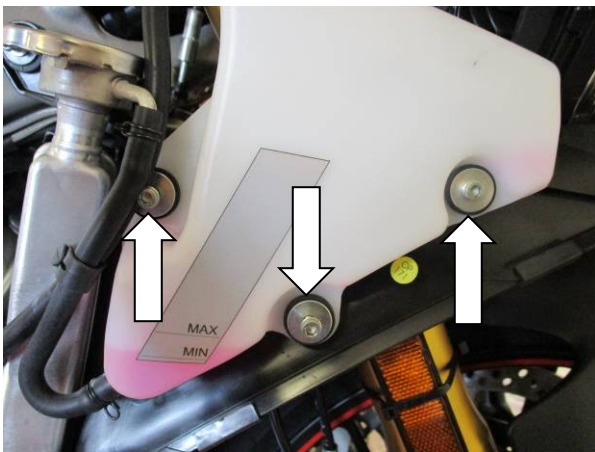


Photo 27

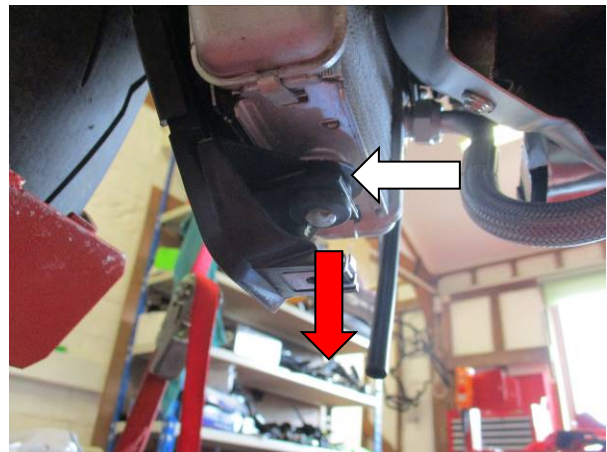


Photo 28

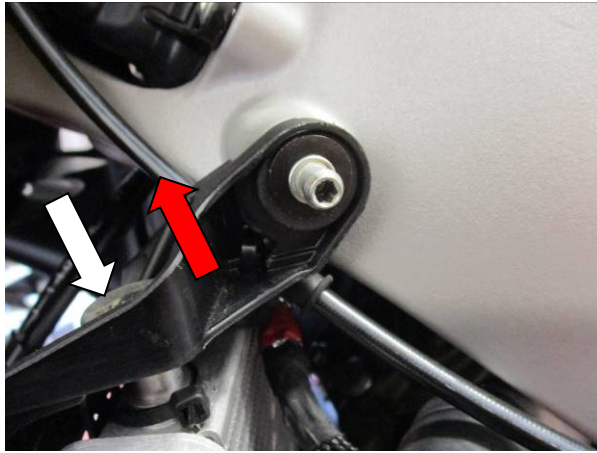


Photo 29



Photo 30

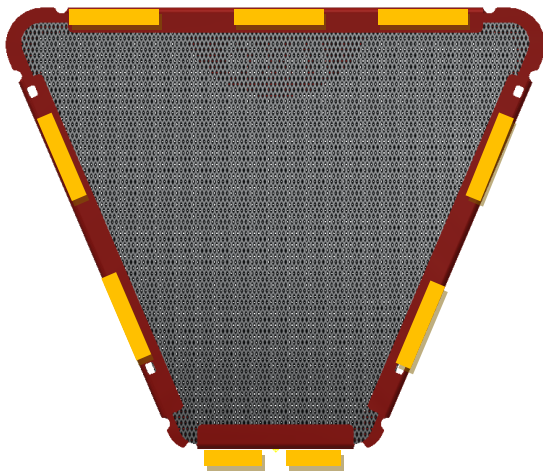


PHOTO 31



PHOTO 32

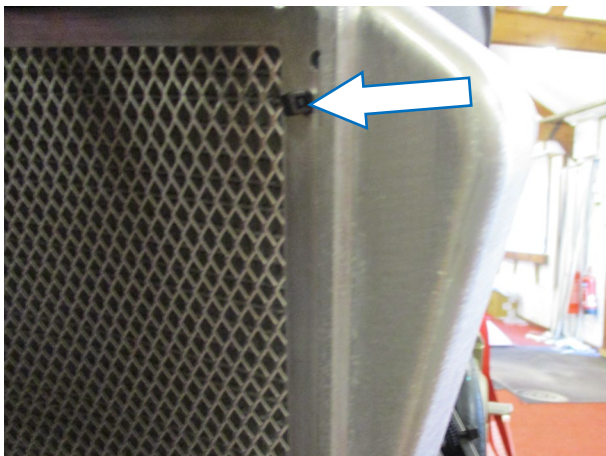


PHOTO 33

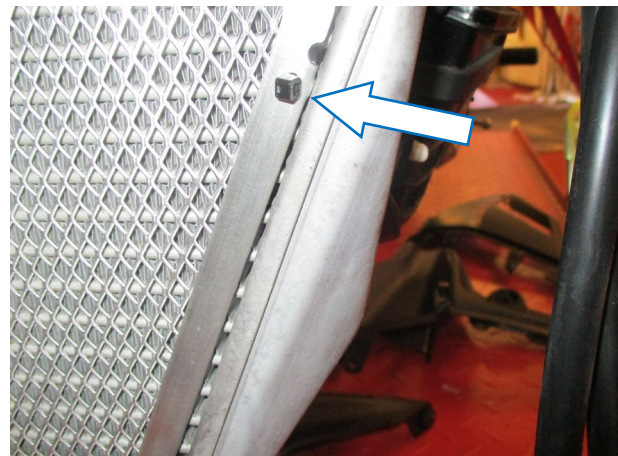


PHOTO 34

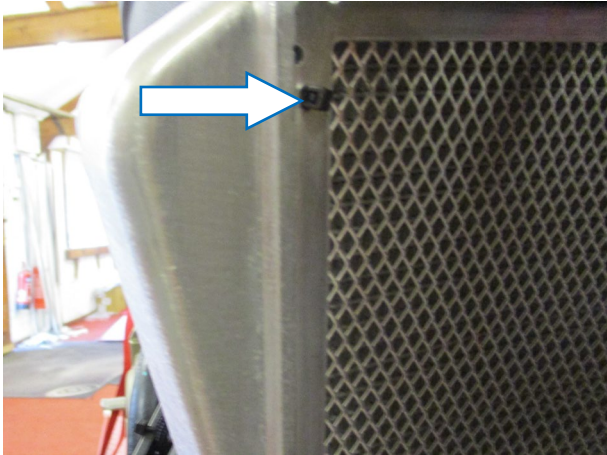


PHOTO 35



PHOTO 36

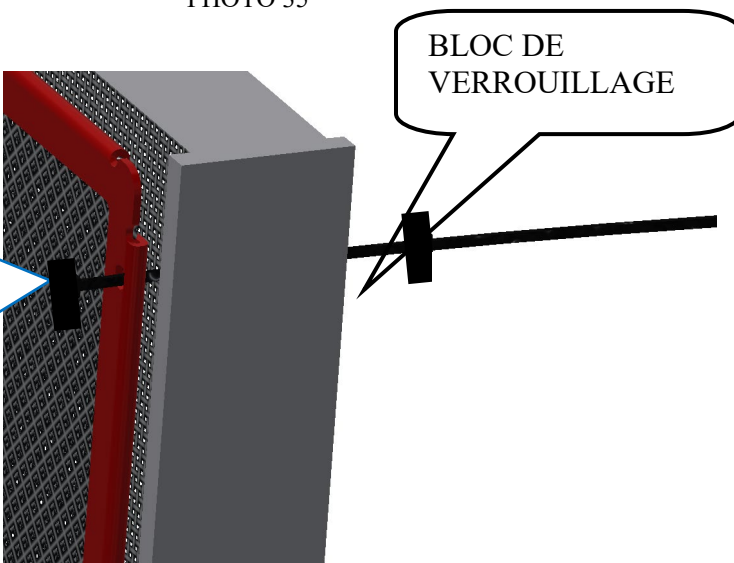


PHOTO 37



PHOTO 38

## **INSTRUCTIONS DE MONTAGE POUR LES MODÈLES PANIGALE**

- Retirez les 2 boulons du panneau du couvercle du réservoir des deux côtés de la moto indiqués sur la photo 1. Tirez doucement le panneau vers le haut jusqu'à ce que les goupilles de positionnement se libèrent.
- Retirez le boulon illustré sur la photo 2 du bas du nez.
- Retirez les vis fléchées sur les photos 3 et 4 du dessous des carénages inférieurs.
- Retirez le boulon du carénage de radiateur illustré sur la photo 5 des deux côtés.
- Retirez les boulons de carénage arrière des côtés droit et gauche de la moto comme indiqué sur les photos 6 et 7 respectivement.

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- Retirez les 3 boulons de carénage inférieur à supérieur fléchés sur la photo 8 des deux côtés de la moto. Le carénage inférieur peut être retiré des deux côtés à ce stade en le séparant délicatement du carénage du radiateur.
- Retirez les boulons indiqués sur les photos 9 et 10.
- Faites glisser le panneau de carénage intérieur noir (préalablement fixé avec les boulons des photos 9 et 10) vers l'avant jusqu'à ce que les clips se dégagent. Pour libérer le clip à l'avant, tirez le cache noir marqué de la flèche rouge sur la photo 10 dans le sens indiqué par la flèche tout en faisant glisser simultanément le panneau intérieur de carénage vers l'avant. Répétez cette opération pour le panneau de carénage intérieur de l'autre côté.
- Retirez les 2 boulons fléchés sur la photo 12 des deux côtés.
- Retirez le boulon fléché sur la photo 13 des deux côtés.
- Tirez le carénage principal loin du carénage du radiateur comme indiqué sur la photo 14 et loin du nez comme indiqué sur la photo 15.
- Retirez le carénage principal, pour cela tirez doucement sur le bord du carénage par le réservoir de carburant pour libérer le velcro et l'emplacement plastique indiqué sur la photo 16. Répétez cette opération pour le panneau de carénage principal de l'autre côté.
- Retirez le boulon montré sur la photo 18 des deux côtés.
- Retirez le panneau de remplissage de carénage, pour cela tirez doucement sur l'avant du panneau dans le sens indiqué sur la photo 19 pour dégager le positionneur avant. Tirez ensuite doucement dans le sens indiqué sur la photo 20 pour libérer le positionneur arrière. L'application d'un lubrifiant liquide facilitera ce processus. Répétez cette opération pour le panneau de remplissage de carénage de l'autre côté.
- Retirez le goujon de la clé Allen illustré sur la photo 21 des deux côtés.
- Retirez le boulon montré sur la photo 22 des deux côtés. Il y a un boulon de 8 mm à l'arrière du boulon qui devra être maintenu en place avec une clé.
- Retirez les 2 boulons indiqués sur la photo 23 sur le carénage du radiateur des deux côtés.
- Coupez le collier de serrage illustré à la photo 24 sur le côté supérieur gauche du support de carénage du radiateur.
- À l'aide d'un tournevis à tête plate, soulevez le clip illustré sur la photo 25 pour l'éloigner du carénage du radiateur. Si le clip ne bouge pas, coupez le serre-câble qui le relie au fil.
- Retirez l'écrou de 8 mm fléché sur la photo 26 des deux côtés, le manchon métallique contre lequel l'écrou serre peut également être retiré à ce stade.
- Retirez les 3 boulons fléchés sur la photo 27 sur le côté droit de la moto.
- Le retrait du carénage du radiateur peut être plus facile avec une deuxième personne et nécessitera la répétition des processus suivants jusqu'à ce que le carénage du radiateur soit libre de bouger.
- Appliquez du lubrifiant liquide sur les œillets en caoutchouc indiqués par une flèche blanche sur les photos 28 et 29.
- Tirez sur le support inférieur du carénage du radiateur comme indiqué par la flèche rouge sur la photo 28 jusqu'à ce que l'œillet en caoutchouc glisse sur le bossage de positionnement au bas du radiateur inférieur.
- Tirez sur le support de carénage de radiateur supérieur comme indiqué par la flèche rouge sur la photo 29 jusqu'à ce que le passe-fil glisse sur le bossage de positionnement sur le dessus du radiateur supérieur.
- Le carénage du radiateur pourra désormais glisser vers l'avant le long des bossages filetés dont l'écrou a été retiré sur la photo 26.
- Le carénage du radiateur doit être placé sur la roue avant comme indiqué sur la photo 30, prenez des précautions pour vous assurer que les bossages filetés qui fixent les deux radiateurs ensemble

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n'endommagent pas les noyaux du radiateur (un morceau de matériau souple pressé sur l'extrémité de chaque bossage suffira).

- Coupez la mousse autocollante fournie (article 3) en bandes de 10 mm et appliquez-la sur la protection du radiateur d'huile (article 1) comme indiqué sur la photo 31.
- Mettre la protection du radiateur d'huile en position comme indiqué sur la photo 38 et passer quatre des attache-câbles (articles 2) à travers la garde du radiateur d'huile comme indiqué sur les photos 32, 33, 34, 35 et 36 en veillant à passer les attaches de câble à travers le châssis du refroidisseur d'huile et non de la matrice de refroidissement.
- Placez quatre des blocs de verrouillage sur les queues d'attaches de câble exposées comme indiqué sur la photo 37, lorsqu'ils sont tous en position, serrez pour fixer la protection du refroidisseur d'huile en place, puis coupez les queues de toutes les attaches de câble.
- Remplacez tous les carénages et panneaux comme d'origine dans l'ordre inverse de leur démontage.

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**MONTAGEANLEITUNG FÜR OCG0038 ÖLKÜHLERSCHUTZ  
FÜR DUCATI STREET FIGHTER V4 2020/PANIGALE V4-V4S-SPECIALE 2018-**



**ALLE KIT-TEILE SIND AUF DEN NACHFOLGENDEN SEITEN ABGEBILDET UND GEKENNZEICHNET.**

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

ÜBERPRÜFEN SIE ZUERST, DASS ALLE TEILE VORHANDEN SIND.

**LESEN SIE DIE MONTAGEANLEITUNG KOMPLETT DURCH, BEVOR SIE ANFANGEN.**

**WENN SIE BEI DER MONTAGE DIESES PRODUKTES UNSICHER SIND, BITTE EINEN  
UNSERER HÄNDLER KONTAKTIEREN ODER DAS KIT VON EINEM QUALIFIZIERTEN  
ZWEIRAD-MECHANIKER MONTIEREN LASSEN.**

DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

HINWEIS FÜR KITS MIT PLASTIKUNTERLEGSCHLEIBEN AN DEN SCHRAUBEN –  
DIESE PLASTIK-UNTERLEGSCHLEIBEN WERDEN NICHT FÜR DEN EINBAU BENÖTIGT

**EINE DIGITALE VERSION DIESER MONTAGEANLEITUNG KANN AUF FOLGENDER  
SEITE HERUNTERGELADEN WERDEN:**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)

[ES WIRD EMPFOHLEN, DEN KÜHLERSCHUTZ \(ARTIKEL NR. RAD0256\)  
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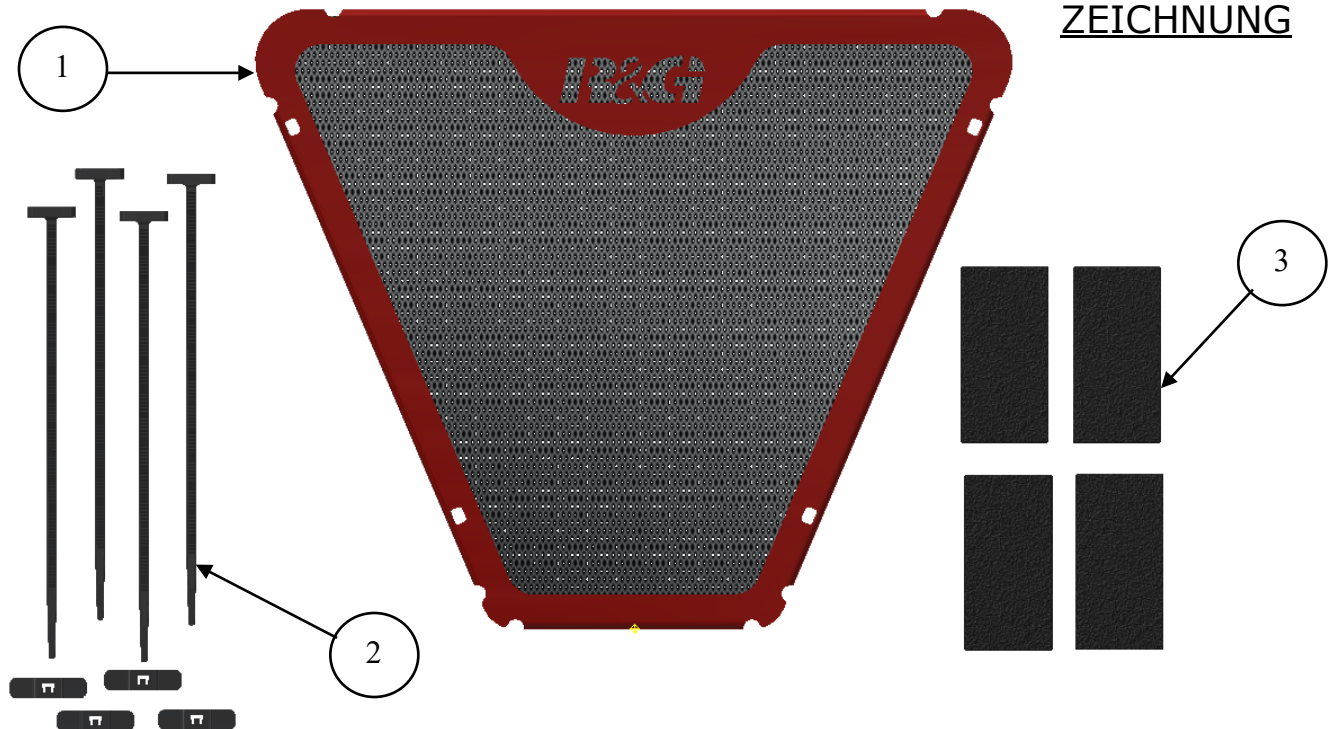


<b>SIE BENÖTIGEN FOLGENDES WERKZEUG:</b>	<b>ALLGEM. ANZUGSDREHMOMENT</b>
<ul style="list-style-type: none"> <li>•Satz Inbusschlüssel</li> <li>•T25 TORX-Schlüssel</li> <li>•8mm Schraubenschlüssel</li> <li>•Seitenscheider</li> </ul>	M4 SCHRAUBE = 8Nm M5 SCHRAUBE = 12Nm M6 SCHRAUBE = 15Nm M8 SCHRAUBE = 20Nm M10 SCHRAUBE = 40Nm M12 SCHRAUBE = 40Nm

### LIEFERUMFANG

<b>ARTIKEL NR.</b>	<b>BESCHREIBUNG</b>	<b>MENGE</b>
ARTIKEL 1	ÖLKÜHLERSCHUTZ (OCG0038)	1
ARTIKEL 2	2,5mm KABELBINDER UND VERRIEGELUNGSSTÜCKE (CT130)	2 SÄTZE
ARTIKEL 3	100mm SELBSTKLEBENDER SCHAUMSTOFF	4

### KOMPONENTEN ZEICHNUNG



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ABBILDUNG 1



ABBILDUNG 2



ABBILDUNG 3



ABBILDUNG 4



ABBILDUNG 5



ABBILDUNG 6



ABBILDUNG 7



ABBILDUNG 8

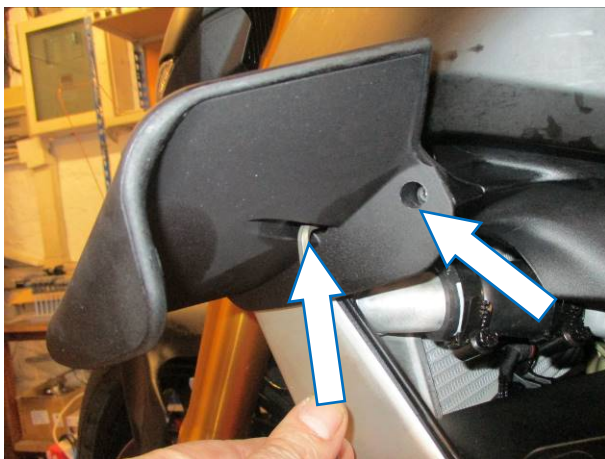


ABBILDUNG 9

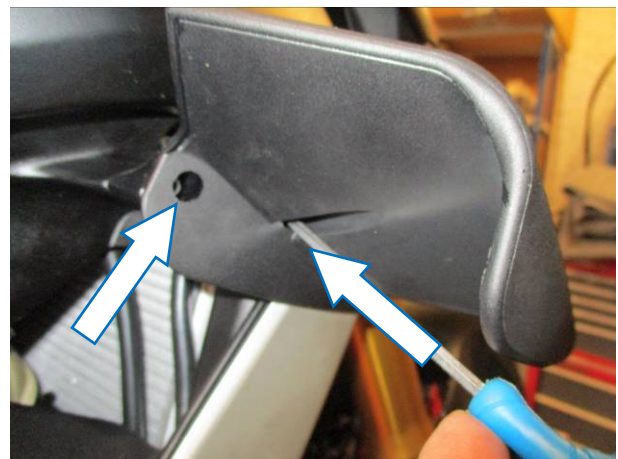


ABBILDUNG 10

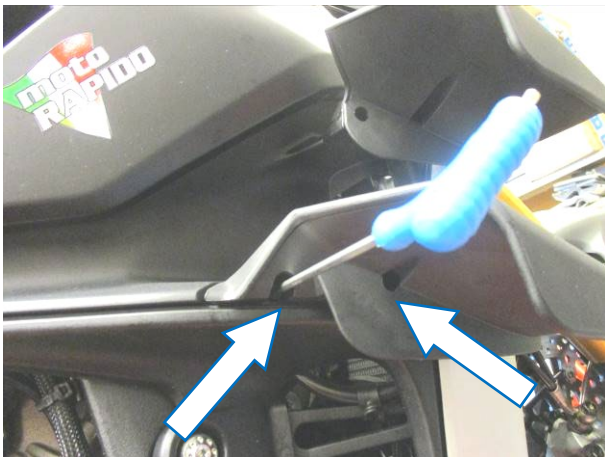


ABBILDUNG 11

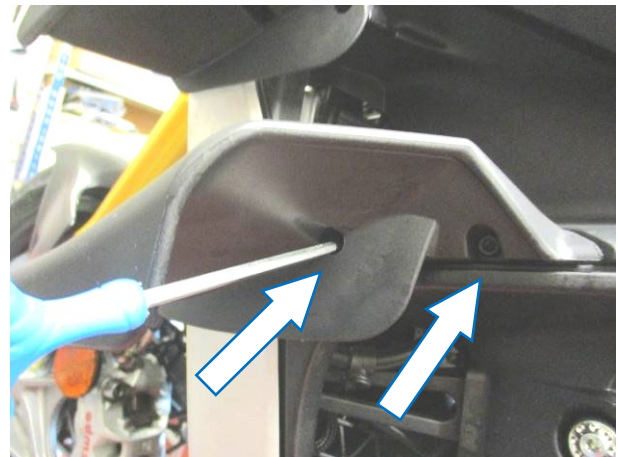


ABBILDUNG 12

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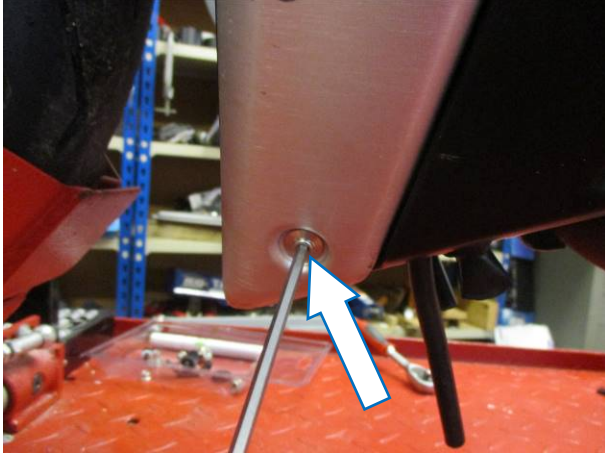


ABBILDUNG 13



ABBILDUNG 14



ABBILDUNG 15



ABBILDUNG 16

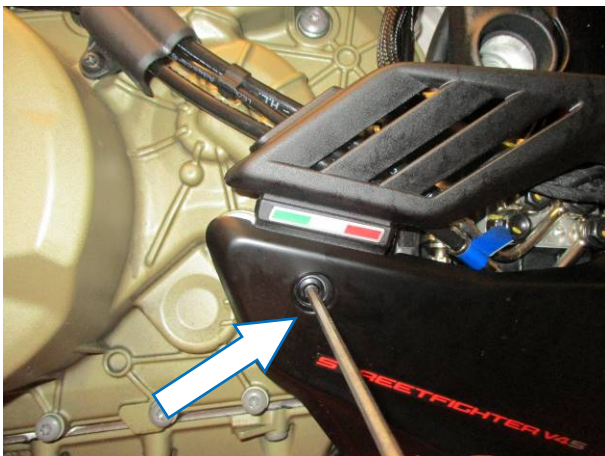


ABBILDUNG 17



ABBILDUNG 18



ABBILDUNG 19

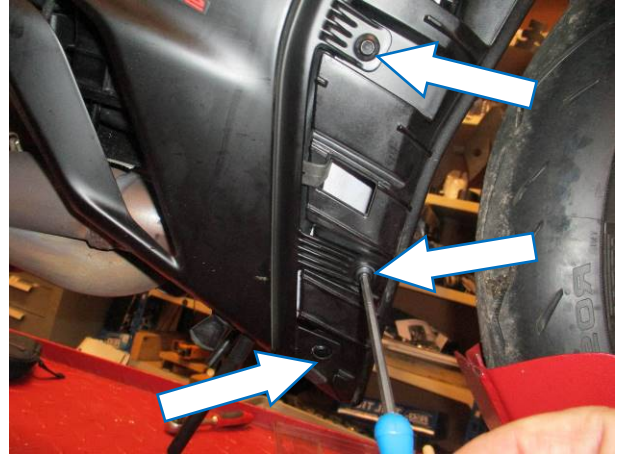


ABBILDUNG 20



ABBILDUNG 21



ABBILDUNG 22

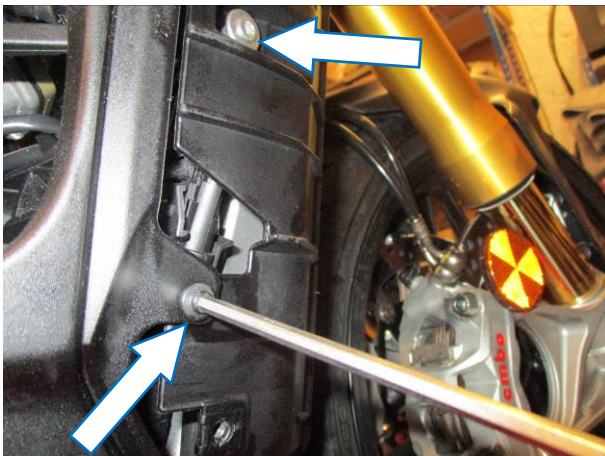


ABBILDUNG 23

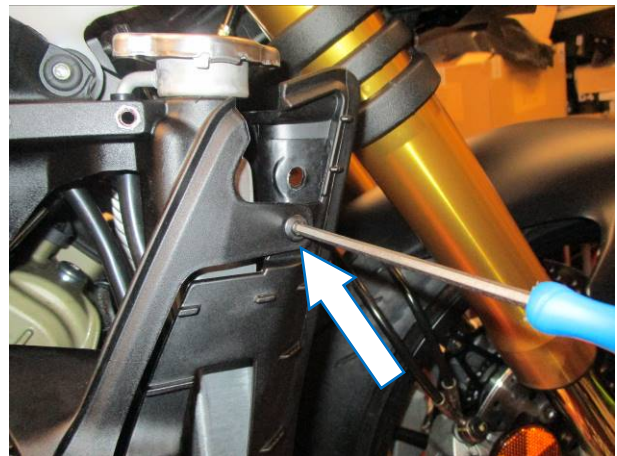


ABBILDUNG 24



ABBILDUNG 25



ABBILDUNG 26

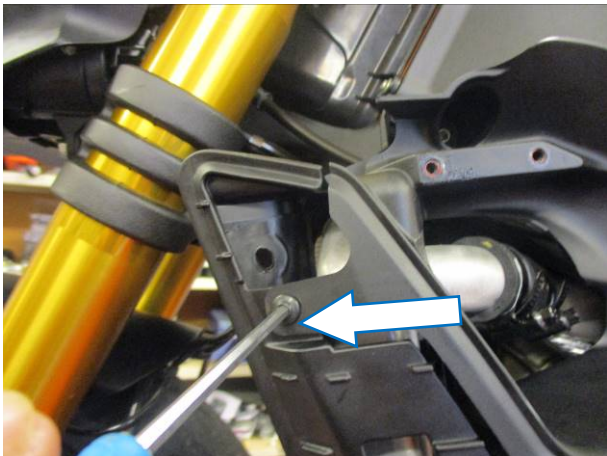


ABBILDUNG 27



ABBILDUNG 28

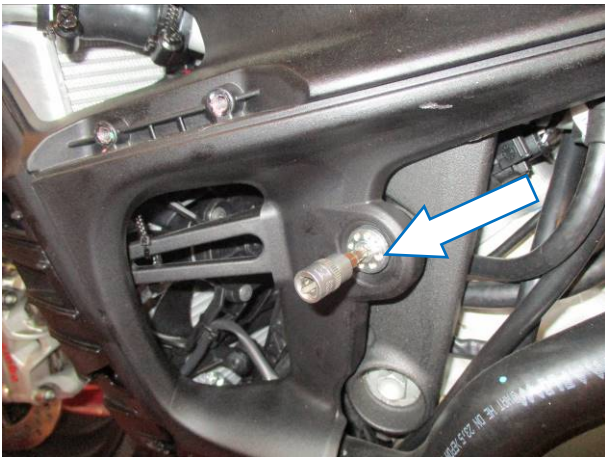


ABBILDUNG 29



ABBILDUNG 30

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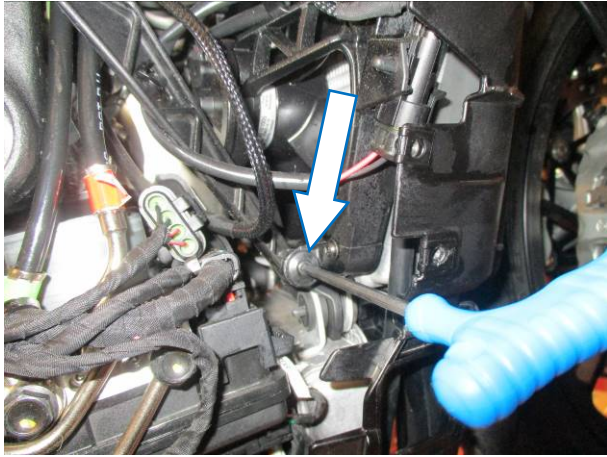


ABBILDUNG 31



ABBILDUNG 32

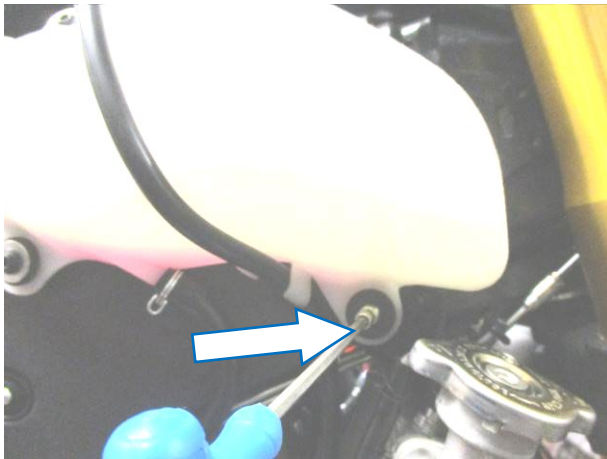


ABBILDUNG 33

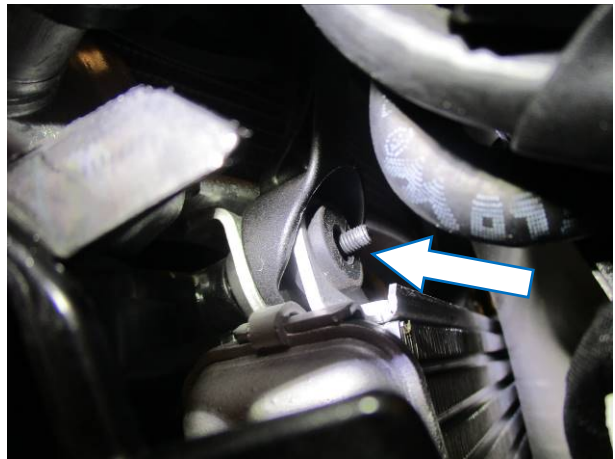


ABBILDUNG 34

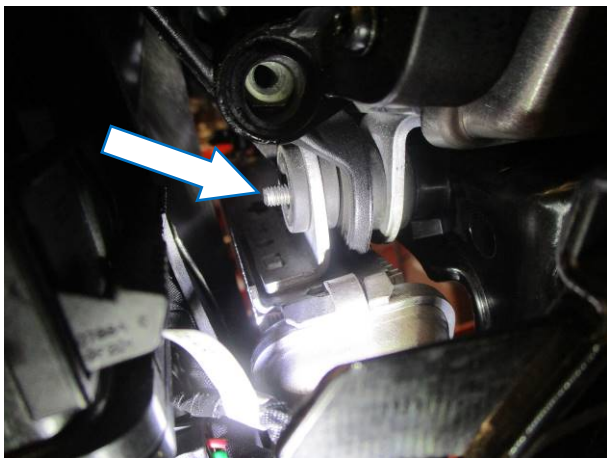


ABBILDUNG 35

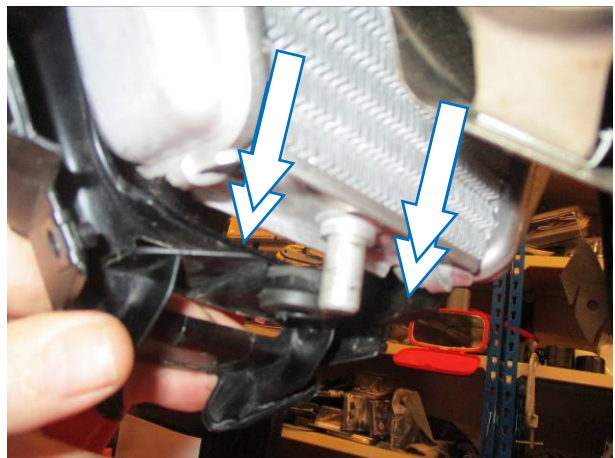


ABBILDUNG 36

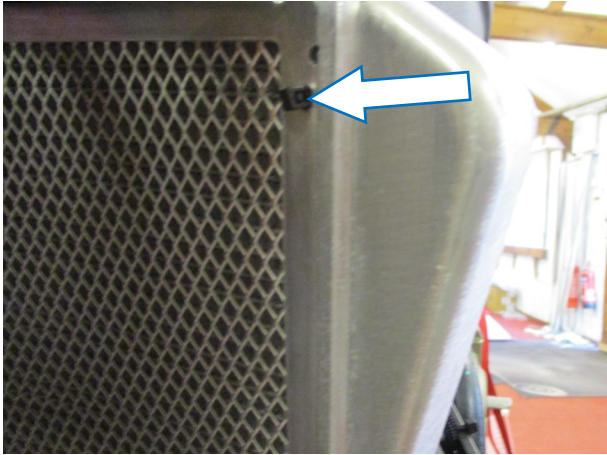


ABBILDUNG 37

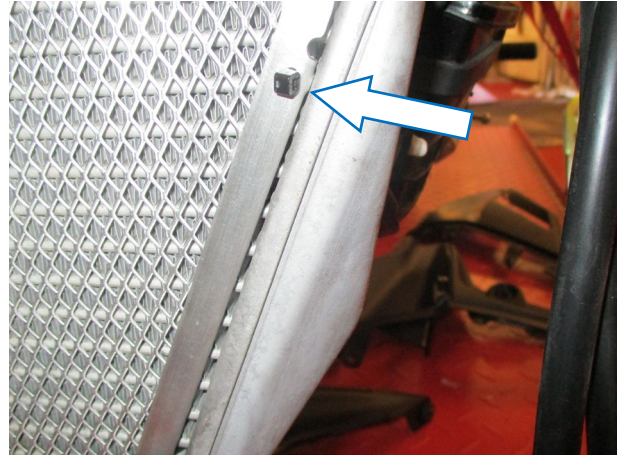


ABBILDUNG 38

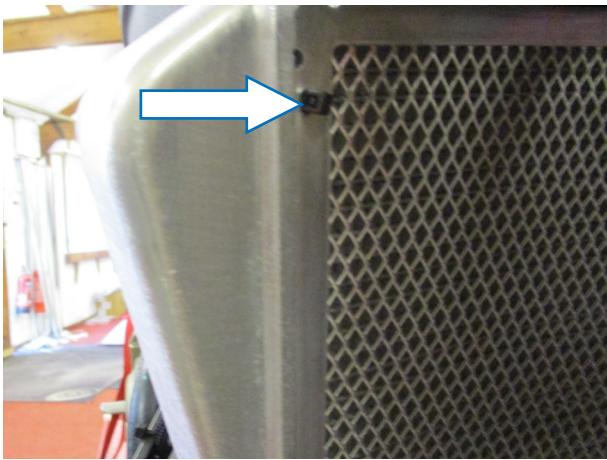


ABBILDUNG 39

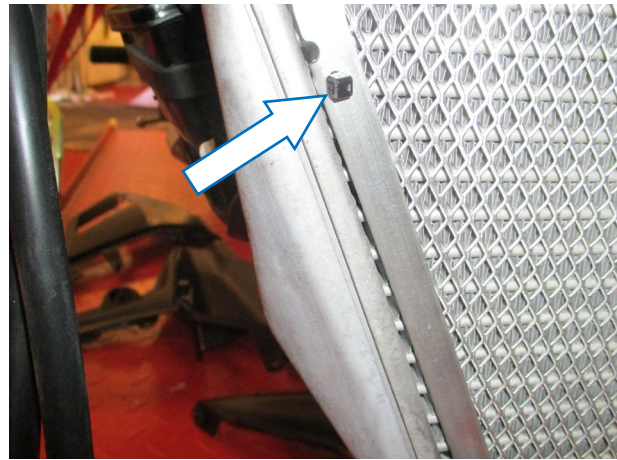


ABBILDUNG 40

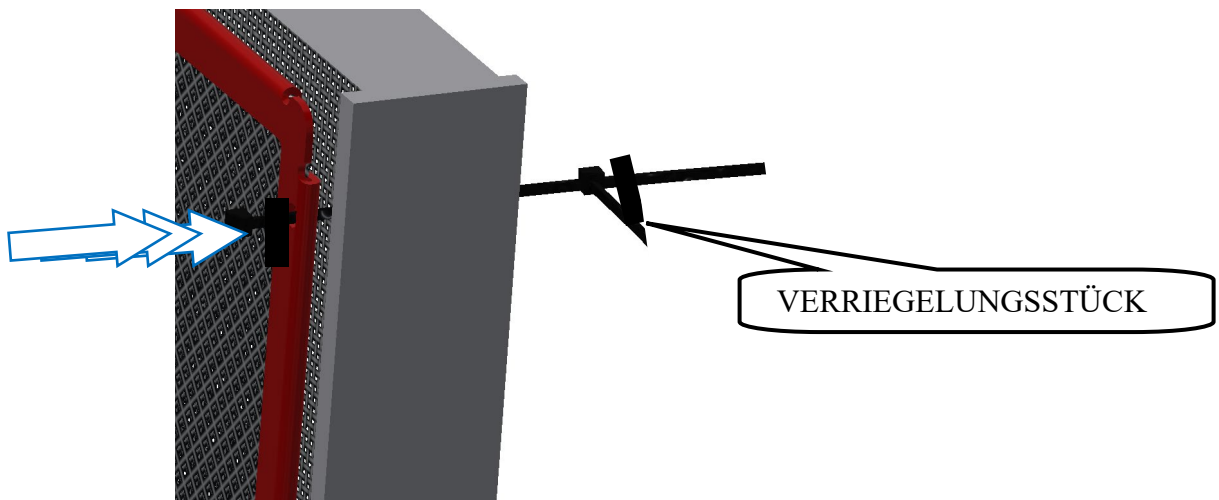


ABBILDUNG 41

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### **MONTAGEANLEITUNG FÜR STREET FIGHTER (ANLEITUNG FÜR PANIGALE AB SEITE 11)**

- Entfernen Sie die vier Schrauben für die Tankabdeckung an beiden Seiten des Motorrads – diese sind in den **Abbildungen 1 und 2** gekennzeichnet. Das Verkleidungsteil vorsichtig nach oben ziehen bis die Fixierstifte sich lösen und dann entfernen.
- Entfernen Sie alle Schrauben, die in den **Abbildungen 3, 4, 5, 6, 7 und 8** mit Pfeilen gekennzeichnet sind.
- Entfernen Sie die acht Schrauben, die in den **Abbildungen 9, 10, 11 und 12** mit Pfeilen gekennzeichnet sind und entfernen Sie alle vier Flügelteile, danach entfernen Sie beide obere/äußere Verkleidungen.
- Entfernen Sie die vier Schrauben, die in den **Abbildungen 13, 14, 15 und 16** markiert sind, dann entfernen Sie die vier Verkleidungsteil aus gebürstetem Aluminium.
- Entfernen Sie alle Schrauben, die in den **Abbildungen 17, 18, 19, und 20** mit Pfeilen markiert sind, lösen Sie die Schläuche, dann entfernen Sie beide untere/äußere Verkleidungen.
- Entfernen Sie alle Schrauben, die in den **Abbildungen 21, 22, 23, 24, und 25** gekennzeichnet sind, lösen Sie vorsichtig den Fixierzapfen, der in **Abbildung 26** mit einem Pfeil gekennzeichnet ist, dann entfernen Sie das obere/innere Verkleidungsteil an der rechten Seite.
- Entfernen Sie alle Schrauben, die in den **Abbildungen 17, 18, 19, und 20** markiert sind, dann entfernen Sie die beide untere/äußere Verkleidungen.
- Entfernen Sie alle Schrauben, die in den **Abbildungen 27, 28, 29** gekennzeichnet sind, lösen Sie vorsichtig den Fixierzapfen, der in **Abbildung 30** mit einem Pfeil gekennzeichnet ist, dann entfernen Sie das obere/innere Verkleidungsteil.
- Entfernen Sie die zwei Schrauben, die in den **Abbildungen 31, 32 und 33** markiert sind.
- Entfernen Sie die oberen Muttern und Distanzhalter am Ölkühler, wie in den **Abbildungen 34 und 35** abgebildet, dann den Ölkühler vorsichtig lösen.
- Den unteren Fixierzapfen vorsichtig lösen, wie in **Abbildung 36** angezeigt, dann entfernen Sie die oberen Fixierzapfen für den Kühler und entfernen Sie anschließend die Ummantelung für den Kühler/Ölkühler.
- Schneiden Sie die mitgelieferten Schaumstoffstreifen (**Artikel 3**) in 10 mm breite Streifen und kleben Sie diese auf der Rückseite des Ölkühlerschutz (**Artikel 1**) wie nachstehend abgebildet.



- Den Ölkühlerschutz in Position bringen und die vier Kabelbinder vom Kit (**Artikel 2**) montieren, um den Kühlerschutz in Position zu befestigen wie in den **Abbildungen 37, 38, 39, 40 und 41** abgebildet. Stellen Sie sicher, dass die Kabelbinder durch den Ölkühlerrahmen gefädelt werden, nicht durch das Gitter.

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- Die vier Verriegelungsstücke an den hervorstehenden Enden der Kabelbinder anbringen wie in **Abbildung 41** abgebildet. Sobald alle Kabelbinder in Position sind, diese festziehen, um den Ölkühlerschutz zu befestigen und das jeweils überschüssige Kabel von den Kabelbindern abschneiden
- Montieren Sie alle Verkleidungsteile und Seitenverkleidungen wie ursprünglich wieder (in umgekehrter Reihenfolge der vorherigen Entfernung).

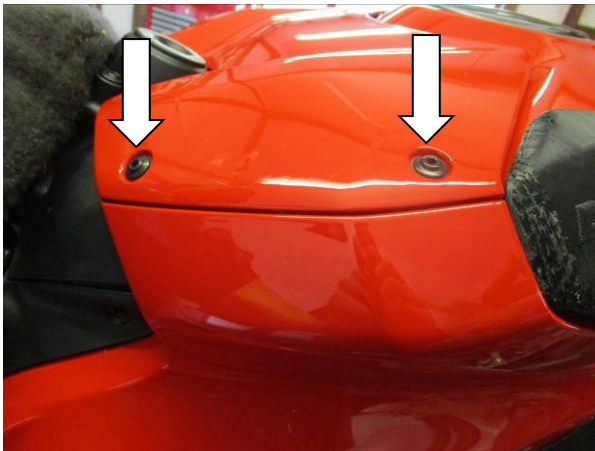


Abbildung 1



Abbildung 2

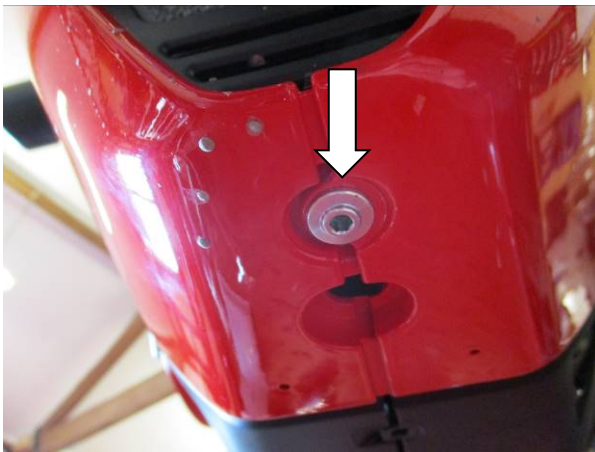


Abbildung 3

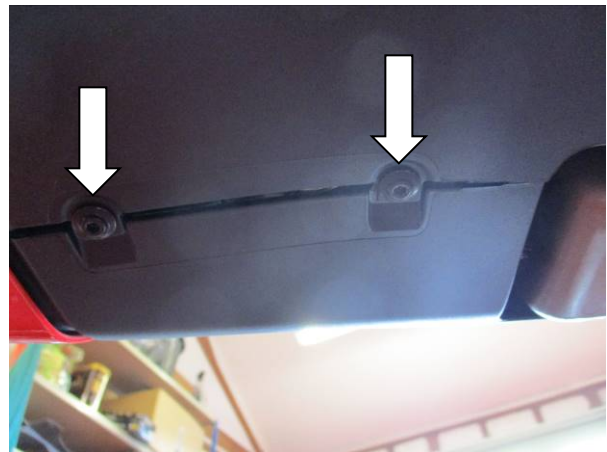


Abbildung 4



Abbildung 5



Abbildung 6

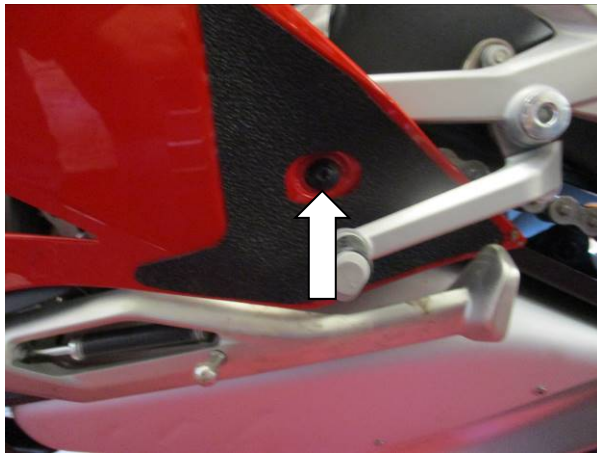


Abbildung 7

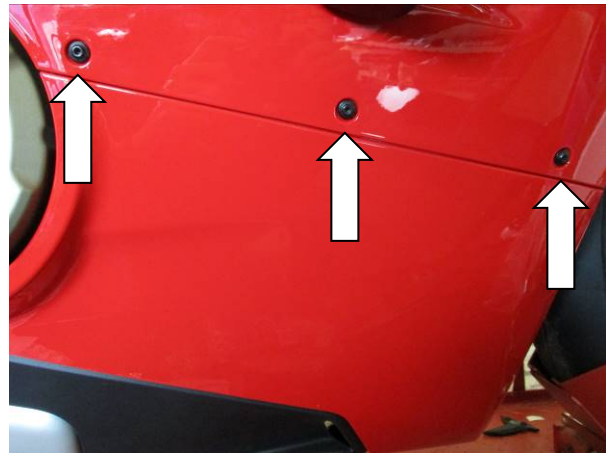


Abbildung 8



Abbildung 9

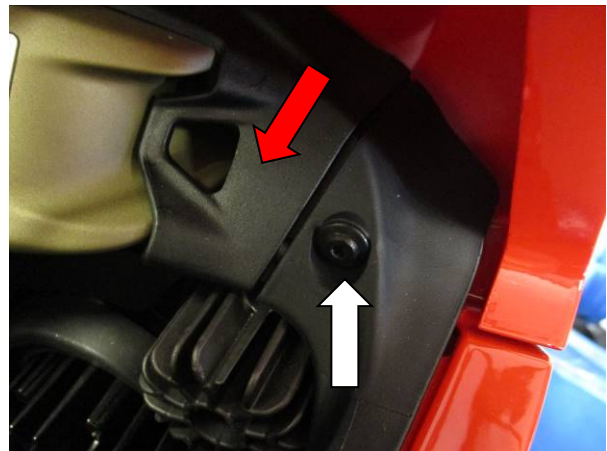


Abbildung 10

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Abbildung 11



Abbildung 12

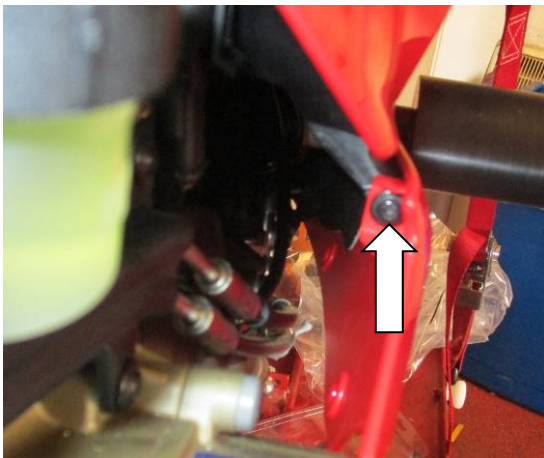


Abbildung 13

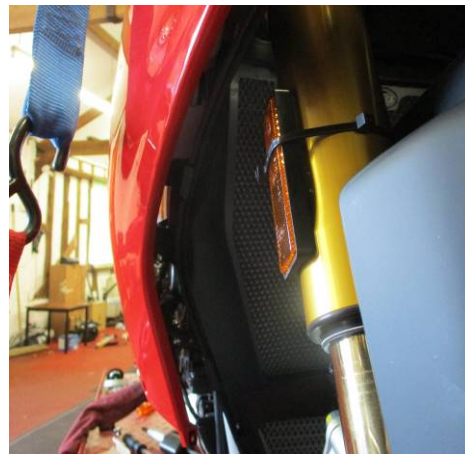


Abbildung 14



Abbildung 15

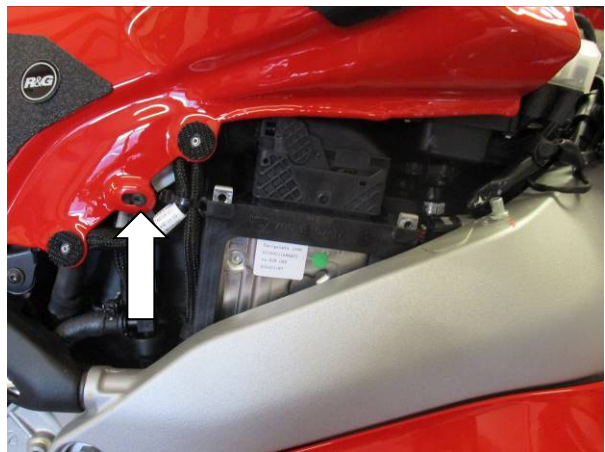


Abbildung 16



Abbildung 17

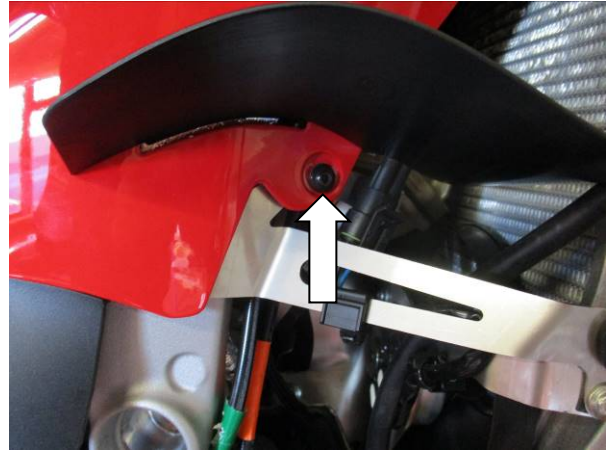


Abbildung 18

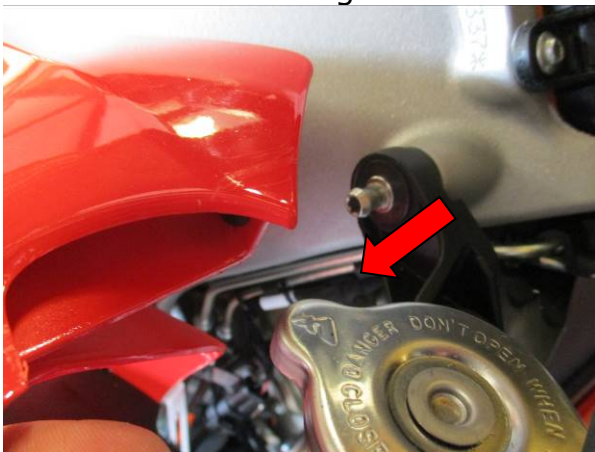


Abbildung 19

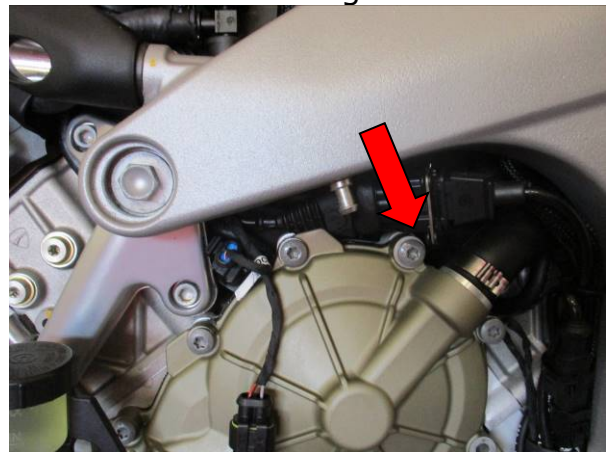


Abbildung 20



Abbildung 21

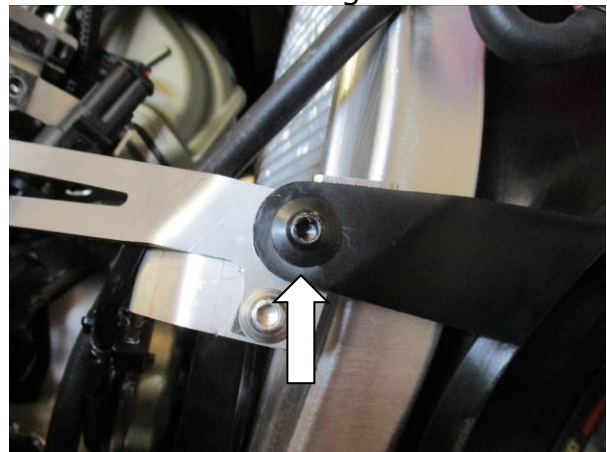


Abbildung 22

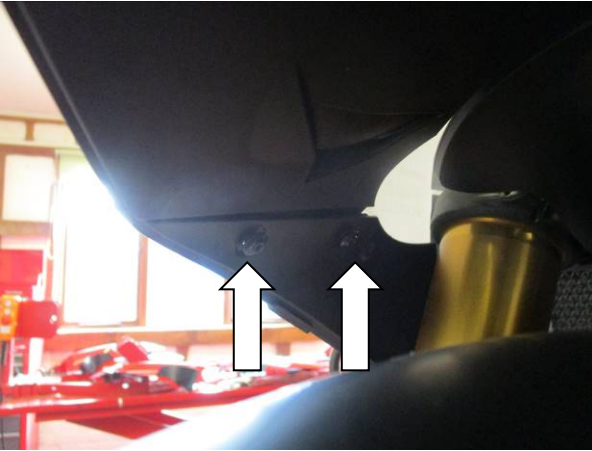


Abbildung 23

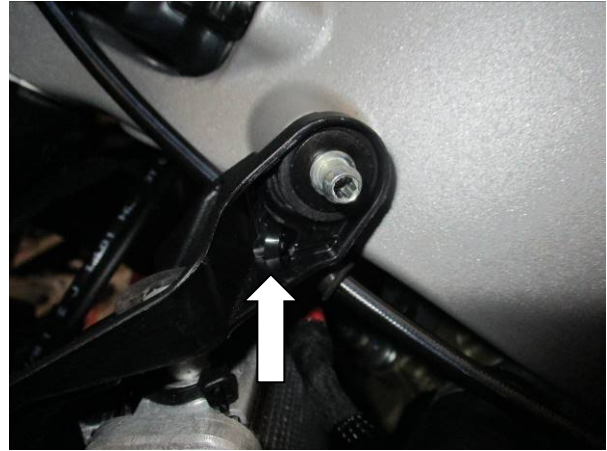


Abbildung 24



Abbildung 25

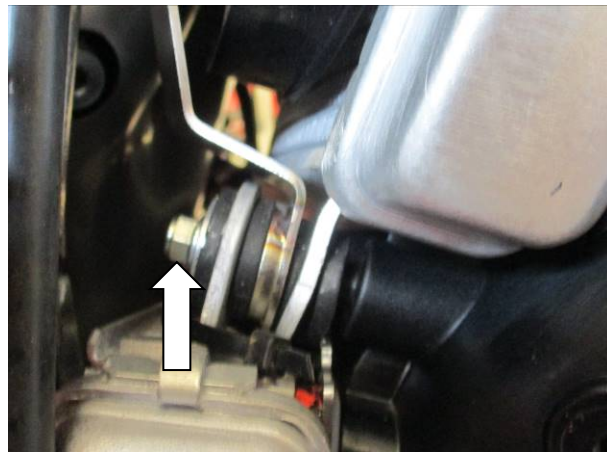


Abbildung 26

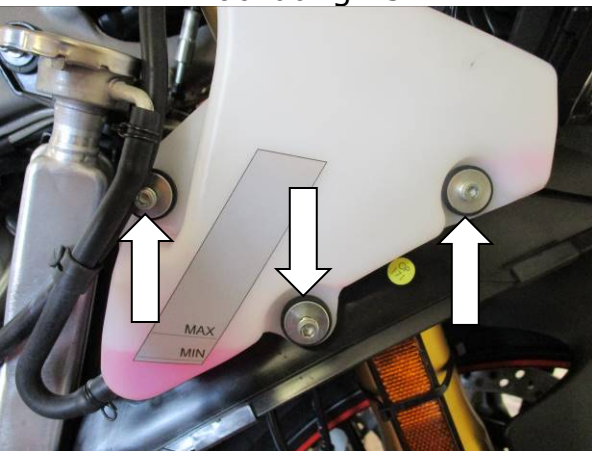


Abbildung 27

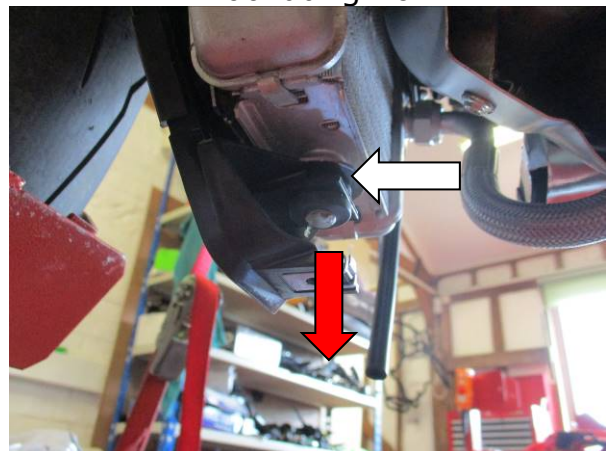


Abbildung 28

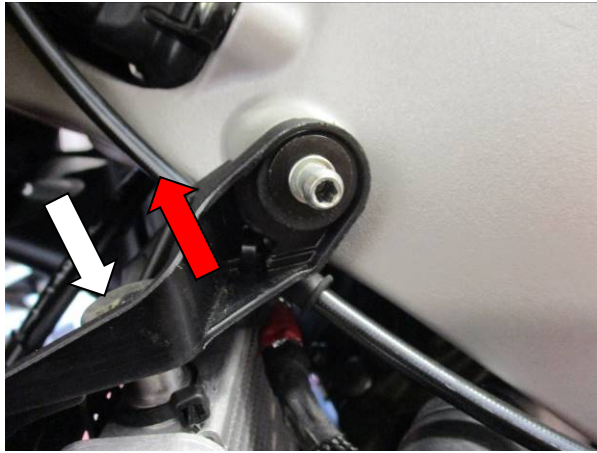


Abbildung 29



Abbildung 30

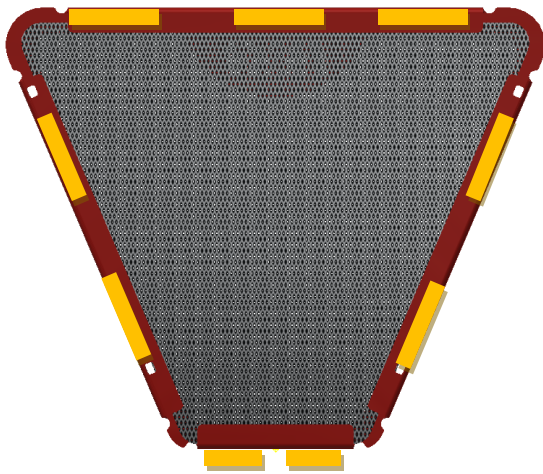


Abbildung 31



Abbildung 32

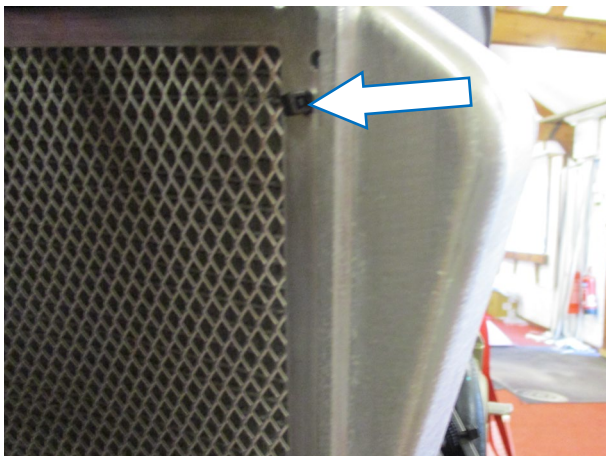


Abbildung 33

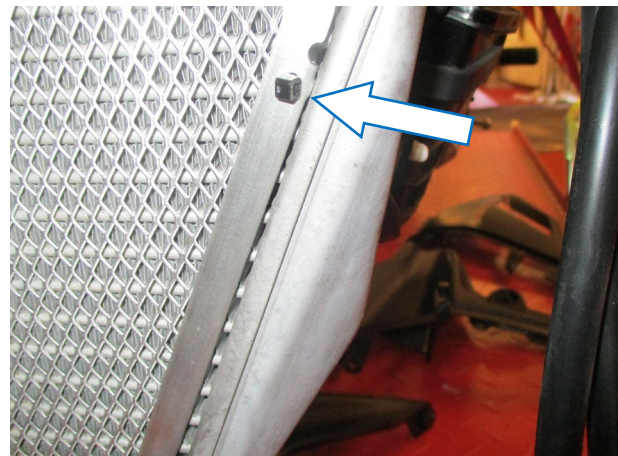


Abbildung 34

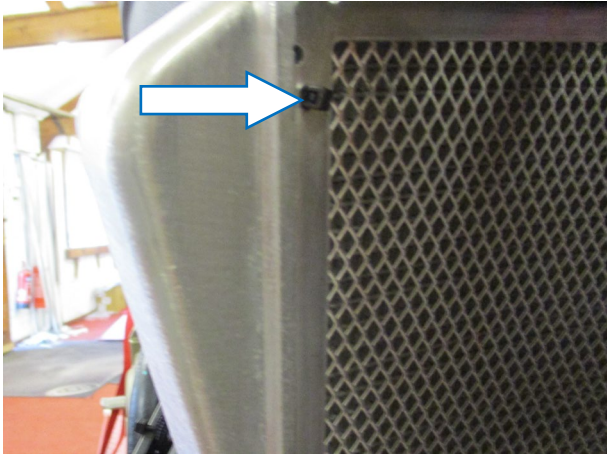


Abbildung 35



Abbildung 36

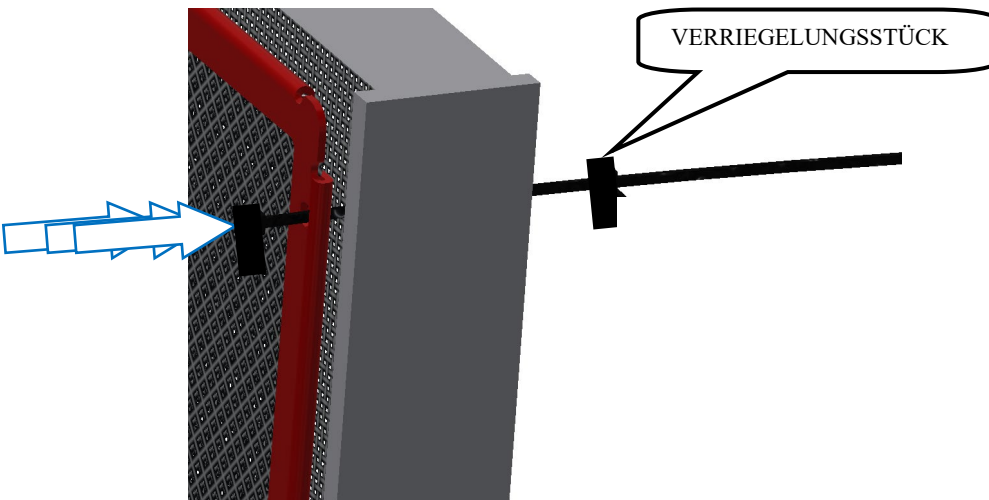


ABBILDUNG 37



ABBILDUNG 38

## **MONTAGEANLEITUNG FÜR PANIGALE MODELLE**

- Entfernen Sie an beiden Seiten des Motorrads die 2 Schrauben für die Tankverkleidung, die in **Abbildung 1** gekennzeichnet sind. Das Verkleidungsteil vorsichtig nach oben ziehen bis die Fixierstifte sich lösen.
- Entfernen Sie die Schraube, die in **Abbildung 2** abgebildet ist, unten an der vorderen Verkleidungsspitze.
- Entfernen Sie die Schrauben, die in den Abbildungen **3 und 4** abgebildet sind, unten an den unteren Verkleidungen.
- An beiden Seiten die Schraube für die Kühler-Ummantelung entfernen, die in **Abbildung 5** abgebildet ist.

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- Entfernen Sie die hinteren Verkleidungsschrauben an der rechten bzw. linken Seite des Motorrades wie in den **Abbildungen 6 und 7** abgebildet.
- Entfernen Sie die drei untere bis obere Verkleidungsschrauben, die in **Abbildung 8** markiert sind an beiden Seiten des Motorrades. Die untere Verkleidung kann zu diesem Zeitpunkt von beiden Seiten entfernt werden, indem Sie sie vorsichtig von der Kühler-Ummantelung trennen.
- Entfernen Sie die Schrauben, die in den **Abbildungen 9 und 10** abgebildet sind.
- Schieben Sie das schwarze innere Verkleidungsteil (zuvor mit den Schrauben in den **Abbildungen 9 und 10** befestigt) nach vorne bis die Clips sich lösen. Um den vorderen Clip zu lösen, ziehen Sie die schwarze Abdeckung, die in **Abbildung 10** mit dem roten Pfeil markiert ist, in die angezeigte Richtung des Pfeils und schieben Sie gleichzeitig das innere Verkleidungsteil nach vorne. Diesen Schritt wiederholen mit dem inneren Verkleidungsteil an der anderen Seite.
- An beiden Seiten die 2 Schrauben entfernen, die in **Abbildung 12** markiert sind.
- Entfernen Sie an beiden Seiten die Schraube, die in **Abbildung 13** markiert ist.
- Ziehen Sie die Hauptverkleidung weg von der Kühlerverkleidung wie in **Abbildung 14** abgebildet und weg von der Spitze, wie in **Abbildung 15** abgebildet.
- Entfernen Sie die Hauptverkleidung, indem Sie sie an der Kante der Verkleidung beim Tank vorsichtig wegziehen, um das Klettband (Velcro) sowie den Kunststoffstift (in **Abbildung 16** abgebildet) zu lösen. Wiederholen Sie diesen Schritt an der Hauptverkleidung an der anderen Seite des Motorrades.
- Entfernen Sie die Schraube, die **Abbildung 18** abgebildet ist an beiden Seiten.
- Entfernen Sie das Verkleidungsteil, indem Sie das Teil vorne in die angezeigte Richtung ziehen (siehe **Abbildung 19**), um den vorderen Positionsgeber zu lösen. Danach in die angezeigte Richtung ziehen (**Abbildung 20**), um den hinteren Positionsgeber zu lösen. Die Verwendung eines flüssigen Schmiermittels wird den Vorgang vereinfachen. Wiederholen Sie diesen Schritt am Verkleidungsteil an der anderen Seite.
- Entfernen Sie die Innensechskantschraube, die **Abbildung 21** abgebildet ist, an beiden Seiten.
- Entfernen Sie die Schrauben, die in **Abbildung 22** abgebildet ist an beiden Seiten. Der 8mm Bolzen an der Rückseite der Schraube muss mit einem Schraubenschlüssel in Position gehalten werden.
- Entfernen Sie die 2 Schrauben (siehe **Abbildung 23**) an der Ummantelung des Kühlers an beiden Seiten.
- Schneiden Sie den Kabelbinder, der in **Abbildung 24** abgebildet ist, oben an der linken Seite der Kühlerverkleidung-Halterung.
- Benutzen Sie einen Flachklingen-Schraubenzieher, um den Clip, der in **Abbildung 25** abgebildet ist, von der Kühlerverkleidung zu lösen. Wenn der Clip sich nicht bewegen lässt, schneiden Sie den Kabelbinder, der ihn mit dem Kabel verbindet.
- Entfernen Sie die 8mm Mutter, die in **Abbildung 26** markiert ist an beiden Seiten. Die Metallhülse an der die Mutter sich befestigt, kann zu diesem Zeitpunkt ebenfalls entfernt werden.
- Entfernen Sie die 3 Schrauben, die in **Abbildung 27** gekennzeichnet sind an der rechten Seite des Motorrades.
- Mit der Hilfe einer zweiten Person wird die Entfernung der Kühlerverkleidung einfacher. Die Wiederholung folgender Schritte ist notwendig bis die Kühlerverkleidung frei beweglich ist.
- Etwas flüssiges Schmiermittel an den Gummitüllen anbringen, die in den **Abbildungen 28 und 29** jeweils mit einem weißen Pfeil gekennzeichnet sind.
- Die Halterung für die untere Kühlerverkleidung nach unten ziehen, wie in **Abbildung 28** mit dem roten Pfeil angezeigt, bis die Gummitülle über den Positionierungsgeber unten am unteren Kühler geschoben ist.





- Die Halterung für die obere Kühlerverkleidung nach oben ziehen, wie in **Abbildung 29** mit dem roten Pfeil angezeigt, bis die Gummitülle über den Positionierungsgeber oben auf dem oberen Kühler geschoben ist.
- Die Kühlerverkleidung kann nun an den Gewindeaufnahmen entlang geschoben werden, dort wo zuvor die Mutter entfernt wurde (siehe **Abbildung 26**).
- Die Kühlerverkleidung soll über das Vorderrad angebracht werden wie in **Abbildung 30** abgebildet. Achten Sie besonders darauf, dass die Gewindeaufnahmen, die beide Kühler zusammen befestigen, das Kühlernetz nicht beschädigen (ein kleines Stück weiches Material über das Ende beider Aufnahmen wird ausreichend sein).
- Schneiden Sie den selbstklebenden Schaumstoff vom Kit (**Artikel 3**) in 10mm Streifen und montieren Sie sie am Ölkühlerschutz (**Artikel 1**) wie in **Abbildung 31** abgebildet.
- Den Ölkühlerschutz in Position bringen wie in **Abbildung 38** abgebildet und die vier Kabelbinder vom Kit (**Artikel 2**) durch den Ölkühlerschutz fädeln und befestigen wie in den **Abbildungen 32, 33, 34, 35 und 36** abgebildet. Stellen Sie sicher, dass die Kabelbinder durch den Ölkühlerrahmen gefädelt werden, nicht durch das Gitter.
- Die vier Verriegelungstücke an den hervorstehenden Enden der Kabelbinder anbringen wie in **Abbildung 37** abgebildet. Sobald diese alle in Position sind, diese festziehen, um den Ölkühlerschutz zu befestigen (bitte beachten Sie, dass Sie den Lüfter etwas vom Kühler lösen müssen) und das jeweils überschüssige Kabel abschneiden
- Montieren Sie alle Verkleidungsteile und Seitenverkleidungen wie ursprünglich wieder (in umgekehrter Reihenfolge der vorherigen Entfernung).

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