



FITTING INSTRUCTIONS CP0168 CRASH PROTECTORS



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

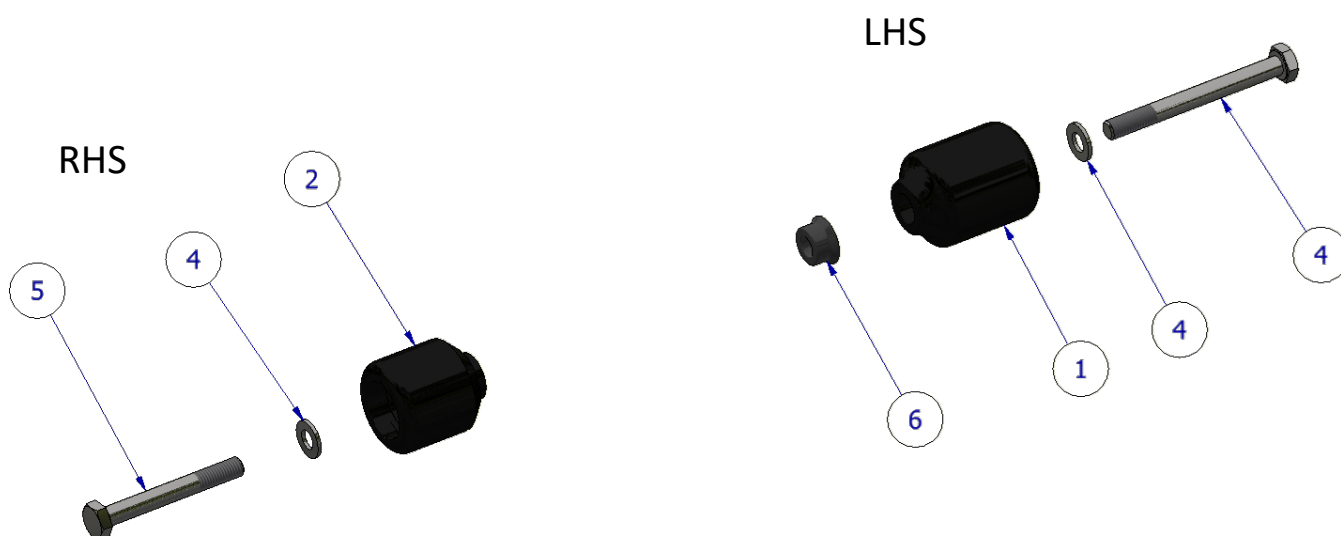


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> METRIC A/F SOCKET SET & WRENCH METRIC HEX KEY BIT SET 28mm HOLE SAW & DRILL TORQUE WRENCH (UP TO 50Nm) SUITABLE SUPPORT JACK 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	LHS BOBBIN	1
ITEM 2	RHS BOBBIN	1
ITEM 3	LHS SPACER	1
ITEM 4	100mm HEX HEAD BOLT	1
ITEM 5	80mm HEX HEAD BOLT	1
ITEM 6	M10 WASHERS	2

LHS & RHS EXPLODED ASSEMBLY VIEW





FITTING INSTRUCTIONS

Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.

PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.
- FOLLOWING THE ASSEMBLY DIAGRAM ABOVE, assemble the LHS & RHS crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.

LHS:

- Remove fairing panel
- Unscrew engine bolt (the front bolt, directly opposite the exposed engine bolt that you have just replaced on the right side) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint; check correct alignment
- Using 28mm tank cutter/cone cutter, use pilot hole and drill slowly from outside to inside (note as the fairing is in two parts where you are drilling we suggest you protect the fairing and use a clamp to hold the two parts together while drilling)
- Replace fairing
- Offer the LHS assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard then begin to turn clockwise & tighten.**
- Using a torque wrench to tighten the bolt to 40 Nm.

RHS:

- Remove existing engine bolt (located middle of the top fairing - can be seen without removing the fairing)
- Offer the RHS assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard then begin to turn clockwise & tighten.**
- Using a torque wrench to tighten the bolt to 40 Nm.

Please note: *Torque of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

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NOTICE DE MONTAGE POUR CP0168 PROTECTIONS CRASH



CE KIT CONTIENT LES ARTICLES ILLUSTRES ET ETIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ETRE PRESENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

NE PAS PROCEDER AU MONTAGE TANT QUE VOUS N'ETES PAS SUR QUE TOUTES LES PIECES SOIENT PRESENTES.

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 A UN TECHNICIEN QUALIFIÉ.

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLE NE REPRESENTE PAS NECESSAIREMENT LA MANIERE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISEES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ETRE JETEES.

NOTICE DISPONIBLE AU TELECHARGEMENT SUR :

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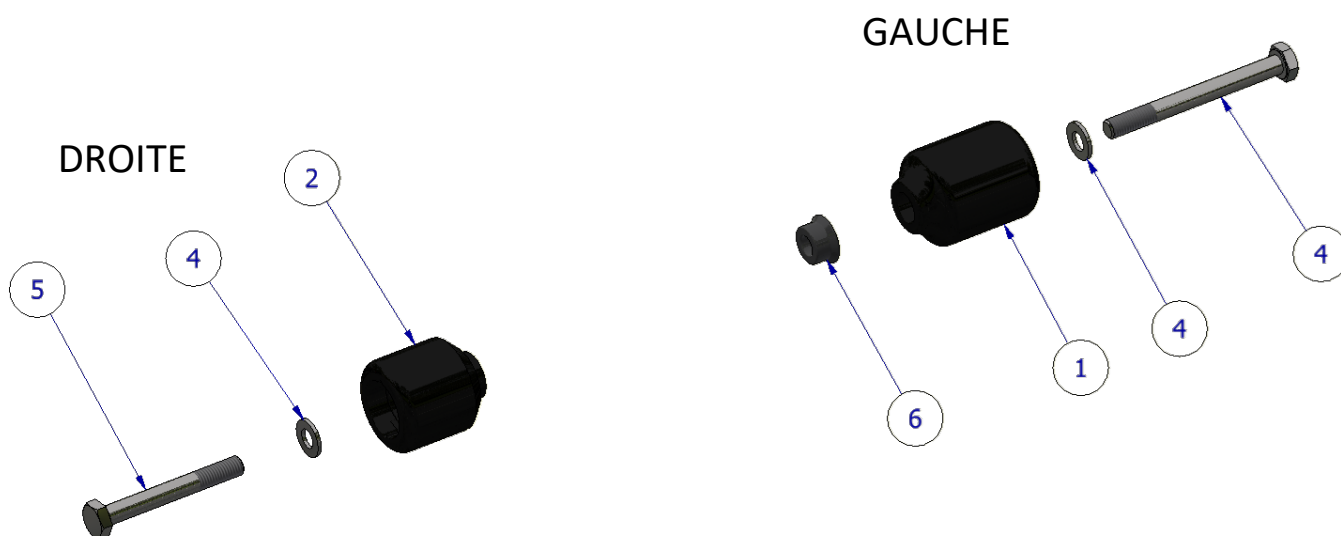
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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ HEXAGONALE • CLÉ MÉTRIQUE & CLÉ À MOLETTE • PERCEUSE & SCIE TROU 28mm • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm) • CRIC ADAPTÉ 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTION CÔTÉ GAUCHE	1
ARTICLE 2	PROTECTION CÔTÉ DROIT	1
ARTICLE 3	ENTRETOISE CÔTÉ GAUCHE	1
ARTICLE 4	100mm BOULON	1
ARTICLE 5	80mm BOULON	1
ARTICLE 6	M10 RONDELLES	2

VUE D'ENSEMBLE CÔTÉ GAUCHE & DROIT



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NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage. NE RETIREZ PAS PLUS D'UN BOULON DU MOTEUR À LA FOIS.

PRÉPARATION:

- Placez un cric adapté sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage.
- EN SUIVANT LE SCHÉMA DE MONTAGE CI-DESSUS, assemblez les protections crash côté gauche et côté droit avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.

GAUCHE :

- Retirez le panneau de carénage
- Dévissez le boulon du moteur (le boulon avant, directement en face du boulon du moteur exposé que vous venez de remplacer sur le côté droit) suffisamment pour permettre le contact avec l'intérieur du carénage pour établir une marque afin que le trou soit percé au bon endroit (nous suggérons de marquer la tête du boulon du moteur avec de la peinture).
- Remettez le panneau de carénage en place et fixez-le dans la bonne position pour établir la marque.
- Retirez le panneau de carénage
- Percez un trou pilote dans le carénage à l'endroit marqué avec de la peinture ; vérifiez l'alignement correct
- À l'aide d'un coupe-réservoir/cône de 28 mm, utilisez le trou pilote et percez lentement de l'extérieur vers l'intérieur (notez que le carénage est en deux parties là où vous percez, nous vous suggérons de protéger le carénage et d'utiliser une pince pour maintenir les deux parties ensemble pendant le perçage)
- Remplacez le carénage
- Présentez l'assemblage côté gauche jusqu'au support du cadre et serrez le boulon jusqu'à ce que vous ressentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille et d'une clé de 17 mm. REMARQUE : pour éviter de croiser le filetage, appliquez une pression vers l'avant sur le boulon et faites-le tourner dans le sens inverse des aiguilles d'une montre jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens des aiguilles d'une montre et serrez.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

DROITE :

- Retirez le boulon moteur existant (situé au milieu du carénage supérieur - visible sans retirer le carénage)
- Présentez l'assemblage côté droit au support de cadre et serrez le boulon jusqu'à ce que vous ressentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille et d'une clé de 17 mm. REMARQUE : pour éviter de croiser le filetage, appliquez une pression vers l'avant sur le boulon et faites-le tourner dans le sens inverse des aiguilles d'une montre jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens des aiguilles d'une montre et serrez.

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- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

Note : *Le couple de serrage des boulons du moteur/bobine doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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