



**FITTING INSTRUCTIONS FOR CP0200BL CRASH PROTECTORS
CAGIVA MITO 125**



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!*

Left-hand side (as you sit on bike)

- Remove lower fairing as shown above left
- Remove the engine bolts arrowed above left
- Replace with new block from kit as above right using M8 cap head screw in lower hole only.
- Place the longest M8 cap head bolt in top hole and paint end with paint or tippex
- Replace fairing and mark inner face with paint from bolt head
- Remove fairing and painted bolt (for marking purposes only)
- Drill pilot hole from inside face
- Replace fairing and check alignment with hole
- Only when satisfied the hole is in the correct position carry on
- Drill from outside face of fairing using 28mm hole saw deburr using a sharp knife
- Replace fairing and connect indicator wiring.
- Place the washer onto the hex head bolt and feed through bobbin
- Fit bobbin assembly through fairing into top hole of block and tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.



Right-hand side (as you sit on bike)

- Repeat above procedure for the opposite side.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for 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.

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

Returns must be pre-authorized (if not pre-authorized 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 resellable 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.



France

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

Gauche

- Enlever le carénage (voir photo en haut à gauche)
- Enlever les 2 vis de fixation moteur
- Mettre le bloc R&G (comme indiqué sur la photo de droite), ceci à l'aide des vis M8 fournies dans le kit (dans le trou de fixation basse seulement.)
- Placer la vis M8 la plus longue dans le trou supérieur et peindre la tête de vis avec de la peinture ou du tippex.
- Remettre le carénage et vérifier que la peinture marque l'intérieur du carénage.
- Enlever le carénage et la vis peinte (vis prévue pour le marquage uniquement)
- Percer le centre de la marque (à l'aide d'un forêt de 6 mm- perçage de l'intérieur vers l'extérieur)
- Vérifier l'alignement du trou en remplaçant le carénage sur la moto.
- Si le perçage est correct, utiliser une scie cloche de 28 mm et percer le centre du trou dia. 6 mm de l'extérieur vers l'intérieur
- Remettre le carénage et connecter le faisceau électrique des clignotants
- Placer une rondelle sur la vis hexagonale livrée dans le kit et glisser le tout dans le tampon R&G
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer. Couple de serrage Maxi 40nm.

Droit

- Refaire les mêmes opérations que pour le côté gauche.