



FITTING INSTRUCTIONS CP0201 AERO 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

R&G Racing

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 Email: info@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	BOBBIN CAPS	2
ITEM 2	BOBBINS	2
ITEM 3	LHS SPACER	1
ITEM 4	100mm HEX HEAD BOLT	2
ITEM 5	LOCKING WASHERS	2
ITEM 6	M10 WASHERS	2
ITEM 7	RHS SPACER	1

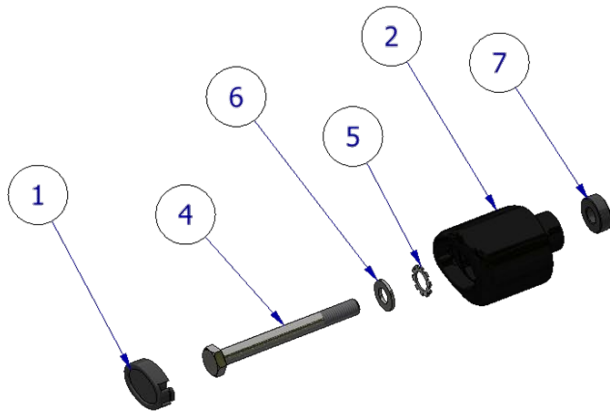
AERO-STYLE CRASH PROTECTOR ORIENTATION



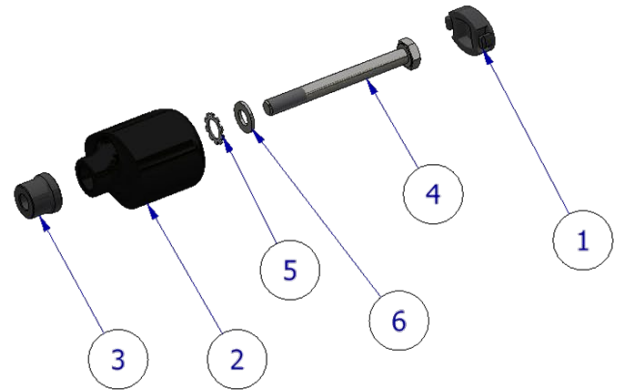


LHS & RHS EXPLODED ASSEMBLY VIEW

RHS



LHS



FITTING PICTURES



Picture 1



Picture 2

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.

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2007 – 2008 INSTALLATION:

LHS:

- Remove the top front engine mounting bolt.
- 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.

- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- Using a torque wrench to tighten the bolt to 40 Nm.

RHS:

- Remove the top front engine mounting bolt, DO NOT REMOVE SPACER FROM THE FRAME.
- Repeat the process for the RHS using the RHS assembly.

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.

- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 1**) into place and remove the jack.

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

2009- INSTALLATION:

LHS:

- Remove fairing panel.
- Unscrew engine bolt (the bolt positioned as indicated by the arrow in **Picture 1**) 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 by refitting fairing and ensure pilot hole is aligned with engine bolt hole.
- Using 28mm tank cutter or a cone cutter, use pilot hole and drill slowly from outside to inside.
- Deburr hole in fairing.
- Remove the engine bolt.
- 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.

- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- Using a torque wrench to tighten the bolt to 40 Nm.

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**RHS:**

- Remove fairing panel.
- Unscrew engine bolt (the bolt positioned as indicated by the arrow in **Picture 2**) 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 by refitting fairing and ensure pilot hole is aligned with engine bolt hole.
- Using 28mm tank cutter or a cone cutter, use pilot hole and drill slowly from outside to inside.
- Deburr hole in fairing.
- Remove the engine mounting bolt, **DO NOT REMOVE SPACER FROM THE FRAME.**
- 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.

- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- 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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