



## **FITTING INSTRUCTIONS CP0257 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](http://WWW.RG-RACING.COM)



| <b><u>TOOLS REQUIRED</u></b>  | <b><u>GENERAL TORQUE SETTINGS</u></b>   |
|---|---|
| <ul style="list-style-type: none"> <li>METRIC A/F SOCKET SET &amp; WRENCH</li> <li>METRIC ALLEN KEY SET</li> <li>TORQUE WRENCH (UP TO 50Nm)</li> <li>SUITABLE SUPPORT JACK</li> </ul> | M4 BOLT = 8Nm<br>M5 BOLT = 12Nm<br>M6 BOLT = 15Nm<br>M8 BOLT = 20Nm<br>M10 BOLT = 40Nm<br>M12 BOLT = 40Nm |

### **LEGEND**

| <b>ITEM NO.</b> | <b>DESCRIPTION</b>  | <b>QTY</b> |
|-----------------|---------------------|------------|
| ITEM 1          | BOBBINS             | 2          |
| ITEM 2          | BOBBIN CAPS         | 2          |
| ITEM 3          | 13mm SPACERS        | 4          |
| ITEM 4          | 7mm SPACERS         | 4          |
| ITEM 5          | M10 WASHERS         | 2          |
| ITEM 6          | LOCKING WASHERS     | 2          |
| ITEM 7          | LHS MOUNTING BLOCK  | 1          |
| ITEM 8          | RHS MOUNTING BLOCK  | 1          |
| ITEM 9          | 90mm CAP HEAD BOLTS | 2          |
| ITEM 10         | 80mm CAP HEAD BOLTS | 2          |
| ITEM 11         | 60mm HEX HEAD BOLTS | 2          |

### **AERO-STYLE CRASH PROTECTOR ORIENTATION**



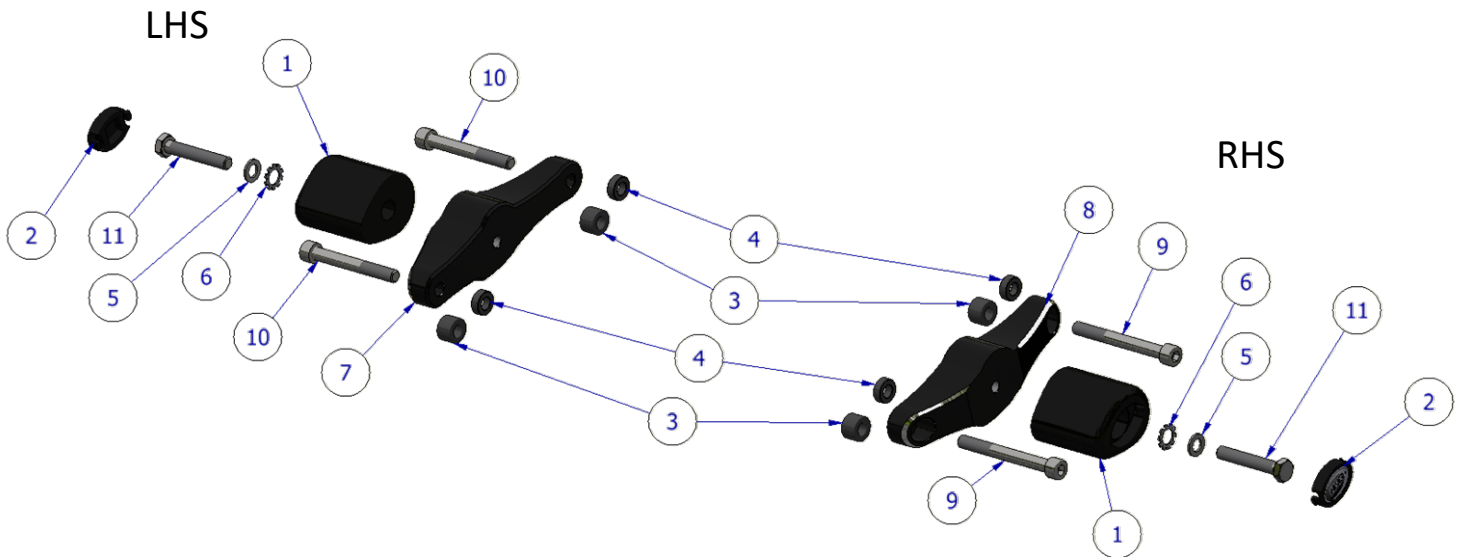
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## LHS & RHS EXPLODED ASSEMBLY VIEW



## 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 mounting blocks (NOT bobbins at this stage) before removing the engine bolts to limit the amount of time the engine is partially un-supported. **On the R version you will need to place one of the shorter spacers (7mm long) onto each protruding bolt. Non-R version uses the 13mm spacers.**

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## **INSTALLATION:**

### **LHS**

- Remove fairing screw labelled screw in **Picture 1**.
- This will allow you access to undo and remove engine-mounting bolts in positions arrowed in picture A (do not remove rectangular spacers). **On the R version there are no rectangular spacers.**
- Offer LHS assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40Nm (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.
- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole).

**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.**

- Refit and tighten fairing screws.
- 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 fairing screw labelled screw in **Picture 2**.
- This will allow you access to undo and remove engine-mounting bolts in positions arrowed in picture B (do not remove rectangular spacers). **On the R version there is no rectangular spacers. PLEASE NOTE when these bolts are removed the engine to frame spacers may fall out (these must be refitted in the original position when assembling the new block to frame).**
- Offer RHS assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40Nm (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.
- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole).

**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.**

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

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- 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.*

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**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.

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| <u>OUTILS REQUIS</u>                | <u>VALEURS DE SERRAGE</u> |
|-------------------------------------|---------------------------|
| • CLÉ MÉTRIQUE                      | M4 BOULON = 8Nm           |
| • CLÉS ALLEN                        | M5 BOULON = 12Nm          |
| • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm) | M6 BOULON = 15Nm          |
| • CRIC ADAPTÉ                       | M8 BOULON = 20Nm          |
|                                     | M10 BOULON = 40Nm         |
|                                     | M12 BOULON = 40Nm         |

### LÉGENDE

| ARTICLE NO. | DESCRIPTION             | QTÉ |
|-------------|-------------------------|-----|
| ARTICLE 1   | PROTECTIONS             | 2   |
| ARTICLE 2   | CAPUCHONS DE PROTECTION | 2   |
| ARTICLE 3   | ENTRETOISES 13mm        | 4   |
| ARTICLE 4   | 7mm ENTRETOISES         | 4   |
| ARTICLE 5   | M10 RONDELLES           | 2   |
| ARTICLE 6   | RONDELLES DE BLOCAGE    | 2   |
| ARTICLE 7   | BLOC DE MONTAGE GAUCHE  | 1   |

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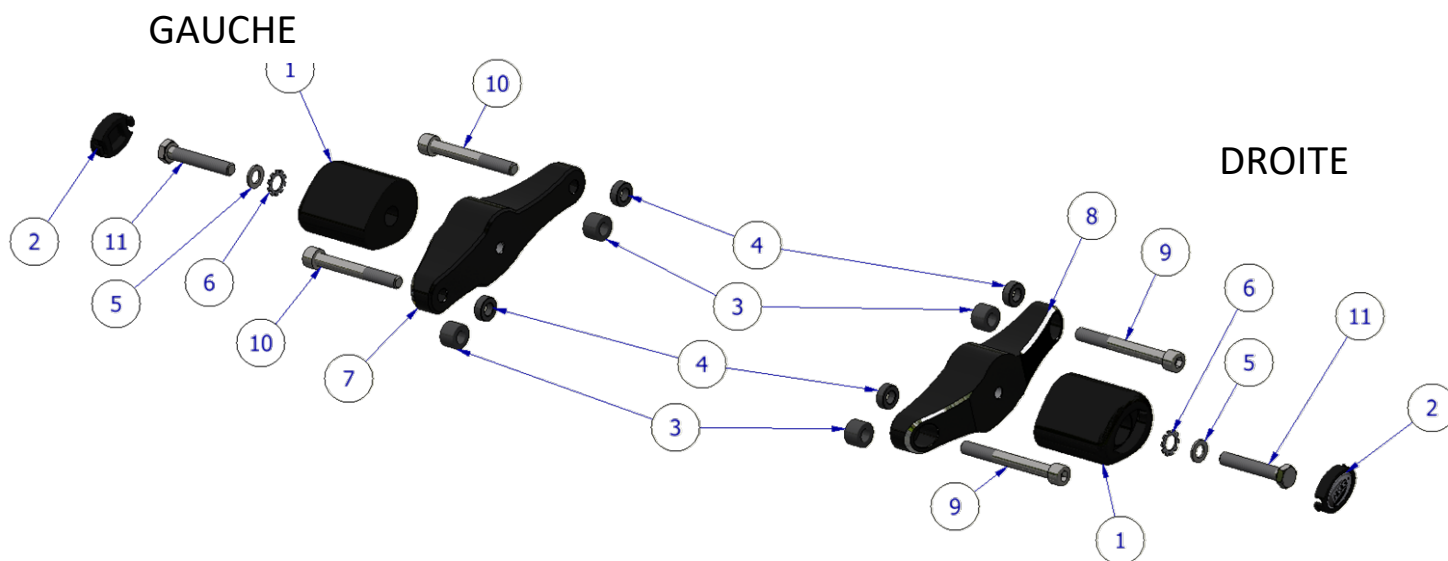


|            |                       |   |
|------------|-----------------------|---|
| ARTICLE 8  | BLOC DE MONTAGE DROIT | 1 |
| ARTICLE 9  | 90mm BOULONS          | 2 |
| ARTICLE 10 | 80mm BOULONS          | 2 |
| ARTICLE 11 | 60mm BOULONS          | 2 |

**ORIENTATION DE LA PROTECTION CRASH**



**VUE D'ENSEMBLE CÔTÉ GAUCHE & DROITE**



**PHOTOS DE MONTAGE**



Photo 1

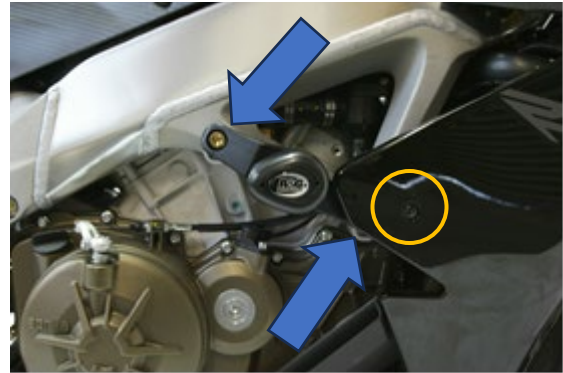


Photo 2

## **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 blocs de montage côté gauche et droit (Pas les protections à ce stade) avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support. Sur la version R, vous devrez placer l'une des entretoises les plus courtes (7 mm de long) sur chaque boulon saillant. La version non R utilise les entretoises de 13 mm.

### **INSTALLATION:**

#### **GAUCHE**

- Retirez la vis de carénage étiquetée vis sur la photo 1.
- Cela vous permettra d'accéder pour dévisser et retirer les boulons de montage du moteur dans les positions fléchées sur la photo A (ne retirez pas les entretoises rectangulaires). Sur la version R, il n'y a pas d'entretoises rectangulaires.
- Présentez l'assemblage côté gauche sur les trous de montage du moteur d'origine (veuillez noter que la partie conique la plus longue doit être orientée vers l'avant de la moto (le décalage permet à la protection crash d'éviter le carénage). C'est un peu difficile en raison de la longueur des boulons (d'autres vis de carénage peuvent être retirées pour faciliter les choses).
- Serrez les boulons à tête creuse à 40 Nm (maximum).
- Prenez l'un des boulons à tête hexagonale et placez une rondelle plate sur l'extrémité fileté du boulon et contre la tête du boulon.
- Placez l'une des rondelles dentelées/de blocage sur l'extrémité fileté du boulon et contre la tête du boulon.
- Placez cet ensemble à travers la protection de sorte que la tête du boulon pénètre dans le contre-alésage de la bobine.
- Montez l'ensemble de la protection sur le support de montage métallique qui vient d'être installé (dans le trou taraudé).

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**NOTE : Pour éviter de fausser 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.**

- Remontez et serrez les vis du carénage.
- Faites tourner la protection de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place pendant le serrage pour empêcher la protection de trop tourner pendant le serrage.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

## **DROITE**

- Retirez la vis de carénage étiquetée vis sur la photo 2.
- Cela vous permettra d'accéder aux boulons de montage du moteur pour les retirer dans les positions indiquées par une flèche sur la photo B (ne retirez pas les entretoises rectangulaires). Sur la version R, il n'y a pas d'entretoises rectangulaires. VEUILLEZ NOTER que lorsque ces boulons sont retirés, les entretoises reliant le moteur au cadre peuvent tomber (elles doivent être remontées dans la position d'origine lors de l'assemblage du nouveau bloc sur le cadre).
- Montez l'assemblage côté droit sur les trous de montage du moteur d'origine (veuillez noter que la partie conique la plus longue doit être orientée vers l'avant de la moto (le décalage permet à la protection crash d'éviter le carénage). C'est un peu difficile en raison de la longueur des boulons (d'autres vis de carénage peuvent être retirées pour faciliter les choses).
- Serrez les boulons à tête hexagonale à 40 Nm (maximum).
- Prenez l'un des boulons à tête hexagonale et placez une rondelle plate sur l'extrémité fileté du boulon et contre la tête du boulon.
- Placez l'une des rondelles dentelées/de blocage sur l'extrémité fileté du boulon et contre la tête du boulon.
- Placez cet ensemble à travers la protection de sorte que la tête du boulon pénètre dans le contre-alésage de la bobine.
- Présentez l'ensemble de la protection sur le support de montage métallique qui vient d'être monté (dans le trou taraudé).

**NOTE: Pour éviter de fausser 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.**

- Remontez et serrez les vis du carénage.
- Faites tourner la bobine de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place pendant le serrage pour empêcher la bobine de tourner trop loin pendant le serrage.
- Une fois terminé, vérifiez à nouveau les réglages de couple et la position/orientation des bobines, puis poussez les capuchons de protection (ARTICLE 1) en place et retirez le cric.

**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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