



FITTING INSTRUCTIONS CP0394 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



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 17mm A/F SOCKET SET & WRENCH • T50 MALE SOCKET BIT • 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	1
ITEM 3	42mm SPACER	1
ITEM 4	130mm HEX HEAD BOLT	1
ITEM 5	LOCKING WASHERS	2
ITEM 6	M10 WASHERS	2
ITEM 7	17.5mm SPACER	1
ITEM 8	105mm HEX HEAD BOLT	1

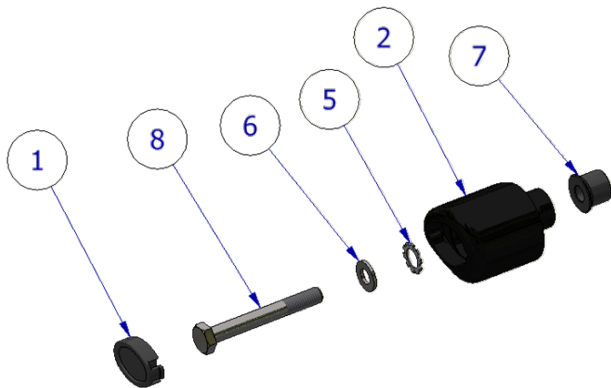
AERO-STYLE CRASH PROTECTOR ORIENTATION



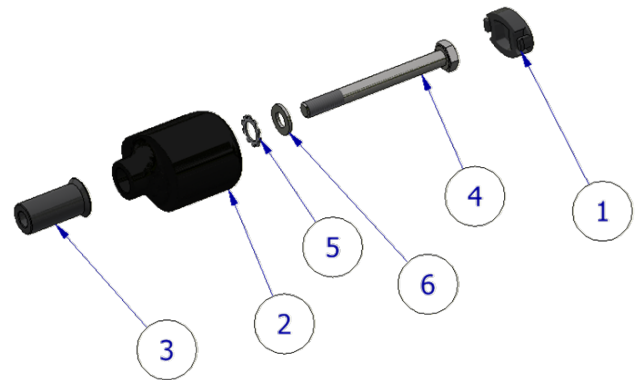


LHS & RHS EXPLODED ASSEMBLY VIEW

RHS



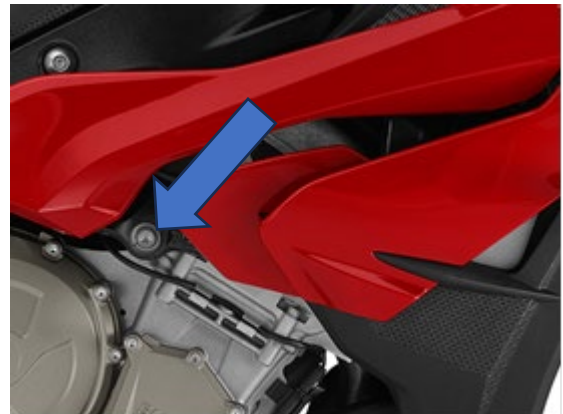
LHS



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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INSTALLATION:

- Remove the engine mounting bolt arrowed in **Picture 1** (using T50 male socket).
- Offer the LHS assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 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.
- Repeat the process for the other side referring to **Picture 2** and using the RHS assembly.
- 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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NOTICE DE MONTAGE POUR CP0394 PROTECTIONS CRASH



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

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ À CLIQUET + DOUILLE 17mm • EMBOUT À DOUILLE MÂLE T50 • 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	CAPUCHONS DE PROTECTION	2
ARTICLE 2	PROTECTIONS	1
ARTICLE 3	42mm ENTRETOISE	1
ARTICLE 4	130mm BOULON	1
ARTICLE 5	RONDELLES DE BLOCAGE	2
ARTICLE 6	M10 RONDELLES	2
ARTICLE 7	17.5mm ENTRETOISE	1
ARTICLE 8	105mm BOULON	1

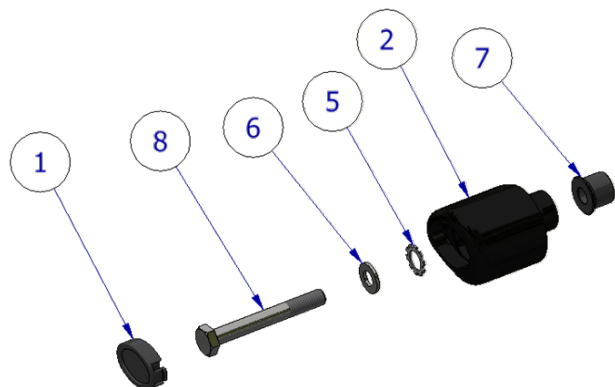
ORIENTATION DE LA PROTECTION CRASH



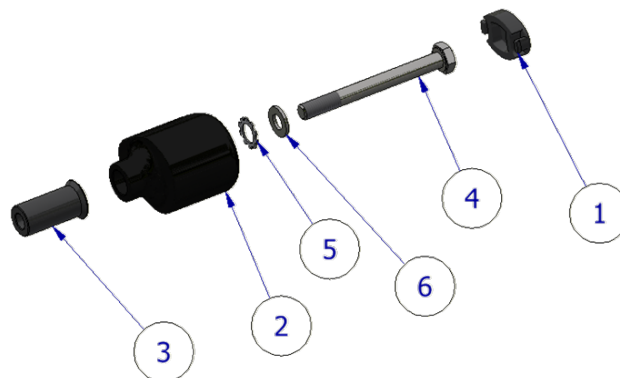


VUE D'ENSEMBLE CÔTÉ GAUCHE & DROITE

DROITE



GAUCHE



PHOTOS DE MONTAGE



Photo 1

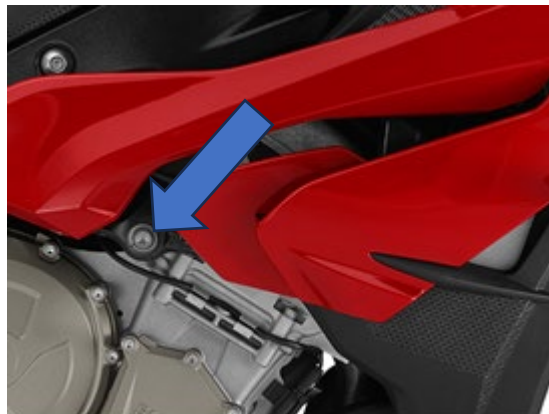


Photo 2

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 protections crash côté gauche et droit avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.

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INSTALLATION:

- Retirez le boulon de montage du moteur indiqué par une flèche sur la photo 1 (à l'aide d'une douille mâle T50).
- Placez 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 de 17 mm et d'une clé.

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.

- 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 tourner trop loin pendant le serrage.
- Utilisez une clé dynamométrique pour serrer le boulon à 40 Nm.
- Répétez le processus de l'autre côté en vous référant à l'image 2 et en utilisant l'assemblage côté droit.
- Une fois terminé, vérifiez à nouveau les réglages de couple et la position/orientation des protections, 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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