



FITTING INSTRUCTIONS
CP0523BK 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"> • 3/8" or 1/2" HEX KEY BIT SET • 17mm A/F SOCKET & WRENCH • 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	B0061 70mm LONG AERO BOBBINS (LHS)	1
ITEM 2	B0063 55mm LONG AERO BOBBINS (RHS)	1
ITEM 3	BC0002 BOBBIN CAPS (BOTH SIDES)	2
ITEM 4	S0366 TWO Ø SPACER 33mm LONG (BLACK) (LHS)	1
ITEM 5	S0033 SINGLE Ø SPACER 15mm LONG (BLACK) (RHS)	1
ITEM 6	M10x1.25x120 HEX HEAD BOLT (LHS)	1
ITEM 7	M10x1.25x85 HEX HEAD BOLT (RHS)	1
ITEM 8	M10x19mm O/D PENNY WASHER (BOTH SIDES)	2
ITEM 9	LW0001 LOCKING WASHERS (BOTH SIDES)	2

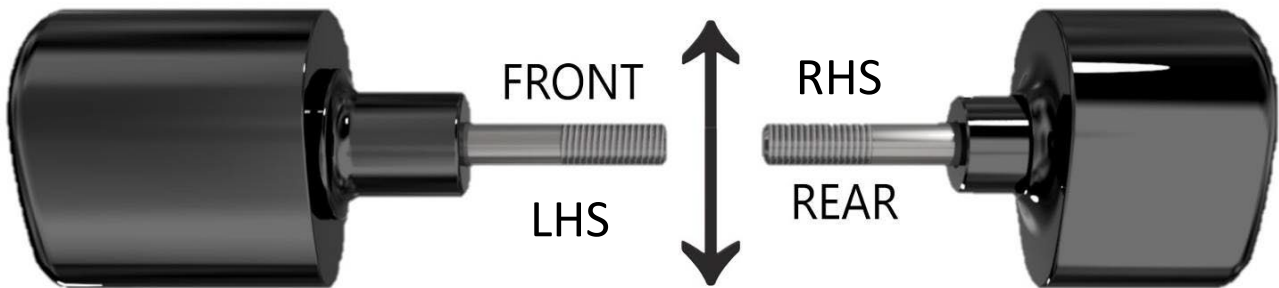
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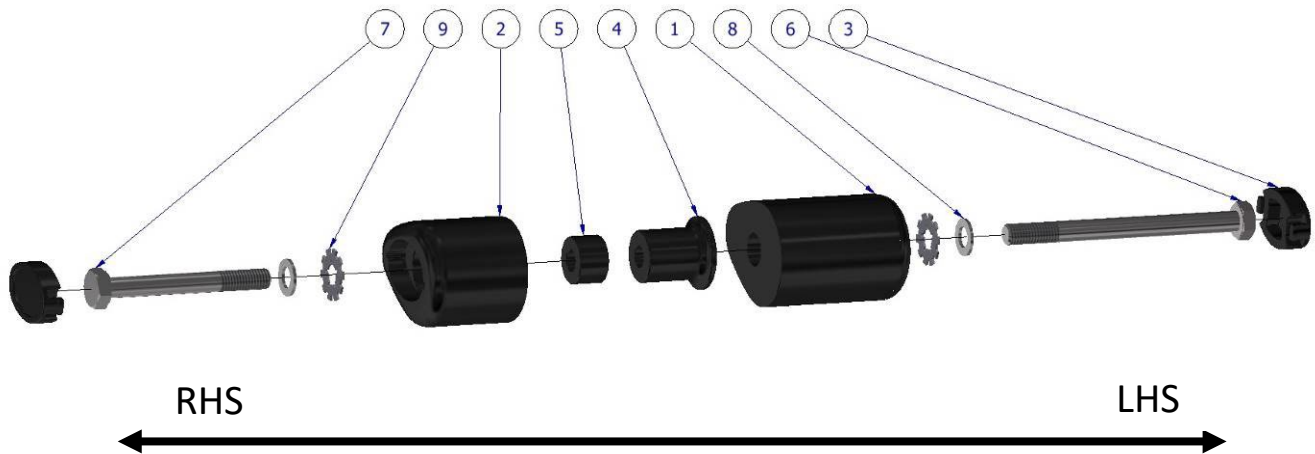
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AERO-STYLE CRASH PROTECTOR ORIENTATION

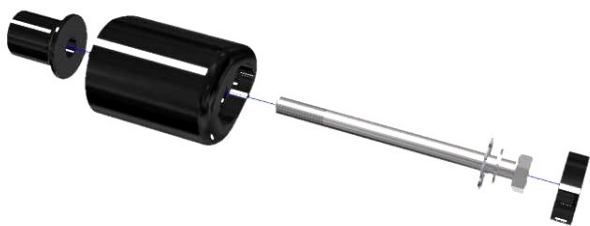


LHS & RHS EXPLODED ASSEMBLY VIEW





FITTING PICTURES



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



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.

Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.

- Following the diagrams in **Pictures: 1 & 4**, place one of the penny washers (**ITEM 8**) over the bolts (**ITEMS 6 & 7**) followed by the shake proof washer (**ITEM 9**).
- Insert the 120mm bolt (**ITEM 6**) with washers into the 70mm long bobbin (**ITEM 1**) followed by the 33mm long spacer (**ITEM 4**).
- Then insert the 85mm bolt (**ITEM 7**) with washers into the 55mm long bobbin (**ITEM 2**) followed by the 15mm long spacer (**ITEM 5**).

INSTALLATION:

- Use a 1/2" or 3/8" hex key bit & wrench to remove the RHS engine bolt. (**Picture 2**)
- Leaving the OEM spacers in place, push the RHS bolt/assembly (**Picture 4**) you prepared earlier into the engine mount hole and thread by hand to avoid cross threading.
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 with 17mm socket fitted, tighten the bolt to 45 Nm.
- Repeat the process for the other side referring to **Pictures 1, 5 & 6**.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 3**) 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.*

See more R&G products for your Motorcycle in the link below:

[R&G Racing | All Products for Yamaha - MT-09 \(FZ-09\) \(rg-racing.com\)](http://www.rg-racing.com)

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NOTICE DE MONTAGE POUR CP0523 PROTECTIONS CRASH
YAMAHA MT-09 STANDARD & SP 2021-



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE 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>TOOLS REQUIRED</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉS HEXAGONALES 3/8" ou 1/2" • CLÉ À CLIQUET + DOUILLE 17mm • CLÉ DYNAMOMÉTRIQUE (À 50Nm) • PRISE ADAPTÉE POUR SUPPORTER LE MOTEUR 	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	B0061 70mm BOBINE (Côté gauche)	1
ARTICLE 2	B0063 55mm BOBINE (Droit)	1
ARTICLE 3	BC0002 CAPUCHON DE BOBINE (des 2 côtés)	2
ARTICLE 4	S0366 2 Ø ENTRETOISE 33mm D ELONG (Côté gauche)	1
ARTICLE 5	S0033 UNIQUE Ø ENTRETOISE 15mm DE LONG (Droit)	1
ARTICLE 6	M10x1.25x120 BOULONS (Côté gauche)	1
ARTICLE 7	M10x1.25x85 BOULON (Droit)	1
ARTICLE 8	M10x19mm O/D RONDELLE (Des 2 côtés)	2
ARTICLE 9	LW0001 RONDELLES DE BLOCAGE (Des 2 côtés)	2



ORIENTATION DE LA PROTECTION CRASH

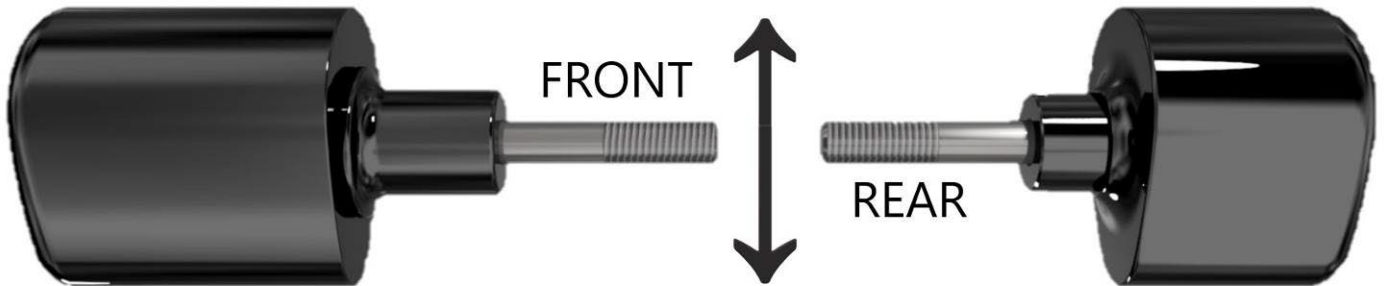


SCHÉMA D'ENSEMBLE CÔTÉ GAUCHE & DROIT

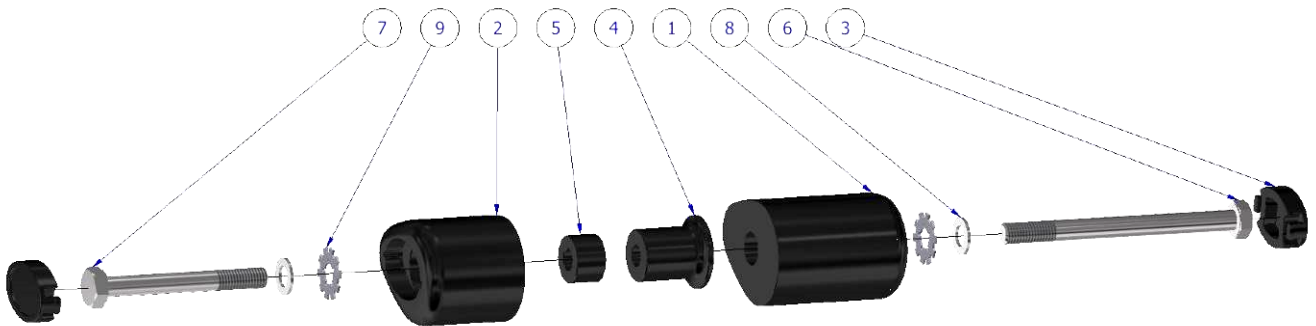




PHOTO DE MONTAGE

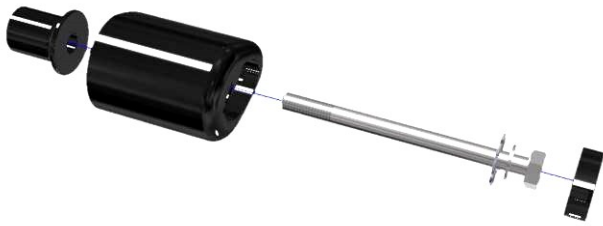


Photo 1

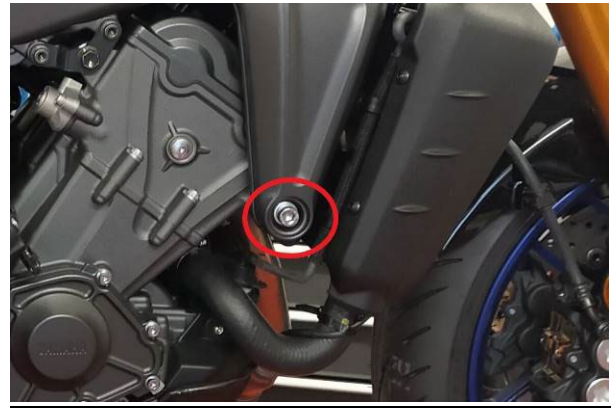


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit bien droite et soutenue par un support moteur approprié ou un cric placé sous le carter de la moto pour supporter le poids du moteur, cela empêchera le moteur de bouger pendant le montage. NE PAS ENLEVER PLUS D'1 BOULON DE MOTEUR À LA FOIS.

PRÉPARATION:

- Placer un cric approprié 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.
Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement non soutenu.
- En suivant les schémas des photos : 1 & 4, placez une des rondelles (ARTICLE 8) sur les boulons (ARTICLES 6 & 7) suivie de la rondelle anti-vibration (ARTICLE 9).
- Insérez le boulon de 120 mm (ARTICLE 6) avec les rondelles dans la protection de 70 mm de long (ARTICLE 1) suivi de l'entretoise de 33 mm de long (ARTICLE 4).
- Insérez ensuite le boulon de 85 mm (ARTICLE 7) avec des rondelles dans la protection de 55 mm de long (ARTICLE 2) suivi de l'entretoise de 15 mm de long (ARTICLE 5).

INSTALLATION:

- Utilisez un embout et une clé hexagonale de ½" ou 3/8" pour retirer le boulon du moteur côté droit. (Photo 2).
- En laissant les entretoises d'origine en place, poussez le boulon/ensemble côté droit (Photo 4) que vous avez préparé précédemment dans le trou du support moteur et vissez-le à la main pour éviter le filetage croisé.
NOTE: Pour éviter le filetage croisé, appliquez une pression vers l'avant sur le boulon et tournez dans le sens antihoraire jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens horaire et serrez.
- Faites tourner la protection de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place tout en serrant pour empêcher la protection de tourner trop loin pendant le serrage.
- À l'aide d'une clé dynamométrique munie d'une douille de 17 mm, serrez le boulon à 45 Nm.
- Répétez le processus pour l'autre côté en vous référant aux photos 1, 5 à 6 pour un processus d'assemblage correct.
- Une fois terminé, vérifiez les réglages de couple et la position/orientation des protections, puis poussez les capuchons de protection (ARTICLE 3) en place, puis retirez le cric.

Voir plus de produits R&G pour votre moto via ce lien :

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MONTAGEANLEITUNG FÜR CP0523 AERO STURZPADS
YAMAHA MT-09 STANDARD & SP 2021-



ALLE KIT-TEILE SIND AUF DEN NACHFOLGENDEN SEITEN ABGEBILDET UND GEKENNZEICHNET.

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

ÜBERPRÜFEN SIE ZUERST, DASS ALLE TEILE VORHANDEN SIND.

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<u>SIE BENÖTIGEN FOLGENDES WERKZEUG</u>	<u>ALLGEM. ANZUGSDREHMOMENT</u>
<ul style="list-style-type: none"> • 3/8" or 1/2" INBUSSCHLÜSSEL-SATZ • 17mm A/F STECKSCHLÜSSEL • DREHMOMENTSCHLÜSSEL (BIS 50Nm) • HEBER ODER MONTAGESTÄNDER 	<p>M4 SCHRAUBE = 8Nm</p> <p>M5 SCHRAUBE = 12Nm</p> <p>M6 SCHRAUBE = 15Nm</p> <p>M8 SCHRAUBE = 20Nm</p> <p>M10 SCHRAUBE = 40Nm</p> <p>M12 SCHRAUBE = 40Nm</p>

LIEFERUMFANG

ARTIKEL NR.	BESCHREIBUNG	MENGE
ARTIKEL 1	B0061 70mm AERO STURZPAD) LINKE SEITE	1
ARTIKEL 2	B0063 55mm AERO STURZPAD RECHTE SEITE	1
ARTIKEL 3	BC0002 STURZPADS (BEIDE SEITEN)	2
ARTIKEL 4	S0366 2 Ø DISTANZHALTER 33mm (SCHWARZ) (LINKE SEITE)	1
ARTIKEL 5	S0033 SINGLE Ø DISTANZHALTER 15mm (RECHTE SEITE)	1
ARTIKEL 6	M10x1.25x120 SECHSKANTSCHRAUBE (LINKE SEITE)	1
ARTIKEL 7	M10x1.25x85 SECHSKANTSCHRAUBE (RECHTE SEITE)	1
ARTIKEL 8	M10x19mm O/D UNTERLEGSCHIEBE (BEIDE SEITEN)	2
ARTIKEL 9	LW0001 ZAHNSCHIEBE (BEIDE SEITEN)	2

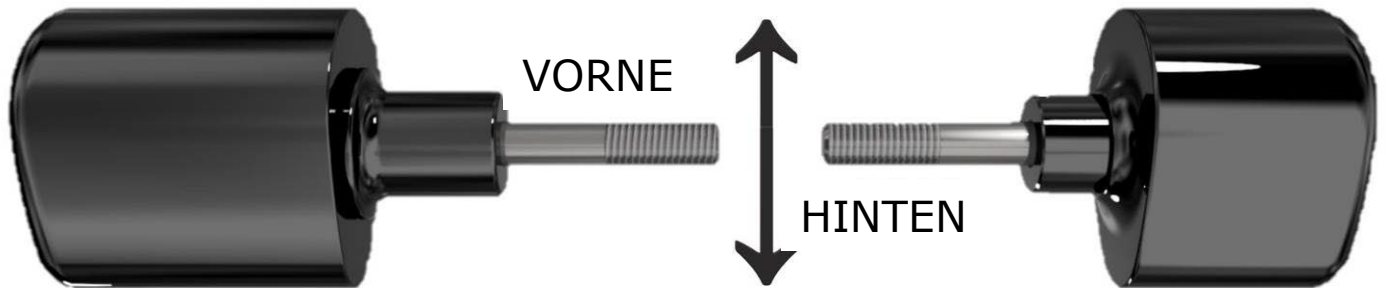
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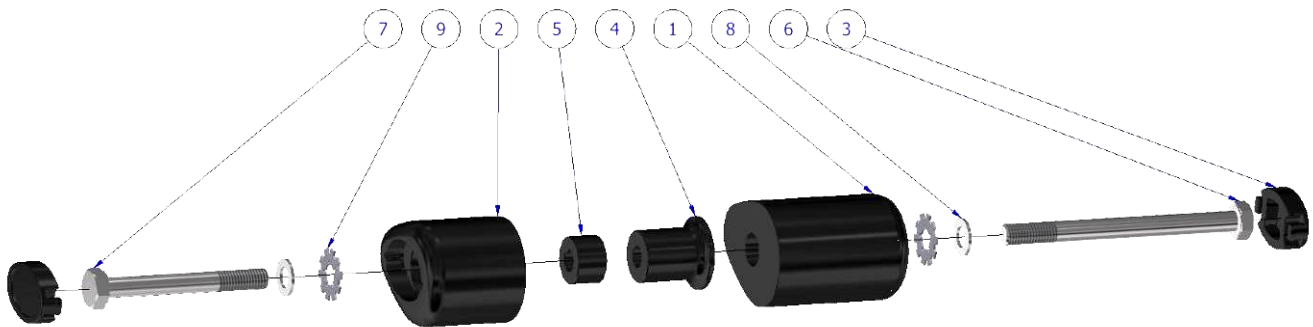
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AERO-STYLE STURZPADS – ORIENTIEREUNG



LINKE & RECHTE SEITE EXPLOSIONSZEICHNUNG





MONTAGE ABILDUNGEN



Abbildung 1



Abbildung 2



Abbildung 3



Abbildung 4



Abbildung 5



Abbildung 6



MONTAGEANLEITUNG

Bevor Sie Die Schrauben für den Motor entfernen, stellen Sie sicher, dass das Motorrad aufrecht steht und der Motor von unten mit einem geeigneten Ständer/Heber unterhalb der Ölwanne gestützt wird. Dies verhindert, dass der Motor sich bei der Entfernung von Motorschrauben bewegt. WÄHREND DER INSTALLATION DÜRFEN DIE SCHRAUBEN FÜR DEN MOTOR NUR EINZELN UND NIE GLEICHZEITIG ENTFERNT WERDEN.

VORBEREITUNG:

- Einen geeigneten Ständer/Heber mittig unter den Motor stellen mit einem kleinen Stück Holz zwischen dem Heber und dem Motor.
- An der linken Seite des Motorrads beginnend, entfernen Sie die Montageschraube für den Motor, die in Abbildung 1 mit einem Pfeil gekennzeichnet ist. **(ACHTUNG: DIE MOTORSCHRAUBEN DÜRFEN NICHT GLEICHZEITIG ENTFERNT WERDEN).**
- Ein kleines bisschen Druck an der Unterseite des Motors anwenden, um den Motor während der Montage zu stützen.

Die Sturz pads zusammenbauen, bevor Sie die Motorschrauben entfernen, sodass der Motor nur für eine kurze Zeit nicht vollständig gestützt ist.

- Gemäß den Zeichnungen in den **Abbildungen 1 & 4**, eine Unterlegscheibe (**ARTIKEL 8**) gefolgt von einer Zahnscheibe (**ARTIKEL 9**) an den Schrauben (**ARTIKEL 6 & 7**) anbringen.
- Die 120mm Schraube (**ARTIKEL 6**) mit den Unterlegscheiben in das 70mm lange Sturzpad (**ARTIKEL 1**) einführen, gefolgt vom 33mm Distanzhalter (**ARTIKEL 4**).
- Die 85mm Schraube (**ARTIKEL 7**) mit Unterlegscheiben in das 55mm lange Sturzpad (**ARTIKEL 2**) einführen, gefolgt vom 15mm langen Distanzhalter (**ARTIKEL 5**).

MONTAGE:

- Entfernen Sie die Motorschraube für die rechte Seite mit einem 1/2" oder 3/8" Inbusschlüssel (**Abbildung 2**).
- Die original Distanzhalter in Position lassen und die Schraube/Einheit für die rechte Seite (**Abbildung 1**), die Sie vorher zusammengebaut haben, in die Montageöffnung für den Motor einsetzen. Diese mit der Hand eindrehen, um ein Verkanten der Schraube zu vermeiden.

HINWEIS: Um zu vermeiden, dass die Schraube sich verkantet, etwas Druck anwenden und die Schraube entgegen dem Uhrzeiger drehen bis Sie einen Klick hören, dann die Schraube rechtsherum drehen und befestigen.

- Das Sturzpad ein paar Grad entgegen dem Uhrzeiger drehen und in Position halten während Sie es befestigen, um zu vermeiden, dass das Sturzpad sich zu weit dreht.
- Benutzen Sie eine Drehmomentschlüssel mit einem 17mm Steckschlüssel, um die Schraube mit 45 Nm zu befestigen.
- Wiederholen Sie diese Schritte an der anderen Seite des Motorrads– die **Abbildungen 1, 5 – 6** dienen hier als Anleitung für den richtigen Zusammenbau.
- Wenn alles montiert ist, überprüfen Sie erneut die Drehmoment-Einstellungen und die Position/Orientierung der Sturz pads. Die Sturzpad-Kappen (**ARTIKEL 3**) anbringen und anschließend den Heber entfernen.

- **Klicken Sie hier, um weitere R&G Produkte für Ihr Motorrad zu finden:**

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