



**FITTING INSTRUCTIONS FOR FP0106BK FORK PROTECTORS
KTM 125 DUKE 2011**

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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!*

YOU WILL NEED THE FOLLOWING TOOLS TO COMPLETE THIS JOB

13mm deep socket and wrench or spanner.

Socket set to include 10mm A/F socket and wrench.

Torque wrench.



Left-hand side (as you sit on bike)

- Remove original spindle nut.
- Using 13mm spanner or deep socket engage and tighten the replacement spindle nut (the one with the M8 threads as shown above left). Do not overtighten – the nyloc nuts will hold it tight. Do not exceed 25Nm torque.
- Place either crash protector onto spigot.
- Using one of the M6 nuts and washers secure the crash protector with a 10mm socket and tighten. Do not overtighten – the nyloc nuts will hold it tight. Do not exceed 15Nm.

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Left-hand side (as you sit on bike)

- Using 13mm spanner or deep socket engage and tighten the replacement spindle nut (the one with the M6 threads as shown above left). Do not overtighten – the nyloc nuts will hold it tight. Do not exceed 15Nm torque.
- Place the remaining crash protector onto spigot.
- Using the remaining M6 nuts and washers secure the crash protector with a 10mm socket and tighten. Do not overtighten – the nyloc nuts will hold it tight. Do not exceed 15Nm.

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FRANCE
INSTRUCTIONS DE MONTAGE DE LA PROTECTION DE FOURCHE
FP0106BK
KTM DUKE 125 2011-

Merci de noter que les pièces assemblées dans l'emballage ne sont pas nécessairement dans le sens du montage à réaliser sur la moto.

Outils nécessaires

Deux clés de 13mm.

Jeu de clé incluant la clé de 10 et 27 mm.

Clé dynamométrique

Maillet.

Barre de dia 10 mm et de 350 mm de longueur.

Gauche

- Enlever l'écrou de serrage de l'axe de fourche, et la remplacer par la vis livrée dans le kit.(clé de 27 mm)
- A l'aide de la clé de 10 mm, enlever la vis en plastique installée plus profondément dans l'axe.
- A l'aide de la barre de 10x350 mm et d'un maillet, chasser la pièce située du côté droit de l'axe de fourche.
- Serrer la vis R&G au couple de serrage préconisé par le constructeur.
- Pousser la barre R&G à travers axe, le côté fileté le plus court côté gauche.
- Placer l'entretoise restante sur le côté droit de l'axe.
- Positionner les tampons sur l'axe R&G.
- Glisser une rondelle de chaque côté et placer ensuite un écrou autobloquant de chaque côté.
- A l'aide de deux clés, serrez les deux écrous simultanément.

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- Ne pas serrer trop fortement, en effet les écrous autobloquants vont garder le montage en place.