



**FITTING INSTRUCTIONS FOR BE0226**



**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)

**TOOLS REQUIRED**

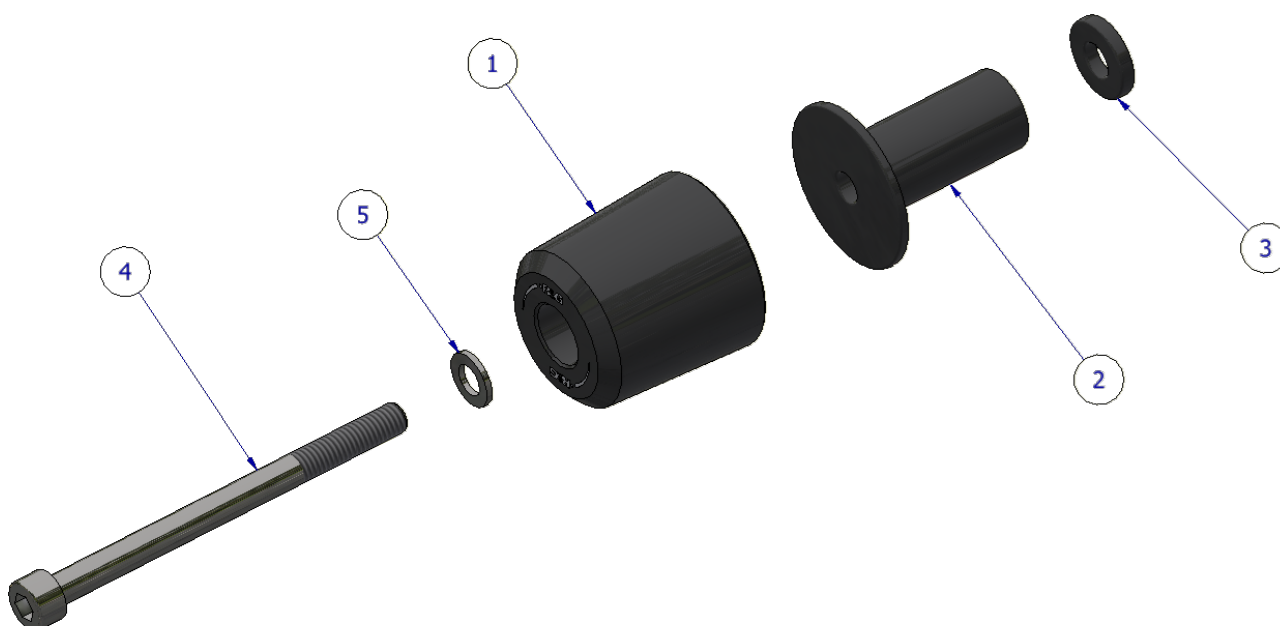
- Set of Metric Allen keys.

**GENERAL TORQUE SETTINGS**

M4 BOLT = 8Nm  
 M5 BOLT = 12Nm  
 M6 BOLT = 15Nm  
 M8 BOLT = 20Nm  
 M10 BOLT = 40Nm  
 M12 BOLT = 40Nm

**LEGEND**

ITEM No.	DESCRIPTION	QTY
ITEM 1	BAR END (B0570)	2
ITEM 2	SPACER (S1510)	2
ITEM 3	3mm SPACER (S0802) THROTTLE SIDE ONLY	1
ITEM 4	M6 x 80mm BOLT	2
ITEM 5	M6 WASHER	2

**ASSEMBLY DIAGRAM**



### **FITTING INSTRUCTIONS**

- Pre-assemble all components in the orientation shown in the assembly diagram, however, do not tighten the bolt at this stage.
- Place the assembly inside the bar end, ensuring not to inhibit any throttle action. If the throttle is binding against the bar end/spacer, add the supplied 3mm spacer **(Item 3)** onto the end of the bolt/spacer.
- Tighten the bolt until the assembly is secure in the bar. Do not exceed 15Nm of torque.
- Repeat for the opposite side.

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### **CONSUMER NOTICE**

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Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



**NOTICE DE MONTAGE POUR BE0226**



**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](http://WWW.RG-RACING.COM)

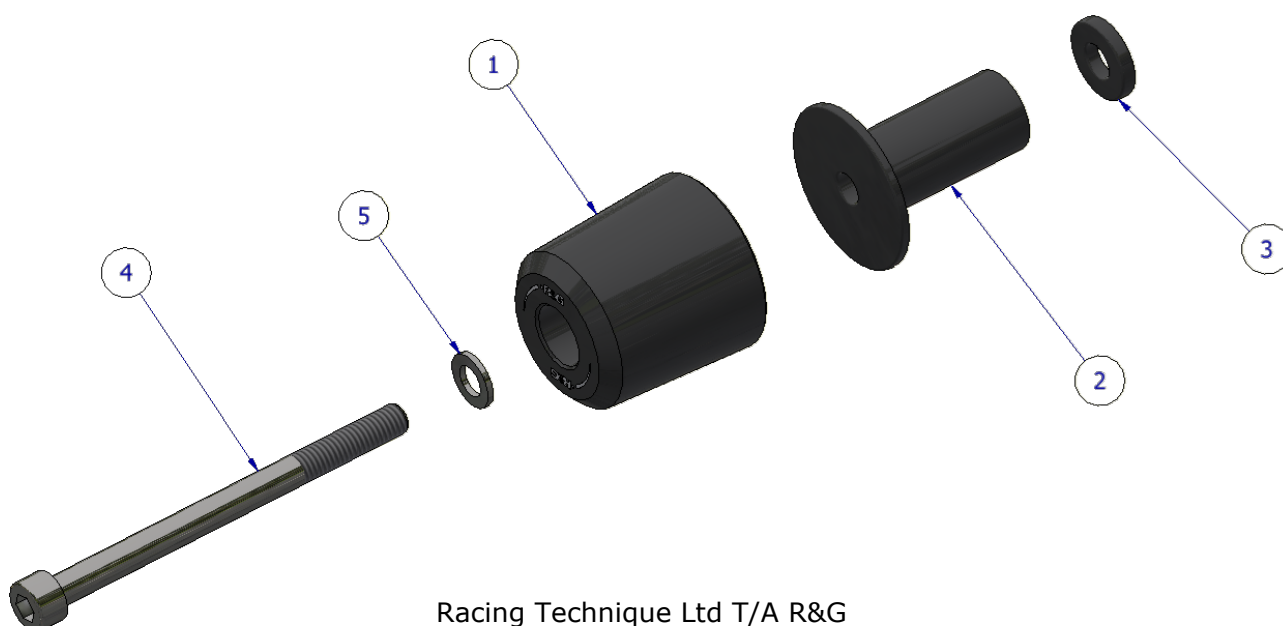


<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE</u></b>
<ul style="list-style-type: none"> <li>• Clés Allen.</li> </ul>	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

## **LÉGENDE**

<b>ARTICLE No.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTECTION EMBOUT DE GUIDON (B0570)	2
ARTICLE 2	ENTRETOISE (S1510)	2
ARTICLE 3	3mm ENTRETOISE (S0802) CÔTÉ GAZ UNIQUEMENT	1
ARTICLE 4	M6 x 80mm BOULON	2
ARTICLE 5	M6 RONDELLE	2

## **SCHÉMA D'ENSEMBLE**





### **NOTICE DE MONTAGE**

- Pré-assemblez tous les composants selon l'orientation indiquée sur le schéma de montage, sans serrer la vis à ce stade.
- Placez l'ensemble dans l'embout de guidon, en veillant à ne pas gêner le fonctionnement de l'accélérateur. Si l'accélérateur bute contre l'embout de guidon/l'entretoise, ajoutez l'entretoise de 3 mm fournie (article 3) à l'extrémité de la vis/entretoise.
- Serrez la vis jusqu'à ce que l'ensemble soit bien fixé dans le guidon. Ne dépassez pas 15 Nm de couple.
- Répétez l'opération de l'autre côté.

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