



**Fitting Instructions for CP0145BL Crash Protectors  
Ducati 900SS up to '98**



**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!*

- Remove both fairing panels and expose engine
- Undo nut on engine bolt, located mid engine.
- Take R&G replacement bar and use it to knock out engine bolt (therefore supporting engine).
- Paint/tippex on one end in order to make a mark on the inside of the fairing.
- Refit fairing panel for each side.
- Push engine bolt until it touches fairing (inside and makes a mark).
- Remove fairing.
- Pilot drill from inner to outer fairing.
- Refit and make sure hole lines up with centre of bolt.
- Remove fairing and drill 28mm dia hole (tank cutter/cone cutter), working from outside towards the inside.
- Use sharp knife to deburr hole.
- Repeat for other side.
- Now both fairings have been drilled, screw stainless steel extensions onto end (small diameter goes into frame).
- Tighten using 22mm spanner on flats of extension.
- Refit fairings.
- Fit bobbins. Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

*Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.*



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## **INSTRUCTIONS DE MONTAGE CP0145BL PROTECTIONS CRASH**

**Ducati 900SS et au dessus de '98**



**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

- Enlever les carénages des 2 cotés exposer le moteur.
- Défaire l'écrou sur le boulon moteur, placé à mi moteur.
- Prendre l'axe R&G de remplacement et utilisez le pour extraire le boulon moteur (tout en supportant le moteur).
- Mettre un peu de peinture/Tippex sur l'extrémité pour faire une petite marque à l'intérieur du carénage.
- Remettre le panneau de carénage de chaque coté.
- Pousser le boulon moteur jusqu'à ce qu'il touche le carénage (à l'intérieur et fasse une marque).
- Enlever le carénage.
- Piloter le trou de l'intérieur vers l'extérieur du carénage.
- Remettre le carénages en veillant à ce que les trous soient alignés avec le centre du boulon.
- Enlever le carénage et percer un trou de 28mm (Cutter), en travaillant de l'extérieur vers l'intérieur.
- Utiliser un couteau bien aiguisé pour ébarber le trou.
- Répéter de l'autre coté.
- Maintenant que les 2 carénages sont percés, visser les extensions en acier sur l'extrémité (le petit diamètre va dans le cadre).
- Serrer avec une pince 22mm sur les plats de l'extension.
- Remettre les carénages.
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. Tourner un peu plus afin d'accentuer légèrement la compression. Appliquer un quart de tour. Ne pas trop serrer, au risque d'abîmer la moto. Pas plus de 40 Nm de couple

*Du fait des risques potentiels de détérioration du filetage des boulons, etc, nous vous recommandons de faire faire l'installation par un de nos revendeurs qualifiés ou un mécanicien qualifié.*