



FITTING INSTRUCTIONS CP0214 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"> METRIC HEX KEY BIT METRIC A/F SOCKET & WRENCH DRILL & 28mm HOLE SAW 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

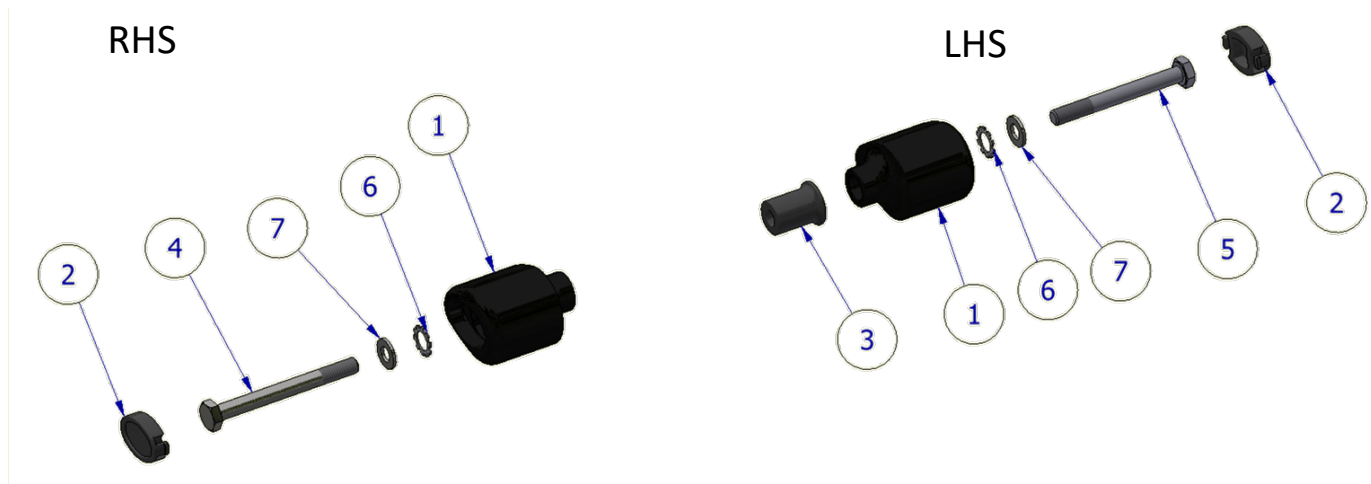
| ITEM NO. | DESCRIPTION | QTY |
|-----------------|---------------------|------------|
| ITEM 1 | BOBBINS | 2 |
| ITEM 2 | BOBBIN CAPS | 2 |
| ITEM 3 | SPACER 31mm LONG | 1 |
| ITEM 4 | 110mm HEX HEAD BOLT | 1 |
| ITEM 5 | 90mm HEX HEAD BOLT | 1 |
| ITEM 6 | LOCKING WASHERS | 2 |
| ITEM 7 | M10 WASHERS | 2 |

AERO-STYLE CRASH PROTECTOR ORIENTATION





LHS & RHS EXPLODED ASSEMBLY VIEW



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

- Following the assembly diagram place the M10 washers (**ITEM 7**) over the bolts (**ITEMS 4 & 5**) followed by the shake proof washers (**ITEM 6**).
- Insert the bolts (**ITEMS 4 & 5**) with washers into the bobbins (**ITEM 1**) followed by the 31mm Spacer (**ITEM 3**) over the 110mm bolt (**ITEM 4**).

INSTALLATION:

LHS

- Remove fairing panel, please see user manual for instructions on how to do so.
- Unscrew engine bolt (the front bolt, directly opposite the exposed engine bolt that you have just replaced on the right side) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel again.
- Drill pilot hole in fairing where marked with paint; check correct alignment
- Using 28mm tank cutter or a cone cutter, use pilot hole and drill slowly from outside to inside (note as the fairing is in two parts where you are drilling we suggest you protect the fairing and use a clamp to hold the two parts together while drilling)
- Replace fairing.
- Push the LHS bolt/assembly (110mm bolt & 31mm spacer) 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 to tighten the bolt to 40 Nm.

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RHS

- Remove the existing engine bolt (located middle of the top fairing - can be seen without removing the fairing)
- Take M10 x 90mm long bolt and slide washer over it followed by a shake proof washer
- Assemble bolt through one of the crash protectors
- Offer the whole assembly up to the bike
- Push the RHS bolt/assembly (90mm bolt) 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 to tighten the bolt to 40 Nm.

Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 2**) 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 CP0214 PROTECTIONS CRASH



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETÉS 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 :

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| <u>OUTILS REQUIS</u> | <u>VALEURS DE SERRAGE</u> |
|---|---|
| <ul style="list-style-type: none"> • CLÉ MÉTRIQUE • CLÉ À CLIQUET + DOUILLES • PERCEUSE ET SCIE CLOCHE DE 28mm • 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 | PROTECTIONS CRASH | 2 |
| ARTICLE 2 | CAPUCHONS DE PROTECTION | 2 |
| ARTICLE 3 | ENTREROISE 31mm DE LONG | 1 |
| ARTICLE 4 | 110mm BOULON | 1 |
| ARTICLE 5 | 90mm BOULON | 1 |
| ARTICLE 6 | RONDELLES DE BLOCAGE | 2 |
| ARTICLE 7 | M10 RONDELLES | 2 |

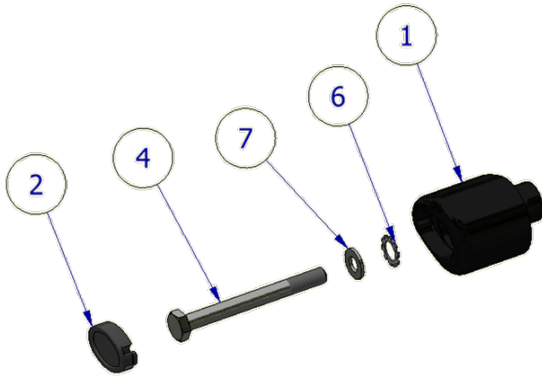
ORIENTATION DE LA PROTECTION CRASH



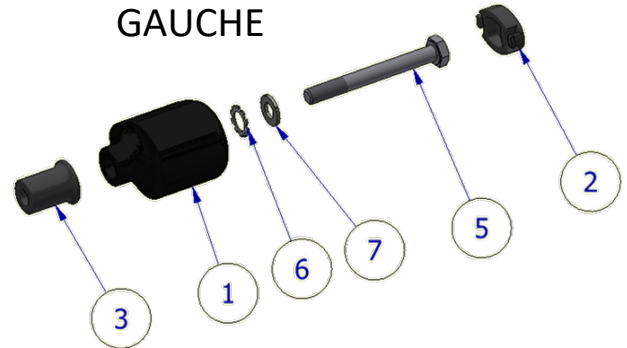


VUE D'ENSEMBLE CÔTÉ GAUCHE ET DROIT

DROITE



GAUCHE



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

- En suivant le schéma de montage, placez les rondelles M10 (ARTICLE 7) sur les boulons (ARTICLES 4 et 5) suivis des rondelles anti-vibrations (ARTICLE 6).
- Insérez les boulons (ARTICLES 4 et 5) avec les rondelles dans les protections (ARTICLE 1) suivis de l'entretoise de 31 mm (ARTICLE 3) sur le boulon de 110 mm (ARTICLE 4).

INSTALLATION :

GAUCHE

- Retirez le panneau de carénage, veuillez consulter le manuel d'utilisation pour savoir comment procéder.
- Dévissez le boulon du moteur (le boulon avant, directement en face du boulon du moteur exposé que vous venez de remplacer du côté droit) suffisamment pour permettre le contact avec l'intérieur du carénage pour établir une marque afin que le trou soit percé au bon endroit (nous vous suggérons de marquer la tête du boulon du moteur avec de la peinture).
- Remettez le panneau de carénage en place et fixez-le dans la bonne position pour établir la marque.
- Retirez à nouveau le panneau de carénage.
- Percez un trou pilote dans le carénage à l'endroit marqué avec de la peinture ; vérifiez l'alignement correct
- À l'aide d'un coupe-réservoir de 28 mm ou d'un coupe-cône, utilisez un trou pilote et percez lentement de l'extérieur vers l'intérieur (notez que le carénage est en deux parties là où vous percez, nous vous suggérons de protéger le carénage et d'utiliser une pince pour maintenir les deux parties ensemble pendant le perçage)
- Remplacez le carénage.
- Poussez le boulon/l'assemblage gauche (boulon de 110 mm et entretoise de 31 mm) que vous avez préparé plus tôt dans le trou du support moteur et vissez à la main pour éviter de croiser le filetage.

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REMARQUE : pour éviter de croiser 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.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

DROITE

- Retirez le boulon moteur existant (situé au milieu du carénage supérieur - visible sans retirer le carénage)
- Prenez un boulon M10 x 90 mm de long et faites glisser une rondelle dessus, suivie d'une rondelle anti-vibration
- Assemblez le boulon à travers l'une des protections crash.
- Présentez l'ensemble sur la moto
- Poussez le boulon/l'assemblage côté droit (boulon de 90 mm) que vous avez préparé plus tôt dans le trou du support moteur et vissez à la main pour éviter de croiser le filetage.

REMARQUE : pour éviter de croiser 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.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

Une fois terminé, vérifiez les réglages de couple et la position/orientation des protections, puis poussez les capuchons de protection (ARTICLE 2) en place et retirez le cric.

Note : *Le couple de serrage des boulons du moteur/de la protection doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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