



FITTING INSTRUCTIONS FOR CP0555 CRASH PROTECTORS



PICTURE A

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

Racing Technique Ltd T/A R&G

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

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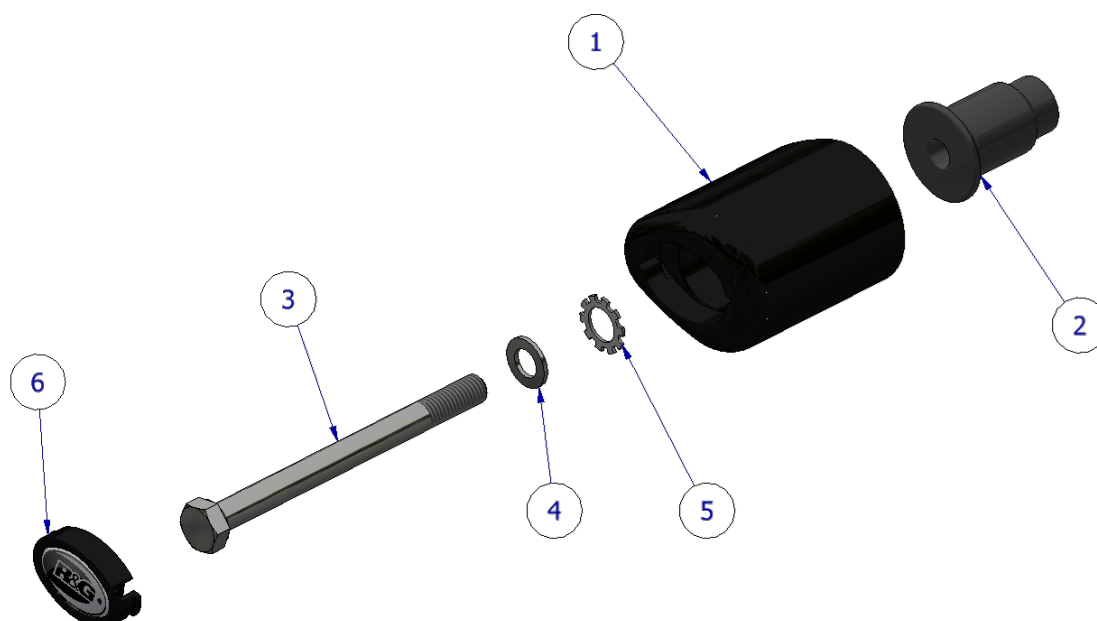


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• Socket set to include T50 Torx bit and 17mm A/F socket and wrench. • Torque wrench (up to 50Nm).	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	CRASH BOBBIN (BOO61 WITH CS341)	2
ITEM 2	SPACER (S0355)	2
ITEM 3	M10x1.5x120mm HEX BOLT	2
ITEM 4	M10 WASHER	2
ITEM 5	M10 LOCKING WASHER	2
ITEM 6	BOBBIN CAP (BC0002)	2

EXPLODED ASSEMBLY VIEW



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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.

- Remove the OEM bolt in position arrowed in **picture A** on page 1.
- Assemble the crash protector kit as shown in the **EXPLODED ASSEMBLY VIEW**.
- Offer this assembly into position as shown in **picture A** on page 1. Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS SHOWN IN THE ASSEMBLY DIAGRAMS WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted, fit bubble sticker into recess of crash protector cap (**ITEM 6**).
- Fit crash protector cap (**ITEM 6**) into the crash protector (**ITEM 1**).

REPEAT THE ABOVE STEPS FOR BOTH SIDES OF THE MOTORCYCLE.

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MONTAGEANLEITUNG FÜR CP0555 STURZPADS



ABBILDUNG A

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.

LESEN SIE DIE MONTAGEANLEITUNG KOMPLETT DURCH, BEVOR SIE ANFANGEN.

WENN SIE BEI DER MONTAGE DIESES PRODUKTES UNSICHER SIND, BITTE EINEN UNSERER HÄNDLER KONTAKTIEREN ODER DAS KIT VON EINEM QUALIFIZIERTEN ZWEIRAD-MECHANIKER MONTIEREN LASSEN.

DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

HINWEIS FÜR KITS MIT PLASTIKUNTERLEGSCHLEIBEN AN DEN SCHRAUBEN –
DIESE PLASTIK-UNTERLEGSCHLEIBEN WERDEN NICHT FÜR DEN EINBAU BENÖTIGT.

**EINE DIGITALE VERSION DIESER MONTAGEANLEITUNG KANN AUF
FOLGENDER SEITE HERUNTERGELADEN WERDEN:**

WWW.RG-RACING.COM

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**SIE BENÖTIGEN FOLGENDES WERKZEUG**

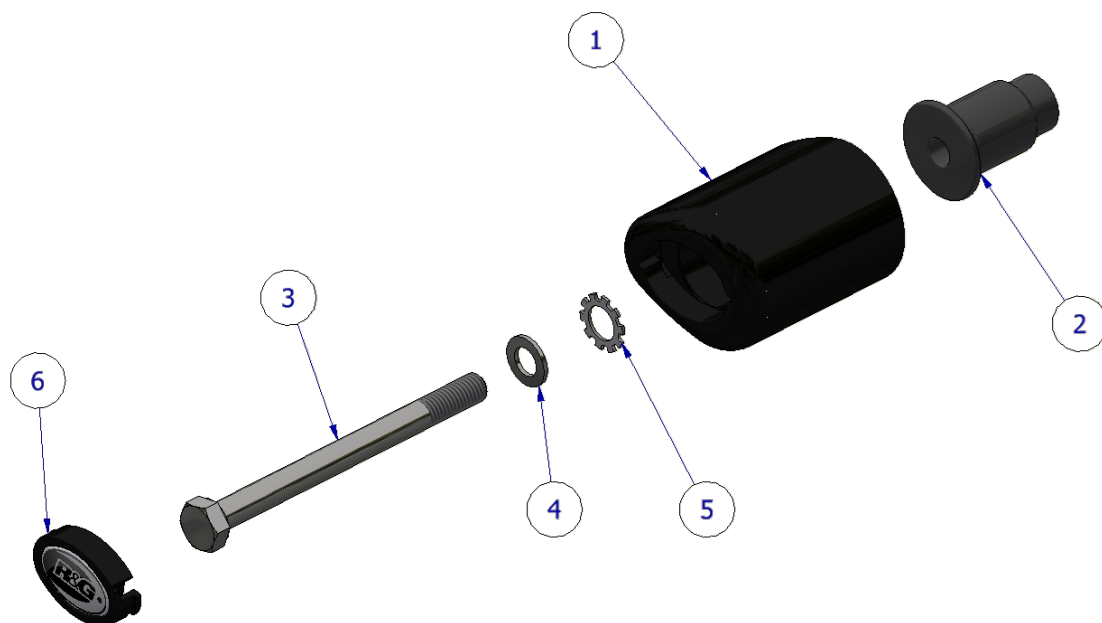
- Satz Steckschlüssel inkl. T50 Torx-Einsatz und 17mm A/F Steckschlüsse und Verlängerung
- Drehmomentschlüssel (bis 50Nm)

ALLGEM. ANZUGSDREHMOMENT

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

LIEFERUMFANG

ARTIKEL NR.	BESCHREIBUNG	MENGE
ARTIKEL 1	STURZPAD (BOO61 MIT CS341)	2
ARTIKEL 2	DISTANZHALTER (S0355)	2
ARTIKEL 3	M10x1.5x120mm INBUSSCHRAUBE	2
ARTIKEL 4	M10 DISTANZHALTER	2
ARTIKEL 5	M10 ZAHNSCHEIBE	2
ARTIKEL 6	STURZPAD-KAPPE (BC0002)	2

EXPLOSIONSZEICHNUNG

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MONTAGEANLEITUNG

Bevor Sie die Schrauben für den Motor entfernen, stellen Sie sicher, dass das Motorrad aufrecht steht und der Motor 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.

- Entfernen Sie die Originalschraube, die in **Abbildung A** auf Seite 1 gekennzeichnet ist.
- Den Sturzpad-Kit zusammenbauen wie in der **EXPLOSIONSZEICHNUNG** abgebildet.
- Die Sturzpad-Einheit in Position bringen wie in **Abbildung A** auf Seite 1 abgebildet. Die Schraube mit einem 17mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD POSITIONIERT IST WIE IN DER ZEICHNUNG ZUSAMMENBAU – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. **Mit 40 Nm Anzugsmoment anziehen (40 Nm nicht überschreiten – dies kann zu einer Beschädigung des Motorrades und der Schraube führen).**
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (**ARTIKEL 6**).
- Montieren Sie eine Sturzpad-Kappe (**Artikel 6**) am Sturzpad (**ARTIKEL 1**).

WIEDERHOLEN SIE DIE OBENBESCHRIEBENEN SCHRITTE AN BEIDEN SEITEN DES MOTORRADES

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NOTICE DE MONTAGE POUR CP0555 PROTECTIONS CRASH



PHOTO A

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 :

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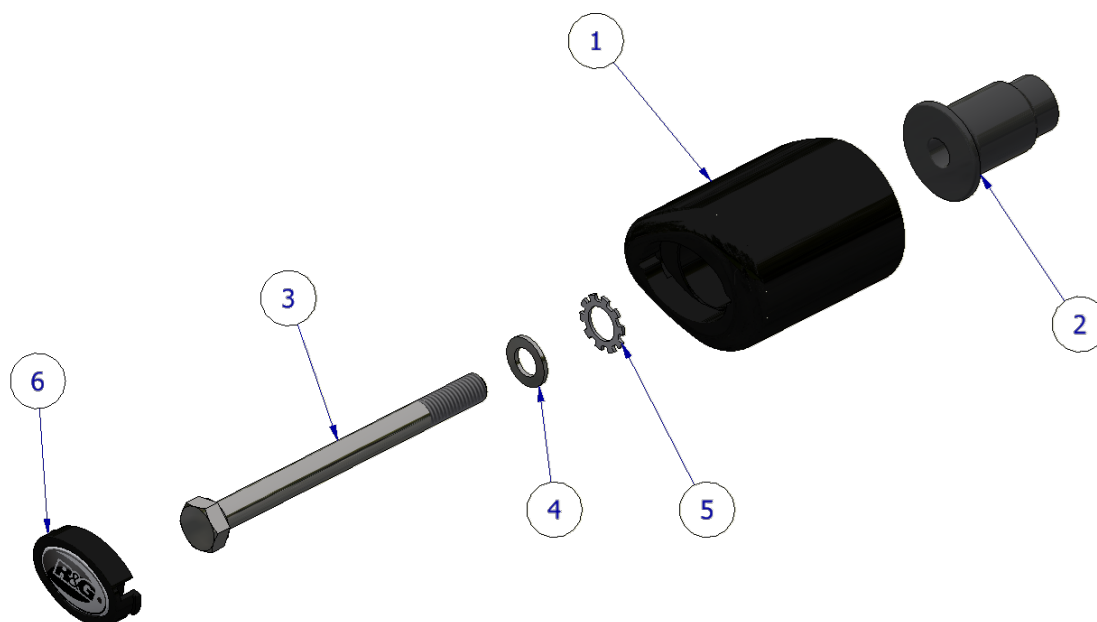


<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
- Clé Torx T50 et clé à cliquet + douille 17mm - Clé dynamométrique (à 50Nm).	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTION CRASH (BOO61 AVEC CS341)	2
ARTICLE 2	ENTRETOISE (S0355)	2
ARTICLE 3	M10x1.5x120mm BOULON	2
ARTICLE 4	M10 RONDELLE	2
ARTICLE 5	M10 RONDELLE DE BLOCAGE	2
ARTICLE 6	CAPUCHON DE PROTECTION (BC0002)	2

VUE D'ENSEMBLE



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NOTICE DE MONTAGE

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

- Retirez le boulon d'origine dans la position fléchée sur la photo A à la page 1.
- Assemblez le kit de protection crash comme indiqué sur VUE D'ENSEMBLE.
- Présentez cet ensemble en position comme indiqué sur la photo A à la page 1. Enfin, serrez les boulons de protection crash jusqu'à ce que vous sentiez une certaine compression à l'intérieur de la protection crash à l'aide d'une clé + douille de 17 mm. VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME INDiqué SUR LES SCHÉMAS D'ASSEMBLAGE AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO. Tournez un peu plus pour sentir la compression augmenter légèrement. Appliquez ensuite un quart de tour. Serrez à 40 Nm de couple (ne dépassez pas ce chiffre, car cela pourrait endommager la moto et le boulon).
- S'il n'est pas déjà installé, placez le sticker R&G dans l'évidement du capuchon de protection crash (ARTICLE 6).
- Montez le capuchon de protection crash (ARTICLE 6) dans la protection crash (ARTICLE 1).

RÉPÉTER LES ÉTAPES CI-DESSUS POUR LE CÔTÉ DE LA MOTO

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