



FITTING INSTRUCTIONS CP0577 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

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<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 3/8" or 1/2" HEX KEY BIT SET • 17mm A/F SOCKET & WRENCH • 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

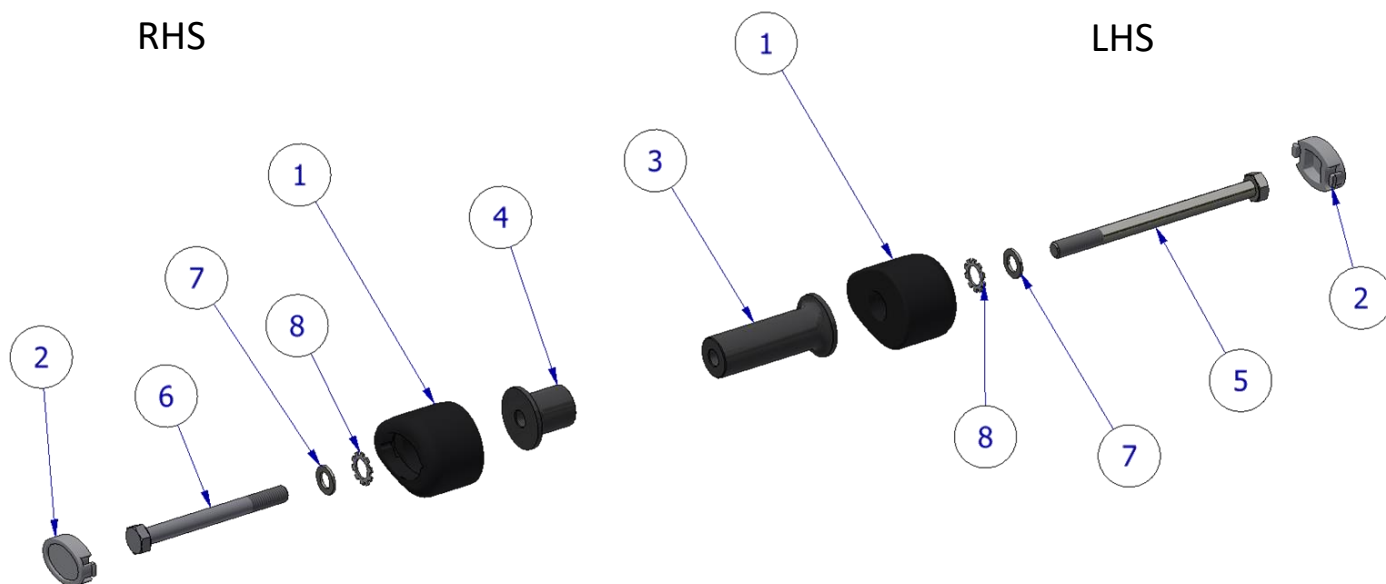
ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBINS	2
ITEM 2	BOBBIN CAPS	2
ITEM 3	SPACER 75mm LONG (LHS)	1
ITEM 4	SPACER 31.5mm LONG (RHS)	1
ITEM 5	140mm HEX HEAD BOLT (LHS)	1
ITEM 6	100mm HEX HEAD BOLT (RHS)	1
ITEM 7	M10 WASHER	2
ITEM 8	LOCKING WASHERS	2

AERO-STYLE CRASH PROTECTOR ORIENTATION





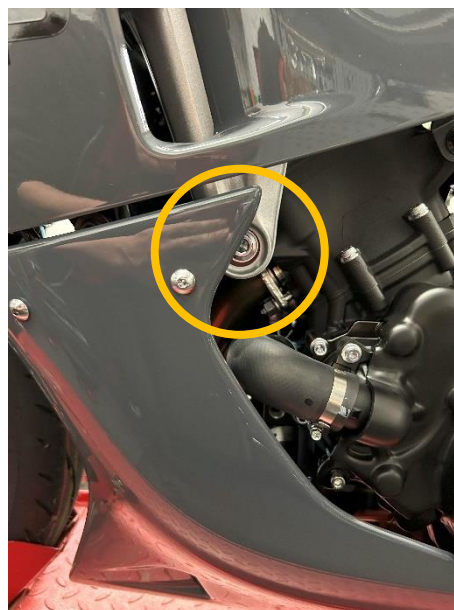
LHS & RHS EXPLODED ASSEMBLY VIEW



FITTING PICTURES



Picture 1



Picture 2

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.**



PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.

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 one of the M10 washers (**ITEM 7**) over the bolts (**ITEMS 5 & 6**) followed by the shake proof washer (**ITEM 8**).
- Insert the 140mm bolt (**ITEM 5**) with washers into the bobbin (**ITEM 1**) followed by the 75mm long spacer (**ITEM 3**).
- Then insert the 100mm bolt (**ITEM 6**) with washers into the bobbin (**ITEM 1**) followed by the 31.5mm long spacer (**ITEM 4**).

INSTALLATION:

- If your bike is fitted with a belly pan, some material will have to be taken away in the locations circled in **pictures 1 & 2** to allow room for the spacers. A dremel is recommended to perform this operation with the bodywork removed from the bike to avoid any contact with the frame.
- Use a 1/2" or 3/8" hex key bit & wrench to remove the RHS engine bolt (**Picture 1**).
- Leaving the OEM spacers in place, push the RHS bolt/assembly 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 with 17mm socket fitted, tighten the bolt to 45 Nm.
- Repeat the process for the other side referring to **Picture 2**.
- 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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