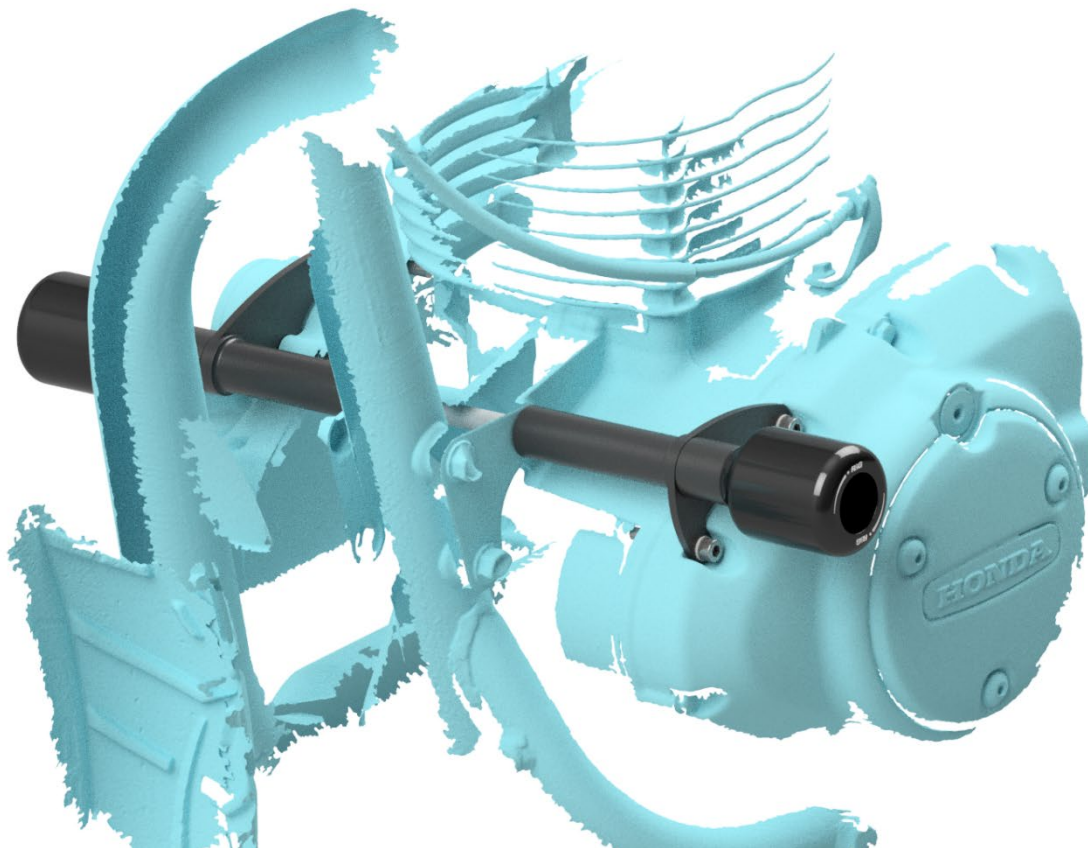




FITTING INSTRUCTIONS FOR CP0595 CRASH PROTECTORS



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.



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
- METRIC SOCKET & WRENCH - TORQUE WRENCH (UP TO 40Nm) - SUITABLE BIKE ENGINE SUPPORT JACK - METRIC SPANNER SET - METRIC ALLEN KEY SET	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	ENGINE BAR	1
ITEM 2	LHS SPACER (87mm)	1
ITEM 3	RHS SPACER (99mm)	1
ITEM 4	LHS MOUNTING PLATE	1
ITEM 5	RHS MOUNTING PLATE	1
ITEM 6	LHS BOBBIN SPACER (25mm)	1
ITEM 7	RHS BOBBIN SPACER (30mm)	1
ITEM 8	CRASH BOBBINS	2
ITEM 9	M6 WASHER	4
ITEM 10	M6 x 40mm BOLT	4
ITEM 11	M10 WASHER	2
ITEM 12	M10 NUT	2

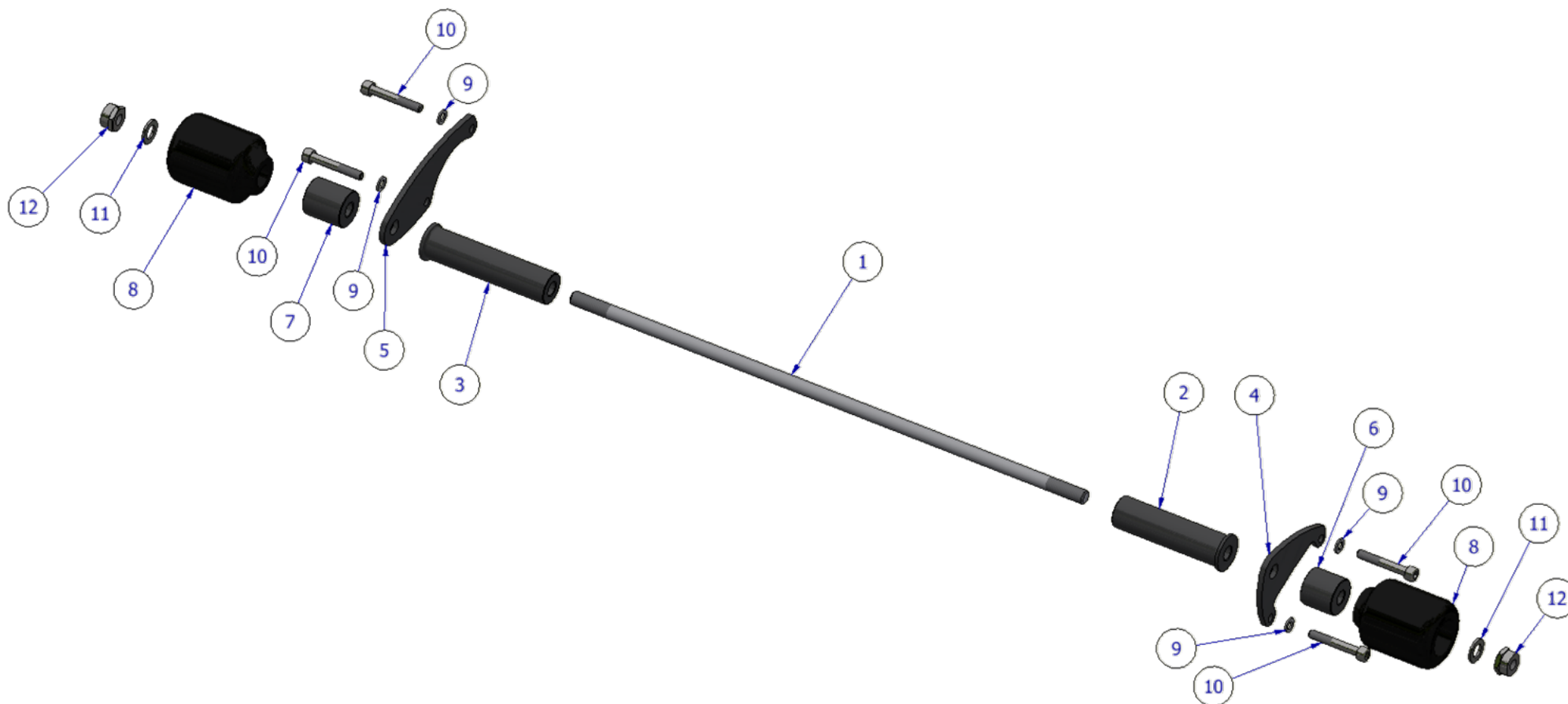
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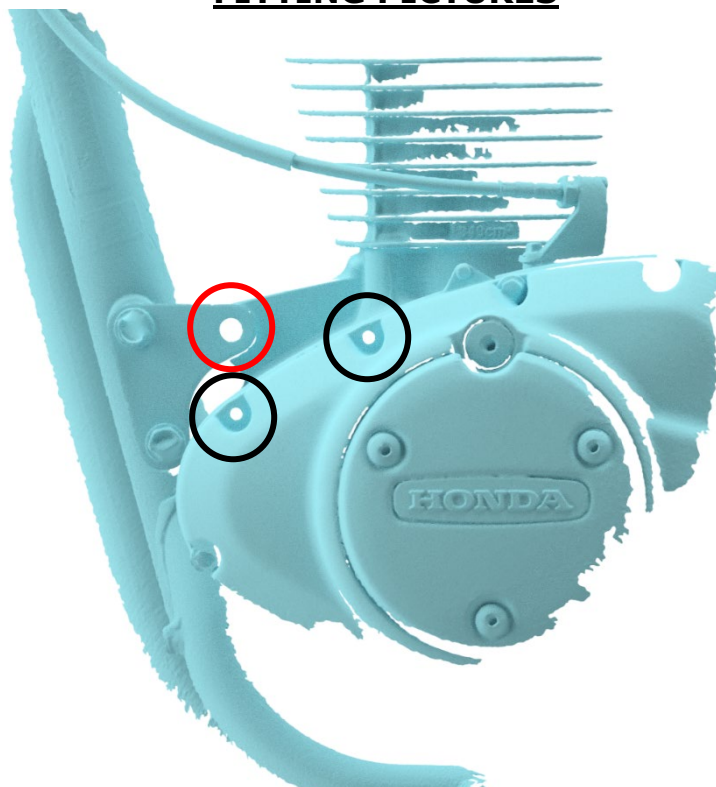


EXPLODED ASSEMBLY VIEW

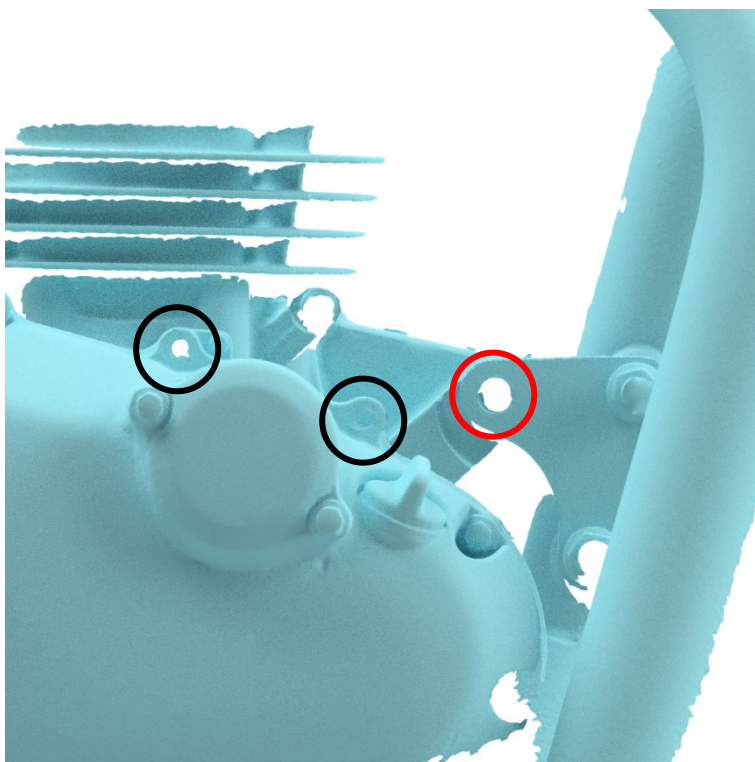




FITTING PICTURES



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 WEIGHT OF THE ENGINE, THIS WILL PREVENT THE ENGINE FROM MOVING DURING FITTING. ENSURE THE BIKE IS SWITCHED OFF DURING FITTING.

1. Place a jack under the engine with a flat piece of wood or other soft material between the jack and the sump.
Apply only gentle pressure with the jack or you risk the engine coming out of alignment with the frame once the bolts are removed.
2. Remove the front engine mounting bolt/bar (circled red in **Pictures 1 & 2**), by holding one side still with the appropriate size socket or spanner while loosening the other, then gently tap through with a mallet, using the R&G engine bar to push it through if necessary.
3. Once removed replace the original engine bar with the R&G engine bar (**Item 1**).
4. Remove the 2x engine case bolts circled in black in **Picture 1**, then fit the LHS spacer (**Item 2**) and LHS mounting plate (**Item 4**) onto the left-hand side of the engine using the supplied M6 bolts and washers (**Items 9 & 10**).
5. Slide the LHS bobbin spacer (**Item 6**) onto the bar and loosely fit the left-hand side bobbin, washers and nyloc nut (**Items 8, 11 & 12**).
6. Repeat on the right-hand side of the bike, referring to **Picture 2** for the bolt locations (circled in black) and the **Assembly Diagram**, tapping the engine bar through to allow more of the thread to protrude if necessary.
7. Tighten the nuts a few turns, once both nylocs have engaged (when the thread is through the blue nylon inside of the nut) check that the thread is protruding roughly an equal length on both sides.
8. If one side is not protruding enough loosen the nut off again and apply a small amount of thread locking compound or super glue to the side with more thread protruding through the nut.
9. Leave to set the re-tighten and torque to 40Nm

ISSUE 1 – 31/03/2025 (MH)

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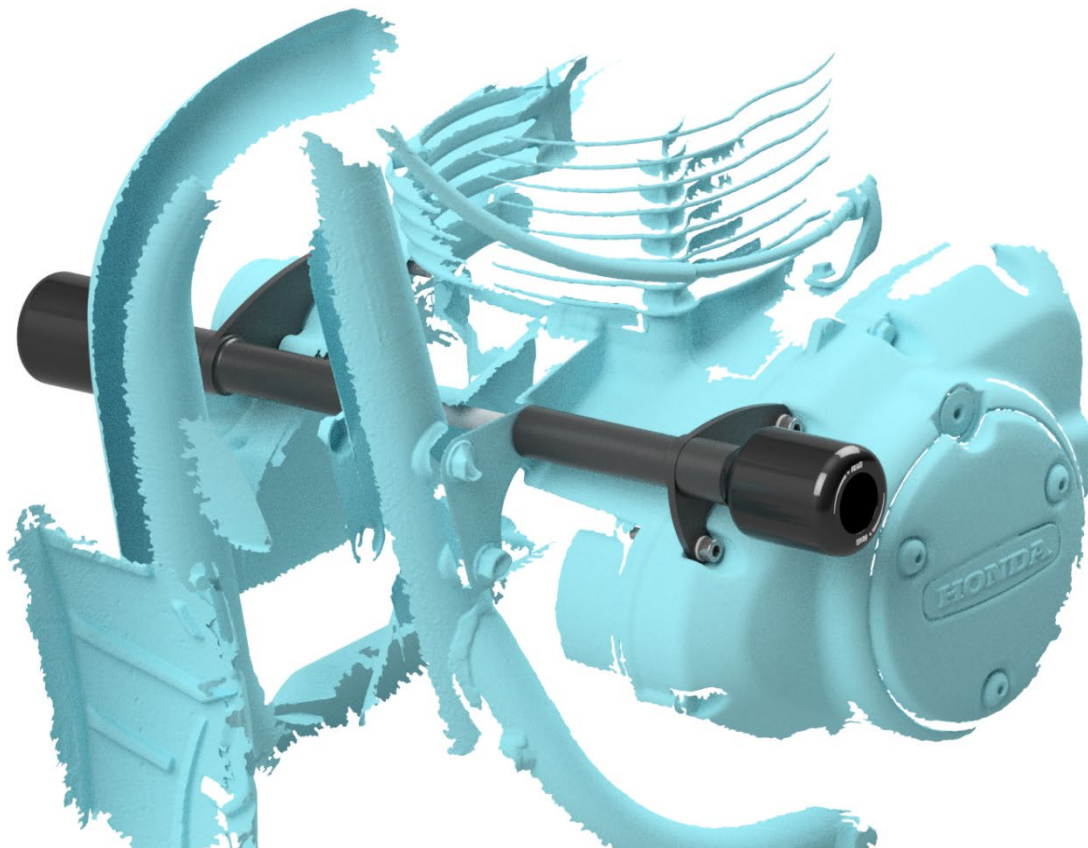
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NOTICE DE MONTAGE CP0595 PROTECTIONS CRASH



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 REVENDUEURS 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.

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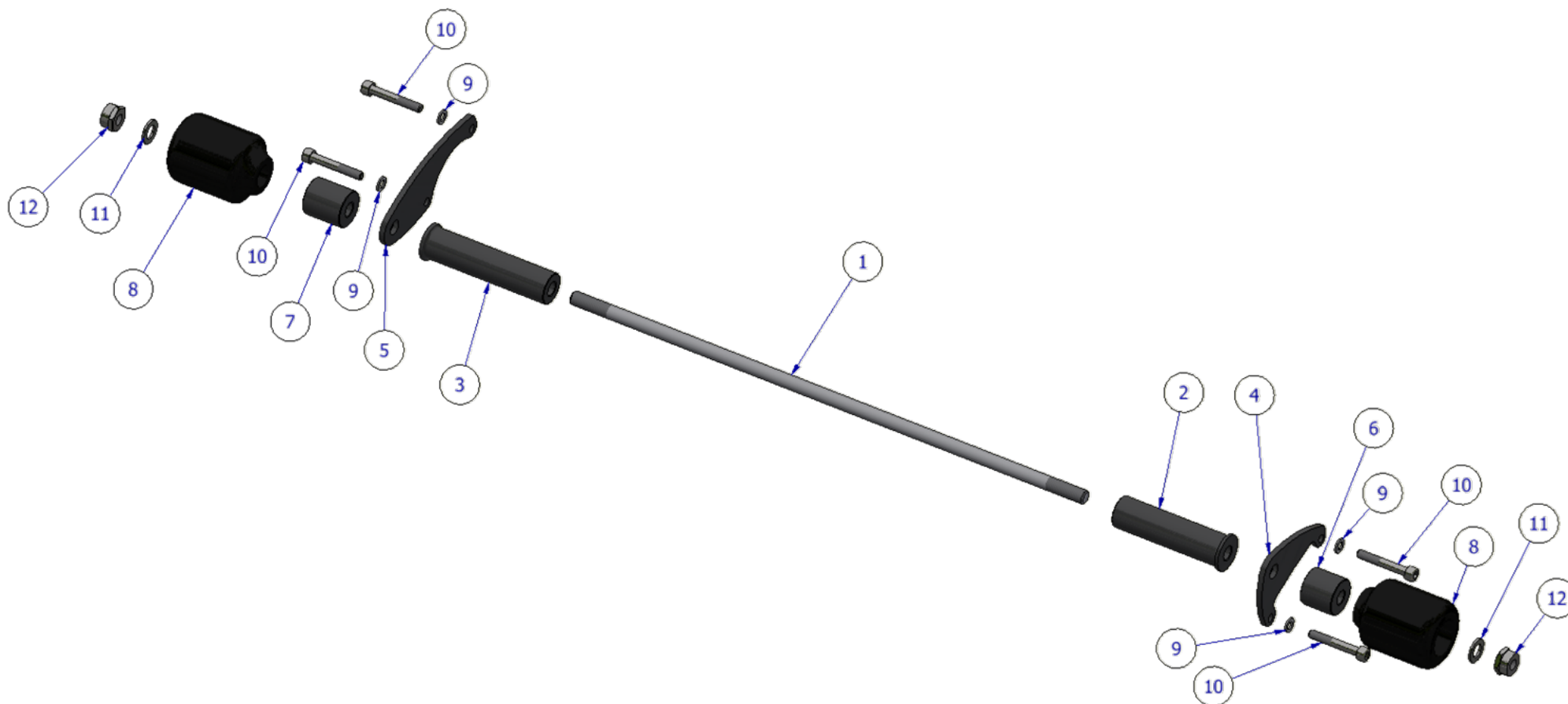
<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• CLÉ À CLIQUET & DOUILLE • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50 Nm) • CRIC DE SUPPORT ADAPTÉ • CLÉ À MOLETTE • CLÉS ALLEN	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	BARRE MOTEUR	1
ARTICLE 2	ENTRETOISE GAUCHE (87mm)	1
ARTICLE 3	ENTRETOISE DROITE (99mm)	1
ARTICLE 4	PLAQUE DE MONTAGE CÔTÉ GAUCHE	1
ARTICLE 5	PLAQUE DE MONTAGE CÔTÉ DROIT	1
ARTICLE 6	ENTRETOISE DE PROTECTION CÔTÉ GAUCHE (25mm)	1
ARTICLE 7	ENTRETOISE DE PROTECTION CÔTÉ DROIT (30mm)	1
ARTICLE 8	PROTECTIONS CRASH	2
ARTICLE 9	M6 RONDELLE	4
ARTICLE 10	M6 x 40mm BOULONS	4
ARTICLE 11	M10 RONDELLE	2
ARTICLE 12	M10 ÉCROU	2



VUE D'ENSEMBLE





PHOTOS DE MONTAGE

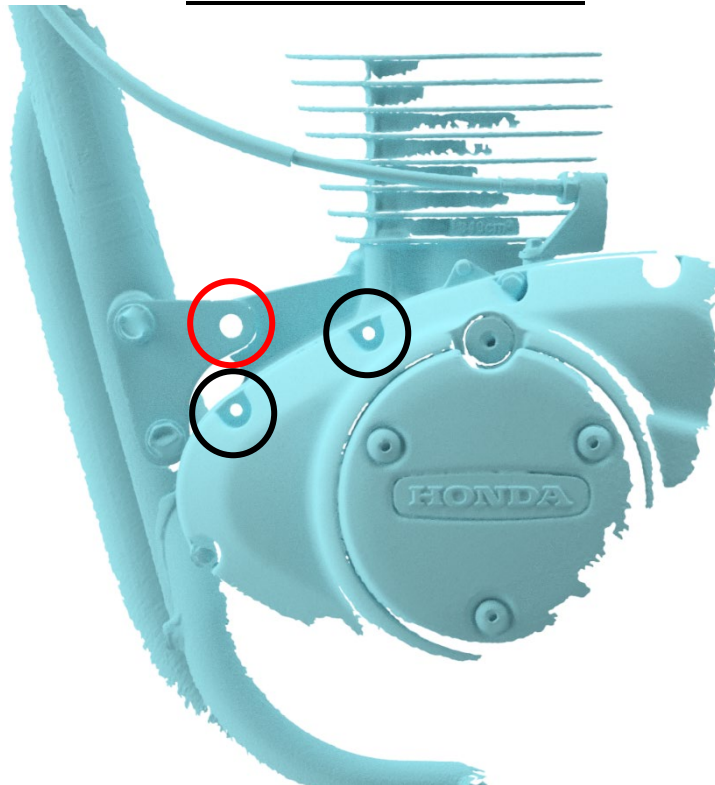


Photo 1

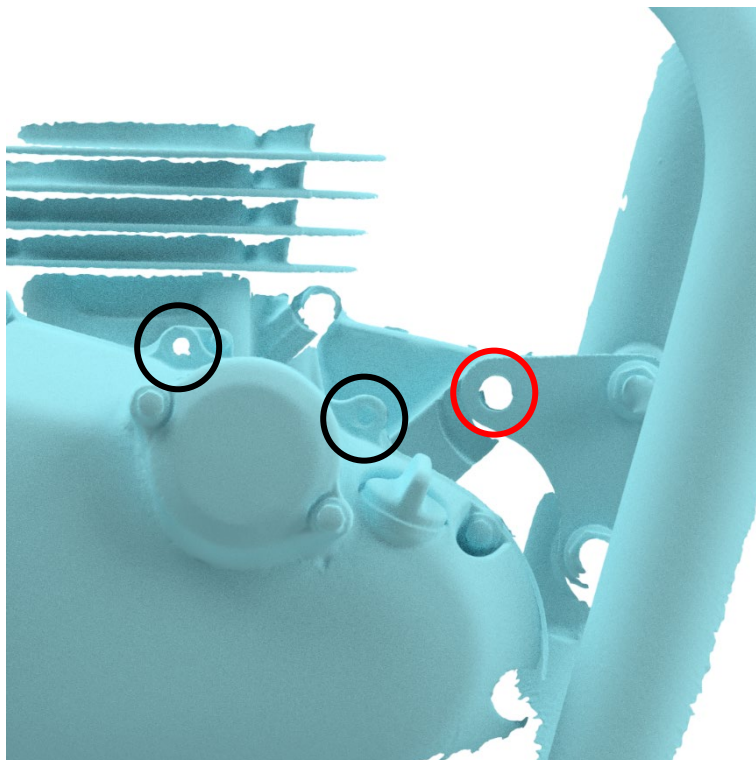


Photo 2



NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit à la verticale et soutenue par un support moteur approprié ou un cric 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 DE MOTEUR À TOUT MOMENT.

10. Placez un cric sous le moteur avec un morceau de bois plat ou un autre matériau souple entre le cric et le carter.
Appliquez une légère pression avec le cric, sinon vous risquez de désaligner le moteur avec le châssis une fois les boulons retirés..
11. Retirez le boulon/la barre de fixation avant du moteur (entouré(e) en rouge sur les photos 1 et 2) en maintenant un côté immobile avec une douille ou une clé de taille appropriée tout en desserrant l'autre. Tapez ensuite doucement avec un maillet, en utilisant la barre moteur R&G pour la faire passer si nécessaire.
12. Une fois retiré(e), remplacez la barre moteur d'origine par la barre moteur R&G (article 1).
13. Retirez les deux boulons du carter moteur entourés en noir sur la photo 1, puis fixez l'entretoise gauche (article 2) et la plaque de montage gauche (article 4) sur le côté gauche du moteur à l'aide des boulons M6 et des rondelles fournis (articles 9 et 10).
14. Glissez l'entretoise de protection gauche (article 6) sur la barre et fixez sans serrer la protection gauche, les rondelles et l'écrou nyloc (articles 8, 11 et 12).
15. Répétez l'opération du côté droit de la moto, en vous référant à l'image 2 pour l'emplacement des boulons (entourés de noir) et au schéma de montage, en tapotant la barre moteur pour laisser dépasser davantage de filetage si nécessaire.
16. Serrez les écrous de quelques tours. Une fois les deux nylocs engagés (lorsque le filetage traverse le nylon bleu à l'intérieur de l'écrou), vérifiez que le filetage dépasse à peu près de la même longueur des deux côtés.
17. Si un côté ne dépasse pas suffisamment, desserrez l'écrou et appliquez une petite quantité de frein-filet ou de colle forte sur le côté où le filetage dépasse le plus.
18. Laissez le serrage se terminer et serrez à 40 Nm.

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