



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

### **Fitting instructions for CP0170BL Crash Protectors Ducati ST3**

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 fairings both sides
- Undo nut on main engine bolt (the one that goes right through the engine)
- Take the R&G replacement engine bar and, using a soft hammer, knock out the oem bolt,
- Tap engine bar through so that it will touch the inside of fairing
- Use a dab of paint or grease on the end of engine bar to mark the inside of fairing
- Drill a 6mm pilot hole from inside to out on the fairing
- Offer fairing back up to bike to check position of hole
- Using a 28mm hole saw/cone cutter, drill fairing from outside to inside
- Repeat this procedure for the other side of bike
- Fit the stainless steel extensions to each end of the replacement engine bar and tighten (the one with the smallest dia goes on the left as you sit on the bike)
- Refit fairing
- Take one 12mm bolt and slide one of the 12mm washers up to the head of the bolt
- Take one of the bobbins and pass the bolt through
- Screw the assembly in to the extension and 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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### Fitting instructions for CP0170BL Crash Protectors Ducati ST3



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.
- Défaire l'écrou du boulon moteur principal (le seul qui passe droit à travers le moteur)
- Prendre l'axe de remplacement R&G et, en utilisant un maillet, tapotez sur le boulon d'origine.
- Tapoter l'axe moteur à travers de façon à ce qu'il touche l'intérieur du carénage.
- Utilisez un peu de peinture ou graisse sur l'extrémité de l'axe pour marquer l'intérieur du carénage.
- Faire un trou pilote de 6mm de l'intérieur vers l'extérieur du carénage.
- Remettre le carénage sur la moto pour vérifier que la position du trou soit bonne.
- Utiliser une scie pour faire un trou de 28mm dans le carénage de l'extérieur vers l'intérieur.
- Répéter cette procédure pour l'autre coté de la moto.
- Monter les extensions en acier de chaque coté de l'axe moteur de remplacement puis serrer (celui avec le plus petit diamètre va sur la gauche lorsqu'on est assis sur la moto)
- Remettre le carénage.
- Prendre un boulon 12mm et glissez lui une des rondelles M12.
- Passer le boulon à travers l'une des 2 bobines.
- **Visser l'ensemble sur l'extension et serrer le boulon jusqu'à ce que vous sentiez une légère compression. Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risque d'abîmer la moto. Faire un quart de tour. Serrer sans dépasser 35 Nm de couple.**

*Nous recommandons l'installation de nos produits par un mécanicien qualifié d'un de nos revendeurs officiel, du fait des risques engendrés dans l'installation de nos produits.*