



**FITTING INSTRUCTIONS FITTING INSTRUCTIONS FOR BLIG0040**



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THESE RUBBER WASHERS CAN BE THROWN AWAY.

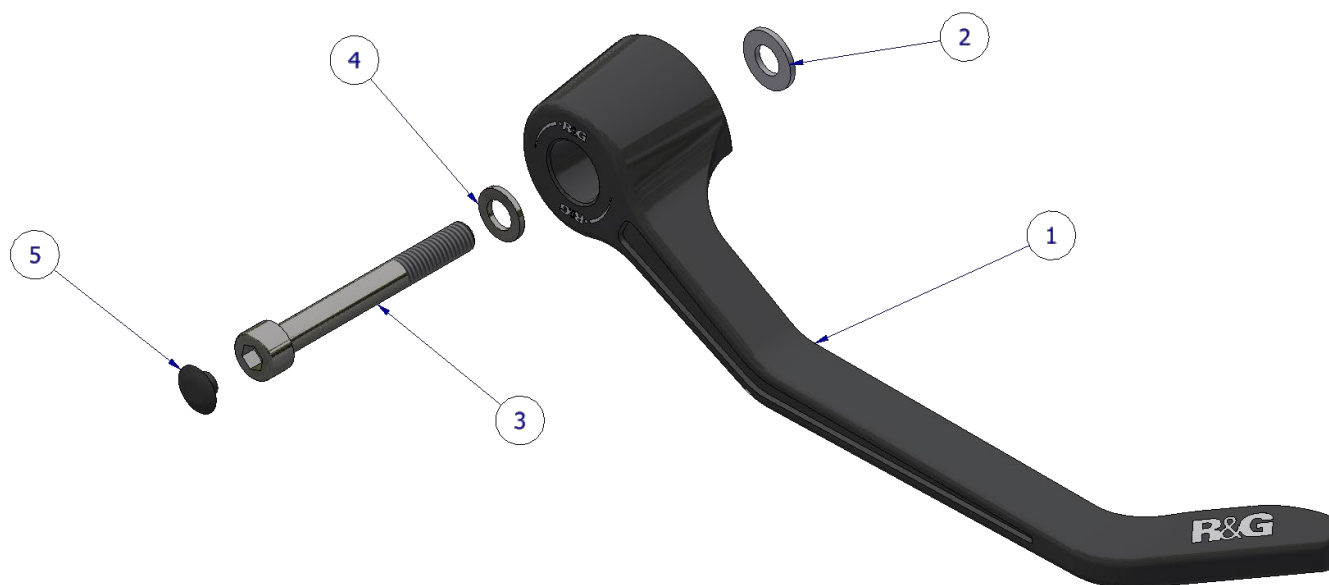


| <b><u>TOOLS REQUIRED</u></b>                                                                                                                                          | <b><u>GENERAL TORQUE SETTINGS</u></b>                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• ALLEN TOOL SET TO INCLUDE 5mm A/F SIZE.</li> <li>• SPECIFIC TOOLS REQUIRED TO REMOVE OEM BAR-ENDS, IF APPLICABLE.</li> </ul> | <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**

| <b>ITEM NO.</b> | <b>DESCRIPTION</b>             | <b>QTY</b> |
|-----------------|--------------------------------|------------|
| ITEM 1          | BRAKE LEVER GUARD (PLG0011BK)  | 1          |
| ITEM 2          | M6 WASHER OD=19mm              | 1          |
| ITEM 3          | M6 x 1.00 x 35mm CAP-HEAD BOLT | 1          |
| ITEM 4          | M6 WASHER OD=12mm              | 1          |
| ITEM 5          | M6 FLAT CAP                    | 1          |

### **EXPLODED ASSEMBLY VIEW**





## **FITTING INSTRUCTIONS**

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using the specific tools to your bike. Place the smaller M6 washer **(Item 4)** over the M6 cap-head bolt **(Item 3)**, then slide through the brake lever guard **(item 1)** so the washer sits against the flat surface within the mounting bore.
- Place the larger washer **(Item 2)** over the exposed end of the bolt.
- Locate the lever guard assembly into the threaded handlebar end and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 5mm Allen tool, fully tighten the bolt and check operation.
- Finally, push the flat cap **(Item 5)** into the head of the cap-head bolt to give a clean look.

**IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.**

**FAILURE TO CHECK THE ABOVE COULD RESULT IN SERIOUS INJURY OR DAMAGE.**

ISSUE 1 – 12/01/2026 (MH)

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### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



**NOTICE DE MONTAGE POUR BLIG0040**



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VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS  
NÉCESSAIREMENT LE MODE DE MONTAGE SUR LE VÉLO.

EN CAS D'UTILISATION DE RONDELLES EN CAOUTCHOUC POUR MAINTENIR LES  
COMPOSANTS SUR LES BOULONS, CES RONDELLES EN CAOUTCHOUC PEUVENT ÊTRE JETÉES.

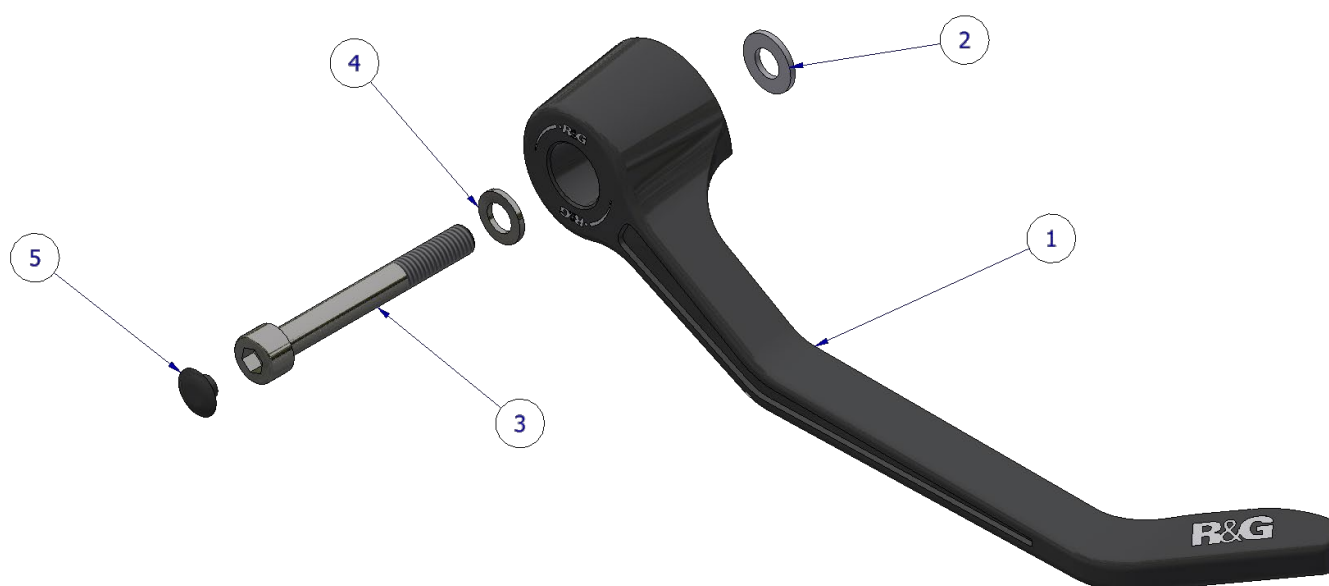


| <b><u>OUTILS REQUIS</u></b>                                                                                                                                       | <b><u>VALEURS DE SERRAGE</u></b>                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>CLÉ ALLEN 5mm.</li> <li>OUTILS SPÉCIFIQUES REQUIS POUR RETIRER LES EMBOUTS DE GUIDON D'ORIGINE, LE CAS ÉCHÉANT.</li> </ul> | BOULON M4 = 8Nm<br>BOULON M5 = 12Nm<br>BOULON M6 = 15Nm<br>BOULON M8 = 20Nm<br>BOULON M10 = 40Nm<br>BOULON M12 = 40Nm |

### **LÉGENDE**

| <b>ARTICLE NO.</b> | <b>DESCRIPTION</b>         | <b>QTÉ</b> |
|--------------------|----------------------------|------------|
| ARTICLE 1          | PROTÈGE-LEVIER (PLG0011BK) | 1          |
| ARTICLE 2          | M6 RONDELLE OD=19mm        | 1          |
| ARTICLE 3          | M6 x 1.00 x 35mm BOULON    | 1          |
| ARTICLE 4          | M6 RONDELLE OD=12mm        | 1          |
| ARTICLE 5          | M6 CAPUCHON PLAT           | 1          |

### **VUE D'ENSEMBLE**





## **NOTICE DE MONTAGE**

- Pour installer le protège-levier de frein R&G, vous devrez retirer l'embout de guidon d'origine à l'aide des outils spécifiques à votre moto. Placez la rondelle M6 la plus petite (Article 4) sur la vis à tête cylindrique M6 (Article 3), puis glissez le protège-levier de frein (Article 1) de manière à ce que la rondelle repose contre la surface plane à l'intérieur de l'alésage de fixation.
- Placez la rondelle la plus grande (Article 2) sur l'extrémité exposée de la vis.
- Placez le protège-levier dans l'embout fileté du guidon et positionnez-le de façon à ce que, lorsque la moto est braquée à fond dans les deux sens, il ne touche aucune autre partie de la moto.
- À l'aide d'une clé Allen de 5 mm, serrez complètement la vis et vérifiez le fonctionnement.
- Enfin, enfoncez le capuchon plat (Article 5) dans la tête de la vis à tête cylindrique pour une finition propre.

**IMPORTANT - LORS DE L'INSTALLATION DE CE PRODUIT, IL EST DE VOTRE RESPONSABILITÉ DE VOUS ASSURER QUE LE PRODUIT NE GÊNE EN AUCUN CAS LE FONCTIONNEMENT DE LA MOTO ET SOIT VÉRIFIÉ RÉGULIÈREMENT POUR SON SERRAGE ET SON BON FONCTIONNEMENT.**

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| <b><u>TOOLS REQUIRED</u></b>                                                                                                                                          | <b><u>GENERAL TORQUE SETTINGS</u></b>                                                                                                |
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### **LEGEND**

| <b>ITEM NO.</b> | <b>DESCRIPTION</b>             | <b>QTY</b> |
|-----------------|--------------------------------|------------|
| ITEM 1          | CLUTCH LEVER GUARD (PLG0010BK) | 1          |
| ITEM 2          | M6 WASHER OD=19mm              | 1          |
| ITEM 3          | M6 x 1.00 x 35mm CAP-HEAD BOLT | 1          |
| ITEM 4          | M6 WASHER OD=12mm              | 1          |
| ITEM 5          | M6 FLAT CAP                    | 1          |

### **EXPLODED ASSEMBLY VIEW**





## **FITTING INSTRUCTIONS**

- To fit the R&G Lever Guard, you will need to remove the original bar-end using the specific tools to your bike. Place the smaller M6 washer (**Item 4**) over the M6 cap-head bolt (**Item 3**), then slide through the brake lever guard (**Item 1**) so the washer sits against the flat surface within the mounting bore.
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- Placez la rondelle la plus grande (article 2) sur l'extrémité exposée de la vis.
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