



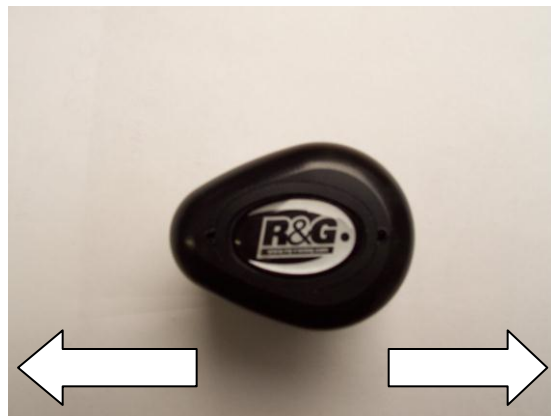
FITTING INSTRUCTIONS FOR CP0289BL CRASH PROTECTORS
KTM 125 DUKE

LHS



RHS

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike



Rear of Bike

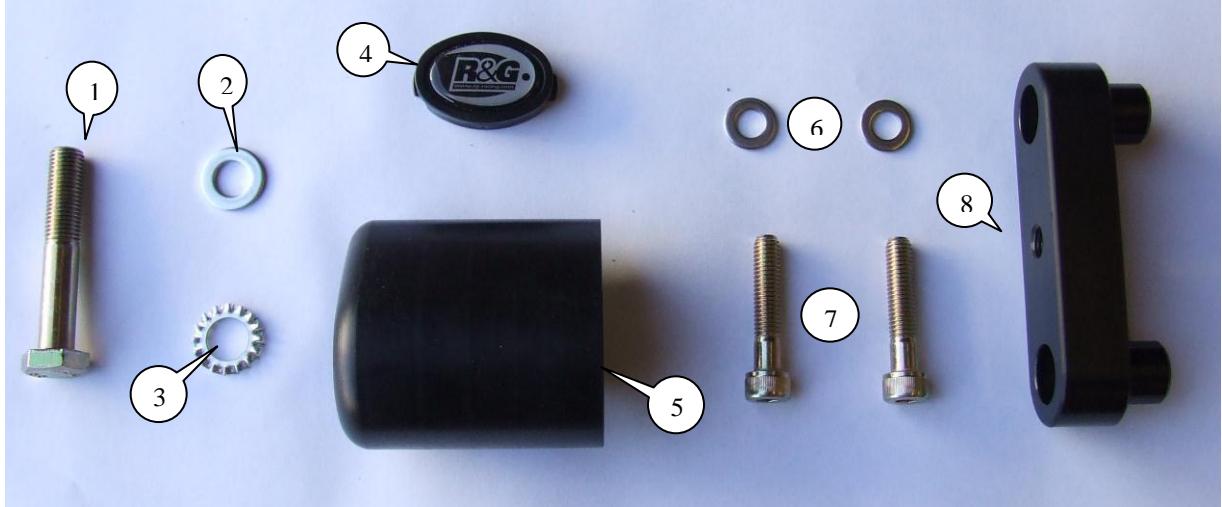
Front of Bike

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!*

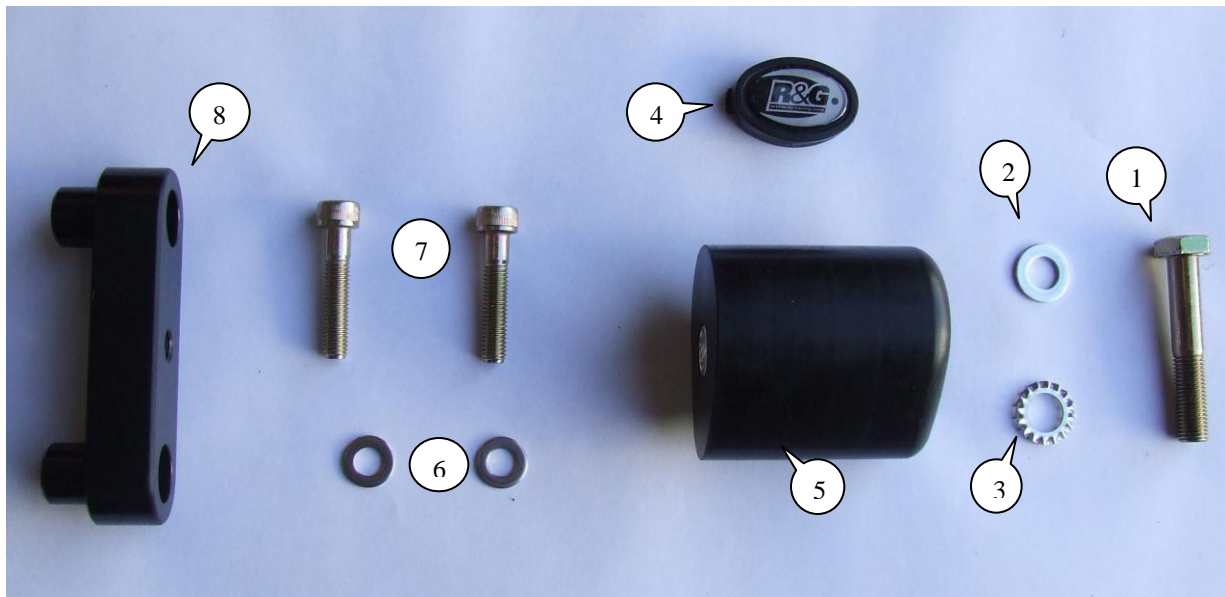


THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW
DO NOT PROCEED UNTILL YOU ARE SURE ALL PARTS ARE PRESENT

LHS



RHS





TOOLS REQUIRED

- Socket set and Metric Allen Key set.
- Torque wrench (up to 40Nm).

LEGEND

1. M10 x 1.25 x 60mm long Hex Head Bolts (Crash Protector Bolts x 2)
2. M10 Standard Washers (x 2)
3. M12m Locking Washers (x 2)
4. BC0002 Crash Protector Caps (x 2)
5. B0061 with CS340 (12mm) Crash Protector Bobbins (x2)
6. M8 x 40mm Long Cap Head Bolts (Mounting Block Bolts x 4)
7. M8 Standard Washers (x 4)
8. M0277 Black Anodised Mounting Block (x 2)

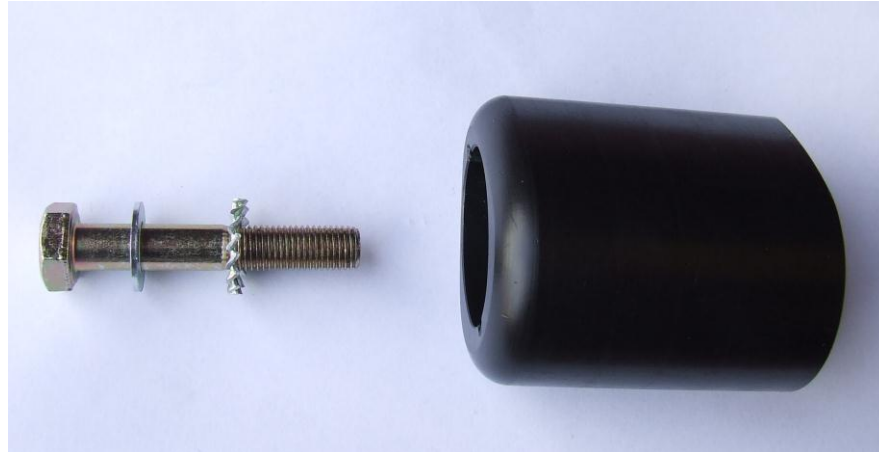
Fitting Instructions

- Remove 2 x original equipment M8 Hex head bolts from the frame
- Bolt Aluminium Mounting Block to frame using 2 x M8 Cap Head Bolts and washers (See Pic)
 - Tighten to no more than 20Nm





- Bolt Crash Bobbin to Mounting Block using 1 x M10 Hex Head Bolt with a standard washer and a locking washer (See Pic)
 - Making sure that the locking washer sits against the Bobbin



- 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
 - Tighten to no more than 40Nm
 - Do not over tighten as damage can occur to the bike
 - If not already fitted, fit the bubble sticker into recess of crash protector cap
 - Fit crash protector cap into crash protector
- **Please note the Crash Protector must be positioned as per the main picture with the bigger end towards the front of the bike**

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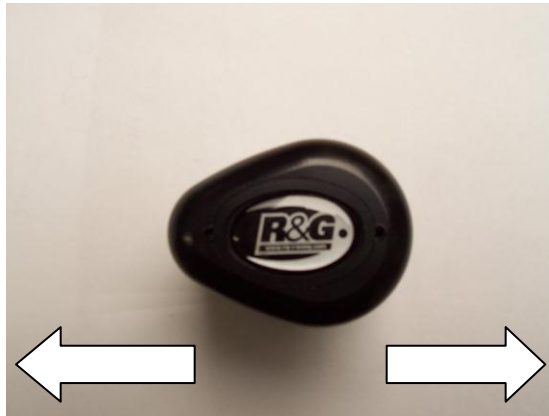
Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of 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.



FRANCE
INSTRUCTIONS DE MONTAGE DE LA PROTECTION
CP0289BL KTM 125 DUKE

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.



ARRIERE DE LA MOTO

AVANT DE LA MOTO

OUTILS NECESSAIRES

- Clefs Allen.
- Clef dynamométrique (40Nm).

LEGEND

- 1- Vis M10 x 1.25 x 60mm (Vis de tampon x 2)
- 2- Rondelles M10 (x 2)
- 3- Rondelles crantées M12m (x 2)
- 4- Capuchons BC0002 (x 2)
- 5- Tampons B0061 / CS340 (12mm) (x2)
- 6- Vis M8 x 40mm (vis pour fixation block en alu x 4)
- 7- Rondelles M8 (x 4)

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8- Bloc de fixation tampon M0277 (x 2)

Instructions

- Enlevez les 2 vis de fixation moteur (vis M8- voir les deux premières photos)
- Fixez les blocs en alu sur le cadre de la moto, utilisez les vis et les rondelles M8 livrées dans le kit R&G (voir les photos)
- Serrez les vis. Ne pas dépasser 20Nm



- Placez une rondelle lisse puis une rondelle crantée sur l'une des vis M10.
- Placez la vis dans l'un des tampons R&G, la tête de la vis sera positionnée à l'intérieur du tampon. Assurez-vous que la rondelle crantée soit positionnée contre le tampon R&G.



- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc R&G moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).
- Placez le sticker R&G dans le renforcement du capuchon si nécessaire.