



**FITTING INSTRUCTIONS CP0395 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](http://WWW.RG-RACING.COM)



| <b><u>TOOLS REQUIRED</u></b>   | <b><u>GENERAL TORQUE SETTINGS</u></b>  |
|--|--|
| <ul style="list-style-type: none"> <li>• 8mm HEX KEY BIT</li> <li>• 17mm A/F SOCKET &amp; WRENCH</li> <li>• TORQUE WRENCH (UP TO 50Nm)</li> <li>• SUITABLE SUPPORT JACK</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**

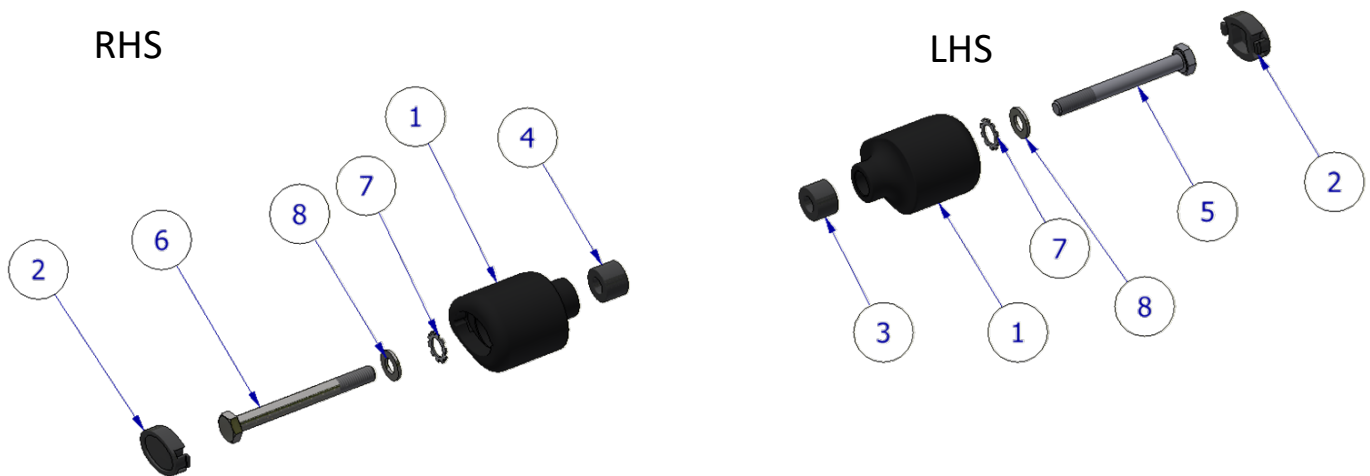
| <b>ITEM NO.</b> | <b>DESCRIPTION</b>  | <b>QTY</b> |
|-----------------|---------------------|------------|
| ITEM 1          | BOBBINS             | 2          |
| ITEM 2          | BOBBIN CAPS         | 2          |
| ITEM 3          | SPACER 15mm LONG    | 1          |
| ITEM 4          | SPACER 8mm LONG     | 1          |
| ITEM 5          | 100mm HEX HEAD BOLT | 1          |
| ITEM 6          | 105mm HEX HEAD BOLT | 1          |
| ITEM 7          | LOCKING WASHERS     | 2          |
| ITEM 8          | M12 WASHERS         | 2          |

### **AERO-STYLE CRASH PROTECTOR ORIENTATION**





## LHS & RHS EXPLODED ASSEMBLY VIEW



**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. Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.**



Picture 1



Picture 2

- Following the assembly diagram place the M10 washers (**ITEM 8**) over the bolts (**ITEMS 5 & 6**) followed by the shake proof washers (**ITEM 7**).
- Insert the bolts (**ITEMS 5 & 6**) with washers into the bobbins (**ITEM 1**) followed by the 15mm Spacer (**ITEM 3**) over the 100mm bolt (**ITEM 5**), and the 8mm long spacer (**ITEM 4**) over the 105mm bolt (**ITEM 6**).

### INSTALLATION:

- Remove the LHS engine bolt.
- Push the LHS bolt/assembly (100mm bolt & 15mm spacer) 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.**

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- 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 to tighten the bolt to 40 Nm.
- Repeat the process for the RHS using the other assembly, 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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## **NOTICE DE MONTAGE POUR CP0395 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 REVENDEURS 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.

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**

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| <b><u>OUTILS REQUIS</u></b>  | <b><u>VALEURS DE SERRAGE</u></b>  |
|--|---|
| <ul style="list-style-type: none"> <li>• CLÉ HEXAGONALE 8mm</li> <li>• CLÉ ET DOUILLE A/F 17 mm</li> <li>• CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm)</li> <li>• CRIC ADAPTÉ</li> </ul> | M4 BOULON = 8Nm<br>M5 BOULON = 12Nm<br>M6 BOULON = 15Nm<br>M8 BOULON = 20Nm<br>M10 BOULON = 40Nm<br>M12 BOULON = 40Nm |

### **LÉGENDE**

| <b>ARTICLE NO.</b> | <b>DESCRIPTION</b>      | <b>QTÉ</b> |
|--------------------|-------------------------|------------|
| ARTICLE 1          | PROTECTIONS             | 2          |
| ARTICLE 2          | CAPUCHONS DE PROTECTION | 2          |
| ARTICLE 3          | ENTRETOISE 15mm DE LONG | 1          |
| ARTICLE 4          | ENTRETOISE 8mm DE LONG  | 1          |
| ARTICLE 5          | 100mm BOULON            | 1          |
| ARTICLE 6          | 105mm BOULON            | 1          |
| ARTICLE 7          | RONDELLES DE BLOCAGE    | 2          |
| ARTICLE 8          | M12 RONDELLES           | 2          |

### **ORIENTATION DE LA PROTECTION CRASH**



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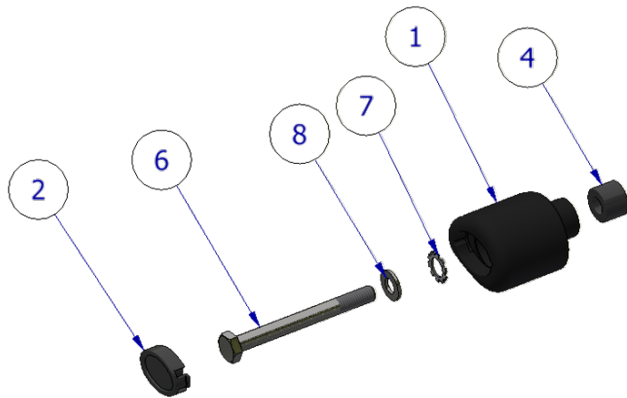
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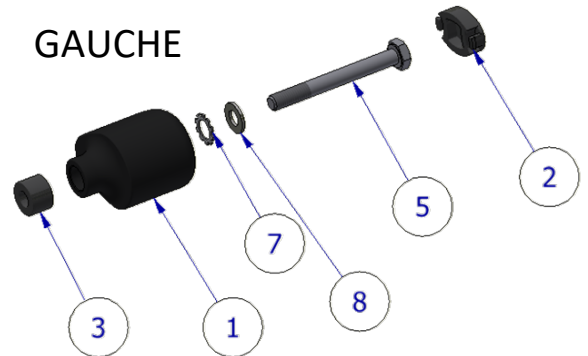


## VUE D'ENSEMBLE CÔTÉ GAUCHE & DROITE

DROITE



GAUCHE



**Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié 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 DU MOTEUR À LA FOIS. Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.**



Photo 1



Photo 2

- En suivant le schéma de montage, placez les rondelles M10 (ARTICLE 8) sur les boulons (ARTICLES 5 et 6), puis les rondelles anti-vibrations (ARTICLE 7).
- Insérez les boulons (ARTICLES 5 et 6) avec les rondelles dans les protections (ARTICLE 1), puis l'entretoise de 15 mm (ARTICLE 3) sur le boulon de 100 mm (ARTICLE 5) et l'entretoise de 8 mm de long (ARTICLE 4) sur le boulon de 105 mm (ARTICLE 6)).

### **INSTALLATION:**

- Retirez le boulon moteur côté gauche.
- Poussez le boulon/l'assemblage côté gauche (boulon de 100 mm et entretoise de 15 mm) que vous avez préparé précédemment dans le trou de montage du moteur et vissez-le à la main pour éviter de croiser le filetage.

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**NOTE: Pour éviter de fausser le filetage, appliquez une pression vers l'avant sur le boulon et faites-le tourner dans le sens inverse des aiguilles d'une montre jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens des aiguilles d'une montre et serrez.**

- Faites tourner la protection de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place pendant le serrage pour empêcher la protection de tourner trop loin pendant le serrage.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.
- Répétez le processus pour le côté droit en utilisant l'autre assemblage, en vous référant à l'image 2.
- Une fois terminé, vérifiez à nouveau les réglages de couple et la position/orientation des protections, puis poussez les capuchons de protection (ARTICLE 2) en place et retirez le cric.

**Note :** *Le couple de serrage des boulons du moteur/bobine doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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