



FITTING INSTRUCTIONS FOR CP0574BL 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.



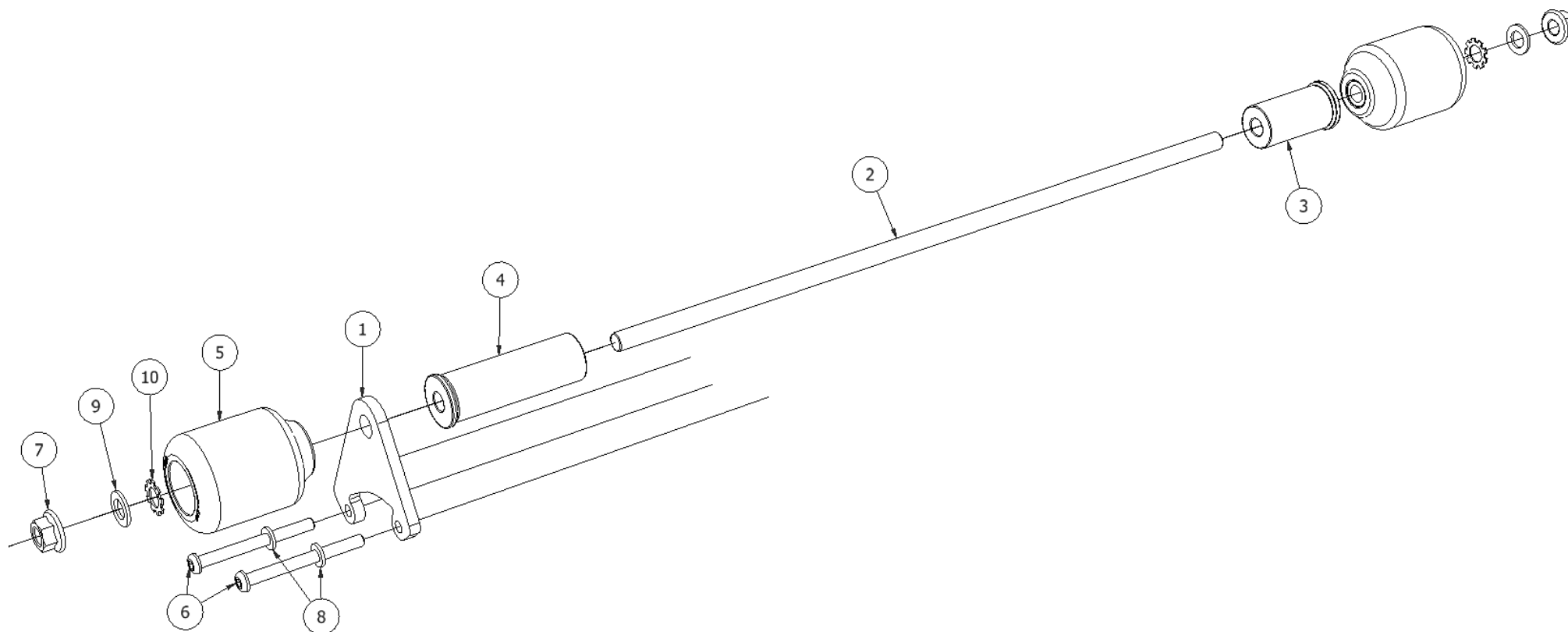
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
• 17mm & 19mm SOCKET & WRENCH • TORQUE WRENCH (UP TO 40Nm) • SUITABLE BIKE ENGINE SUPPORT JACK • METRIC SPANNER SET	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	MOUNTING BRACKET (MP0290)	1
ITEM 2	ENGINE BAR (EB060)	1
ITEM 3	LHS BOBBIN SPACER 50mm (S1345)	1
ITEM 4	RHS BOBBIN SPACER 79.5mm (S1517)	1
ITEM 5	BOBBIN (BO054BK + CS053)	2
ITEM 6	ENGINE CASE BOLTS (M6 x 1.00 x 65mm) BUTTON HEAD	2
ITEM 7	M10 x 1.25 NYLOC NUTS	2
ITEM 8	M6x12mm WASHER	2
ITEM 9	M10x20mm WASHER	2
ITEM 10	SHAKE PROOF WASHER (LW0001)	2

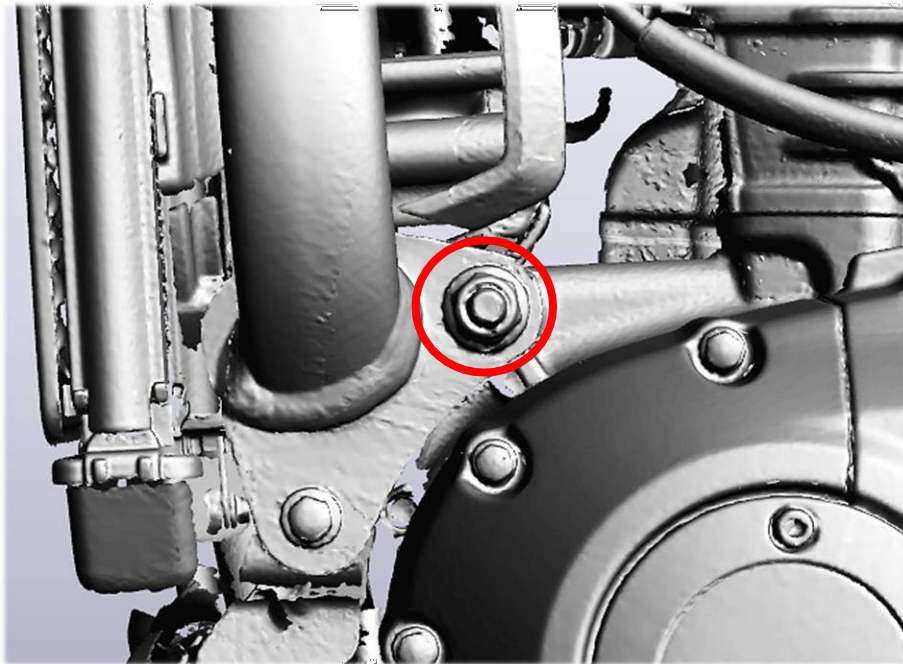


EXPLODED ASSEMBLY VIEW

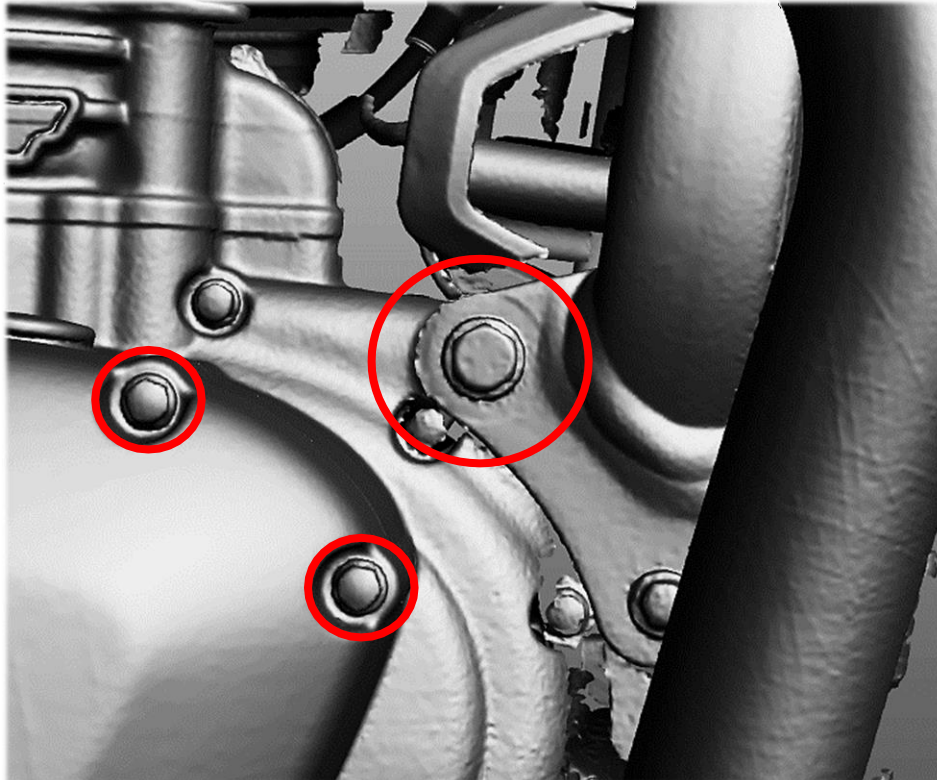


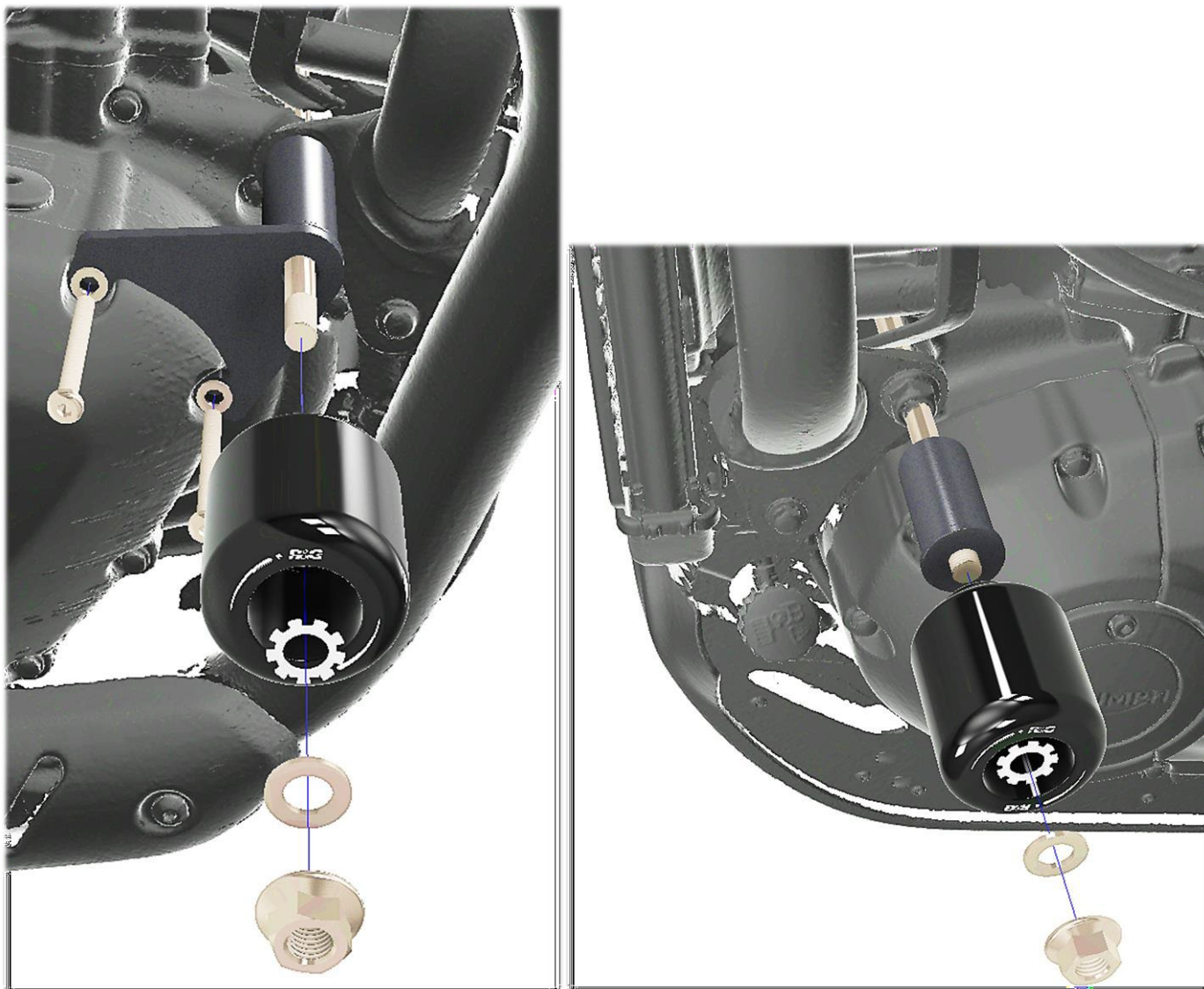


FITTING PICTURES



Picture 1





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 2**).
4. Remove the 2X engine case bolts shown in **Picture 2**, then fit the bobbin spacer and support bracket onto the right-hand side of the engine using the supplied M6 bolts and washers.
5. Loosely fit the right-hand side bobbin, washers and nyloc nut.
6. Repeat on the left-hand side of the bike, 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

Racing Technique Ltd T/A R&G

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



- 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 – 05/06/2024 TB

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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 CP0574BL 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 :
WWW.RG-RACING.COM



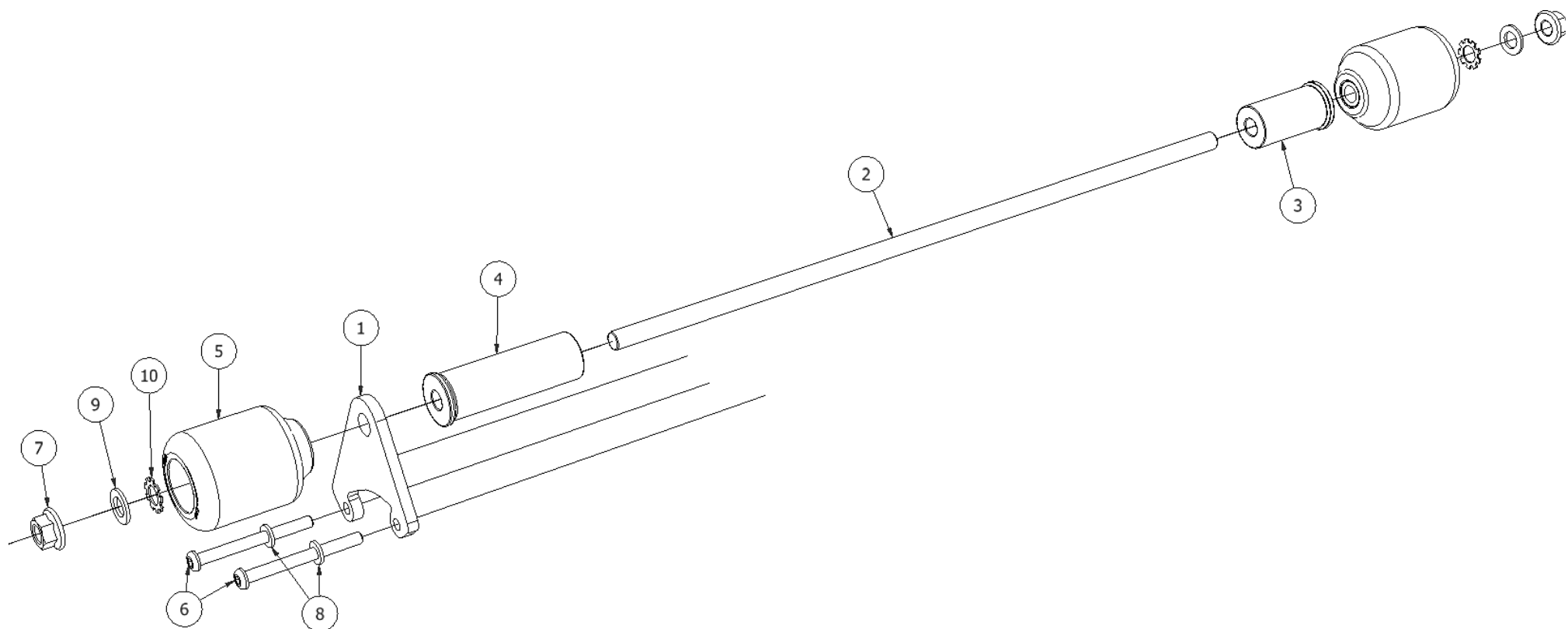
<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• CLÉ À CLIQUET + DOUILLES 17mm & 19mm • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 40 Nm) • CRIC DE SUPPORT DE MOTEUR ADAPTÉ À LA MOTO • JEU DE CLÉS MÉTRIQUES	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	SUPPORT MOTEUR (MP0290)	1
ARTICLE 2	BARRE MOTEUR (EB060)	1
ARTICLE 3	ENTRETOISE PROTECTION CÔTÉ GAUCHE 50mm (S1345)	1
ARTICLE 4	ENTRETOISE PROTECTION CÔTÉ DROIT 79.5mm (S1517)	1
ARTICLE 5	PROTECTION (BO054BK + CS053)	2
ARTICLE 6	BOULONS (M6 x 1.00 x 65mm)	2
ARTICLE 7	M10 x 1.25 ÉCROUS	2
ARTICLE 8	M6x12mm RONDELLE	2
ARTICLE 9	M10x20mm RONDELLE	2
ARTICLE 10	RONDELLE ANTI VIBRATION (LW0001)	2



VUE D'ENSEMBLE





PHOTOS DE MONTAGE

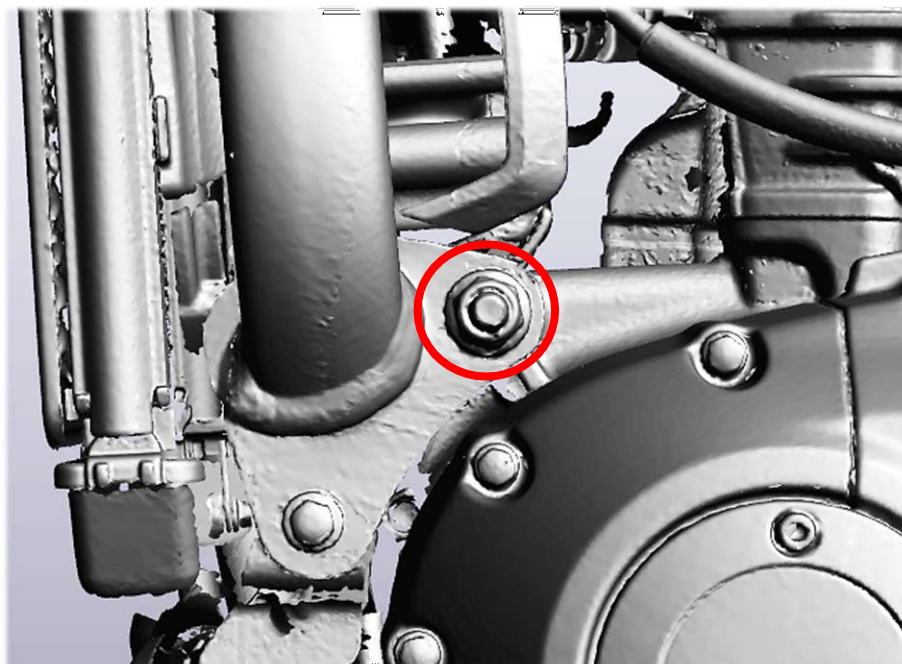
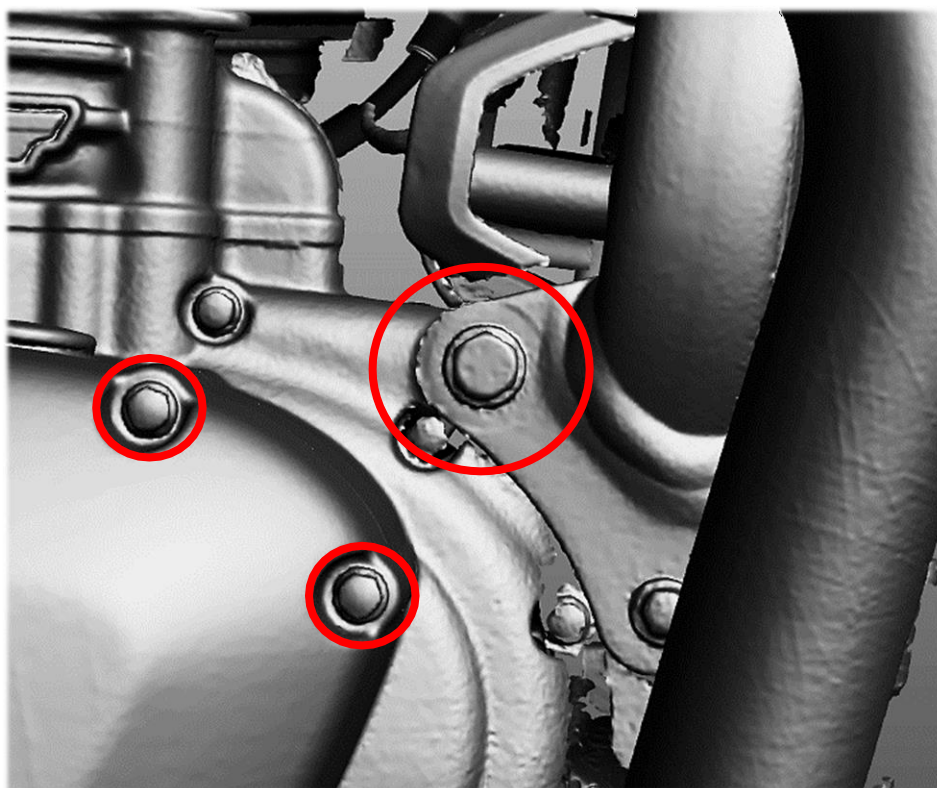
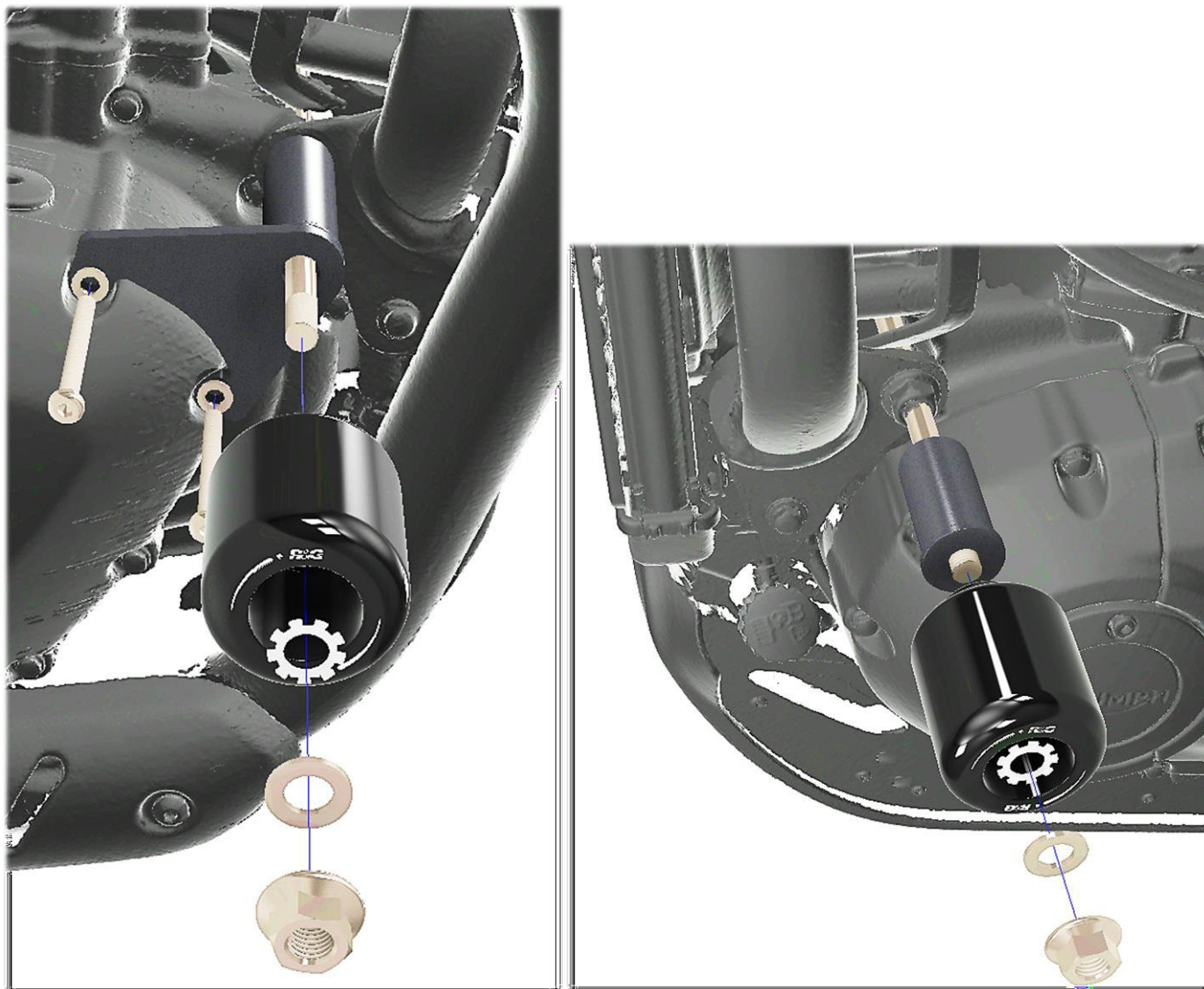


Photo 1





NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit bien droite et soutenue par un support moteur ou un cric adapté, placé sous le carter moteur pour supporter le poids du moteur. Cela empêchera le moteur de bouger pendant le montage. Assurez-vous que le moteur soit éteint pendant le montage.

10. Placez un cric sous le moteur en insérant une pièce de bois plate ou un autre matériau souple entre le cric et le carter d'huile.
11. Appuyez légèrement avec le cric, sinon le moteur risque de se désaligner du châssis une fois les boulons retirés.
12. 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, puis frappez doucement avec un maillet, en utilisant la barre moteur R&G pour la faire passer si nécessaire.
13. Une fois retiré(e), remplacez la barre moteur d'origine par la barre moteur R&G (article 2).
14. Retirez les deux boulons du carter moteur illustrés sur la photo 2, puis fixez l'entretoise de la protection et le support du côté droit du moteur à l'aide des boulons M6 et des rondelles fournis.
15. Installez sans serrer la protection droite, les rondelles et l'écrou nyloc.
16. Répétez l'opération du côté gauche de la moto, en tapotant la barre moteur pour laisser dépasser davantage de filetage si nécessaire.
17. Serrez les écrous de quelques tours. Une fois les deux nylocs engagés (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.

Racing Technique Ltd T/A R&G

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



18. Si un côté ne dépasse pas suffisamment, desserrez à nouveau l'écrou et appliquez une petite quantité de frein-filet ou de colle forte sur le côté où le filetage dépasse le plus.
19. Laissez le serrage se stabiliser et serrez à 40 Nm.

ISSUE 1 – 05/06/2024 TB

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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.