



FITTING INSTRUCTIONS CP0099 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

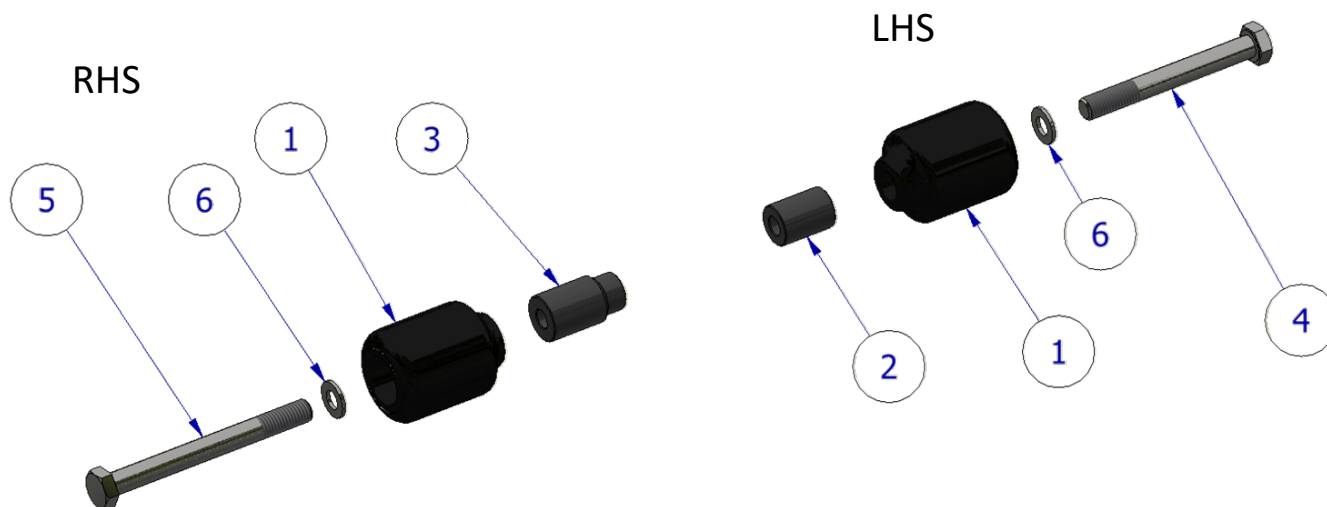


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> METRIC A/F SOCKET SET & WRENCH METRIC HEX KEY BIT SET 28mm HOLE SAW & DRILL TORQUE WRENCH (UP TO 50Nm) SUITABLE SUPPORT JACK 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBINS	1
ITEM 2	LHS SPACER	1
ITEM 3	RHS SPACER	1
ITEM 4	130mm HEX HEAD BOLT	1
ITEM 5	150mm HEX HEAD BOLT	1
ITEM 6	M12 WASHERS	2

LHS & RHS EXPLODED ASSEMBLY VIEW



R&G Racing

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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 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.

PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.
- FOLLOWING THE ASSEMBLY DIAGRAM ABOVE, assemble the LHS & RHS crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.

LHS:

- Remove fairing
- Undo front engine bolt & wind out bolt until it would touch the inside of the fairing
- Dab some white paint or Tippex onto the end of the bolt & refit fairing (white paint should then mark the inside of the fairing)
- Remove fairing
- Pilot drill the fairing from the inside towards the outside
- Refit the fairing and check that the hole is in the right place
- Remove fairing and drill 28mm hole from outside inwards & deburr hole with sharp knife
- Remove engine bolt and refit fairing
- Offer the LHS assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **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.**
- Using a torque wrench to tighten the bolt to 40 Nm.

RHS:

- Remove fairing, undo pinch bolt holding on front engine bolt & undo nut on the back of the front engine bolt
- Using white paint or Tippex, paint end of bolt then push bolt out so that it would touch the fairing
- Refit fairing, allowing white paint to mark inside of fairing
- Remove fairing
- Pilot drill hole back (inside) to front (outside) of fairing
- Fit fairing, make sure pilot hole lines up with centre of bolt
- Remove panel and drill 28 mm diameter hole and deburr hole with sharp knife
- Remove bolt
- Slide the stepped spacer into the recess as far as it will go, and then tighten pinch bolt
- Refit fairing
- Offer the RHS assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **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.**
- Using a torque wrench to tighten the bolt to 40 Nm.

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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 CP0099 PROTECTIONS CRASH



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE 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

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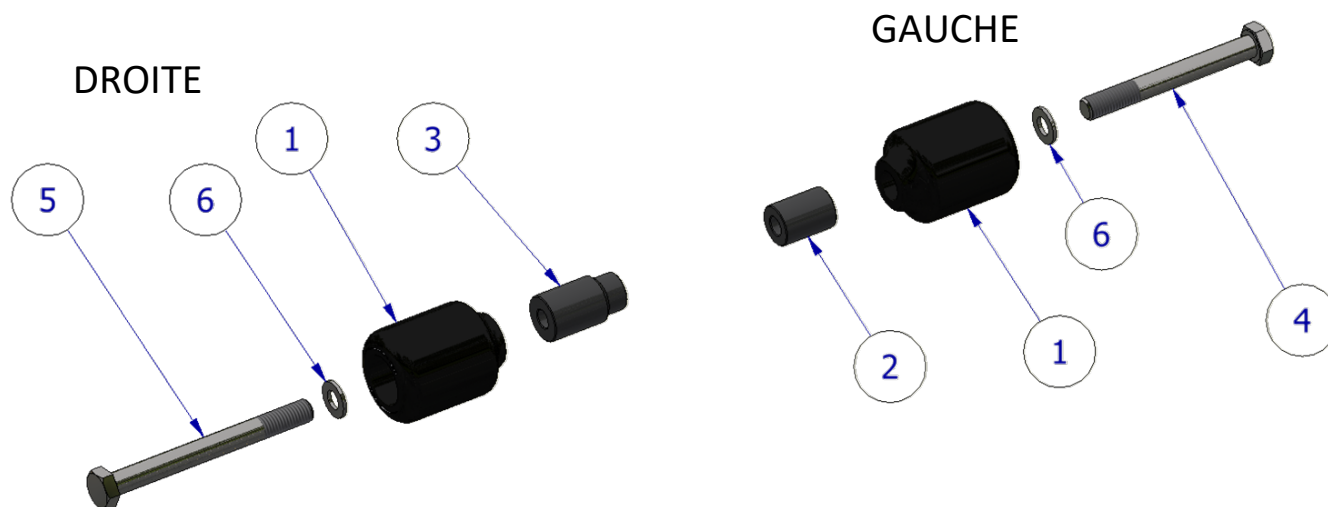


<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ HEXAGONALE • CLÉ MÉTRIQUE & CLÉ À MOLETTE • PERCEUSE & SCIE TROU 28mm • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm) • CRIC ADAPTÉ 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS	1
ARTICLE 2	ENTRETOISE CÔTÉ GAUCHE	1
ARTICLE 3	ENTRETOISE CÔTÉ DROIT	1
ARTICLE 4	130mm BOULON	1
ARTICLE 5	150mm BOULON	1
ARTICLE 6	M12 RONDELLES	2

VUE D'ENSEMBLE CÔTÉ GAUCHE & DROIT



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NOTICE DE MONTAGE

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.

PRÉPARATION:

- Placez un cric adapté sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage.
- EN SUIVANT LE SCHÉMA DE MONTAGE CI-DESSUS, assemblez les protections crash côté gauche et côté droit avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.

CÔTÉ GAUCHE :

- Retirez le carénage
- Dévissez le boulon avant du moteur et dévissez-le jusqu'à ce qu'il touche l'intérieur du carénage
- Appliquez de la peinture blanche ou du Tippex sur l'extrémité du boulon et réinstallez le carénage (la peinture blanche doit alors marquer l'intérieur du carénage)
- Retirez le carénage
- Percez le carénage de l'intérieur vers l'extérieur
- Remontez le carénage et vérifiez que le trou est au bon endroit
- Retirez le carénage et percez un trou de 28 mm de l'extérieur vers l'intérieur et ébavurez le trou avec un couteau bien aiguisé
- Retirez le boulon du moteur et réinstallez le carénage
- Présentez l'assemblage côté gauche jusqu'au support du cadre et serrez le boulon jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille et d'une clé de 17 mm. REMARQUE : 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.
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

CÔTÉ DROIT :

- Retirez le carénage, desserrez le boulon de serrage qui maintient le boulon avant du moteur et desserrez l'écrou à l'arrière du boulon avant du moteur
- À l'aide de peinture blanche ou de Tippex, peignez l'extrémité du boulon, puis poussez le boulon vers l'extérieur afin qu'il touche le carénage
- Remontez le carénage, en laissant la peinture blanche marquer l'intérieur du carénage
- Retirez le carénage
- Percez le trou pilote de l'arrière (intérieur) à l'avant (extérieur) du carénage
- Montez le carénage, assurez-vous que le trou pilote s'aligne avec le centre du boulon
- Retirez le panneau et percez un trou de 28 mm de diamètre et ébavurez le trou avec un couteau bien aiguisé
- Retirez le boulon
- Faites glisser l'entretoise étagée dans le renforcement aussi loin que possible, puis serrez le boulon de serrage
- Remontez le carénage

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- Présentez l'assemblage côté droit jusqu'au support du cadre et serrez le boulon jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille et d'une clé de 17 mm. **NOTE : pour éviter de croiser 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.**
- À l'aide d'une clé dynamométrique, serrez le boulon à 40 Nm.

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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