



## **FITTING INSTRUCTIONS CP0456 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)

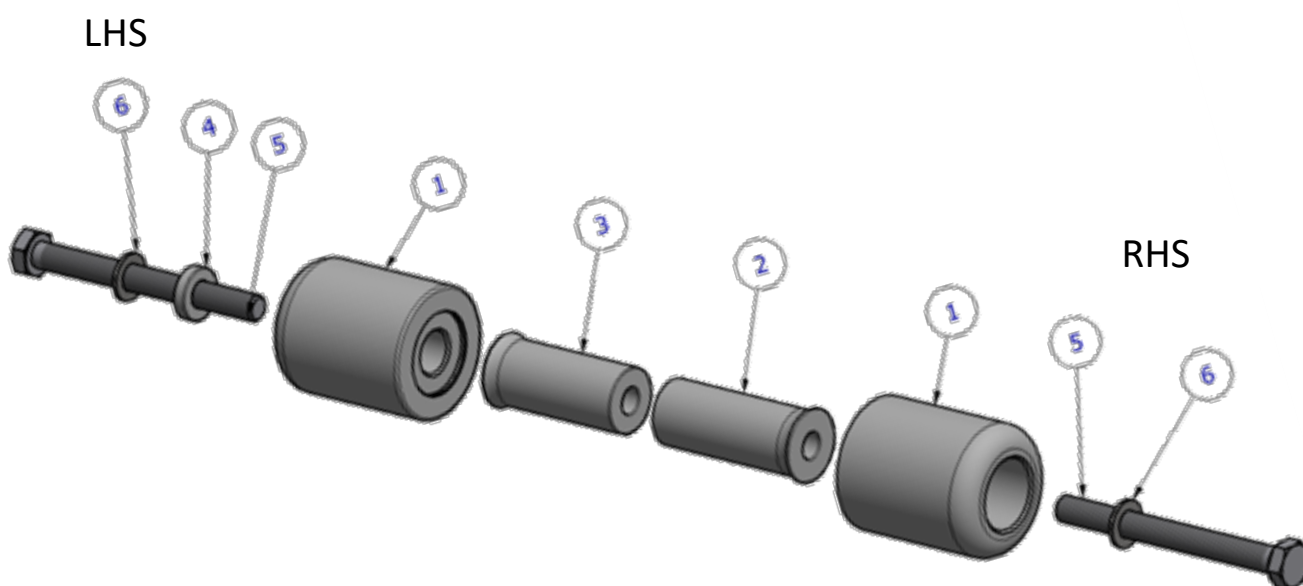


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• 14mm &amp; 17mm A/F SOCKET &amp; WRENCH</li> <li>• TORQUE WRENCH (UP TO 50Nm)</li> <li>• SUITABLE SUPPORT JACK</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 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	SPACER 63.5mm LONG	1
ITEM 3	SPACER 57.5mm LONG	1
ITEM 4	SPACER 5mm LONG	1
ITEM 5	130mm HEX HEAD BOLTS	2
ITEM 6	M10 WASHERS	2

**LHS & RHS EXPLODED ASSEMBLY VIEW**





## **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. **Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.**
- Following the assembly diagram place the M10 washers (**ITEM 6**) over the bolts (**ITEM 5**) followed by the 5mm spacer (**ITEM 4**) on the LHS bolt.
- Insert the bolts (**ITEM 5**) with washers into the bobbins (**ITEM 1**) followed by the 57.5mm Spacer (**ITEM 3**) over the LHS bolt, and the 63.5mm long spacer (**ITEM 2**) over the RHS bolt.

### **INSTALLATION:**

- Remove the LHS engine bolt.
- Push the LHS bolt/assembly (57.5mm 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.**
- 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.
- Once completed, double check torque settings.

**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 CP0456 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.

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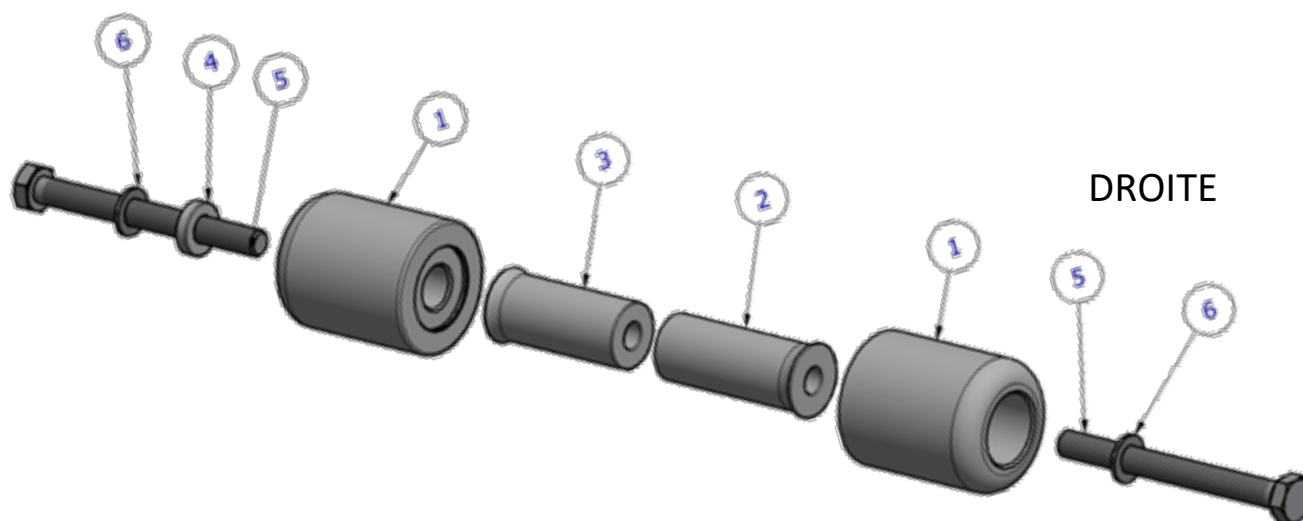
<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE</u></b>
<ul style="list-style-type: none"> <li>• CLÉ À CLIQUET + DOUILLE 14 &amp; 17mm</li> <li>• CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm)</li> <li>• CRIC ADAPTÉ</li> </ul>	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTECTIONS	2
ARTICLE 2	ENTRETOISE 63.5mm DE LONG	1
ARTICLE 3	ENTRETOISE 57.5mm DE LONG	1
ARTICLE 4	ENTRETOISE 5mm DE LONG	1
ARTICLE 5	130mm BOULONS	2
ARTICLE 6	M10 RONDELLES	2

### **VUE D'ENSEMBLE CÔTÉ GAUCHE & DROIT**

GAUCHE



DROITE

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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.**

### **PREPARATION:**

### **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 au dessous du moteur pour soutenir le moteur pendant le processus de montage. **Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.**
- En suivant le schéma de montage, placez les rondelles M10 (ARTICLE 6) sur les boulons (ARTICLE 5) suivis de l'entretoise de 5 mm (ARTICLE 4) sur le boulon côté gauche.
- Insérez les boulons (ARTICLE 5) avec les rondelles dans les protections (ARTICLE 1) suivis de l'entretoise de 57,5 mm (ARTICLE 3) sur le boulon côté gauche et de l'entretoise de 63,5 mm de long (ARTICLE 2) sur le boulon côté droit.

### **INSTALLATION:**

- Retirez le boulon moteur côté gauche.
- Poussez le boulon/l'assemblage côté gauche (entretoise de 57,5 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. **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 puis 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 trop tourner pendant le serrage.
- Utilisez une clé dynamométrique pour serrer le boulon à 40 Nm.
- Répétez le processus du côté droit.
- Une fois terminé, vérifiez à nouveau les réglages de couple.

**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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