



## **FITTING INSTRUCTIONS CP0591 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)

Racing Technique Ltd T/A R&G

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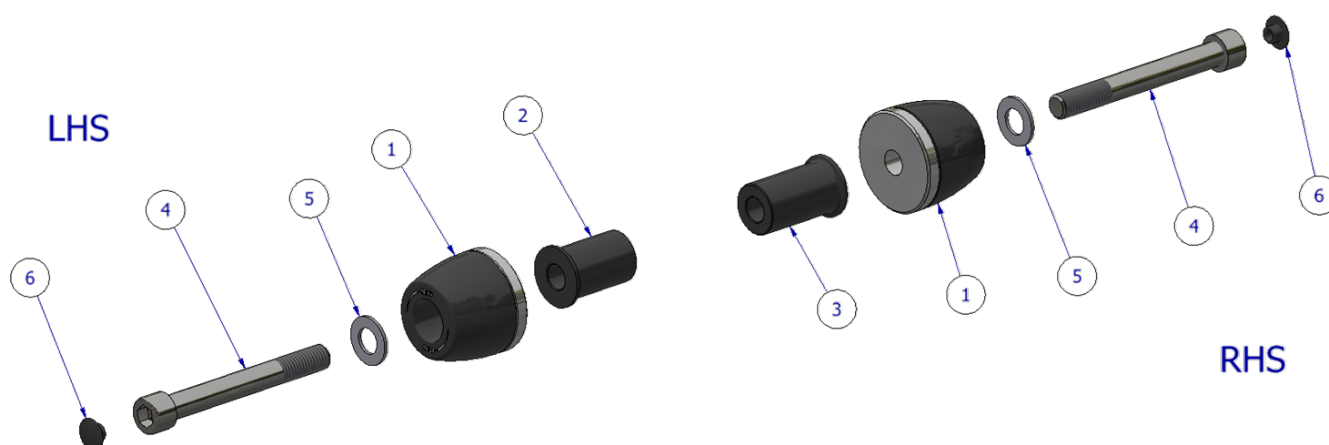


| <b><u>TOOLS REQUIRED</u></b>                                                                                                                                                                    | <b><u>GENERAL TORQUE SETTINGS</u></b>                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• 3/8" or 1/2" HEX KEY BIT SET</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          | LHS SPACER (40mm)  | 1          |
| ITEM 3          | RHS SPACER (45mm)  | 1          |
| ITEM 4          | M12 x 110mm BOLTS  | 2          |
| ITEM 5          | M10 WASHER         | 2          |
| ITEM 6          | NUT CAP            | 2          |

### **EXPLODED ASSEMBLY VIEW**



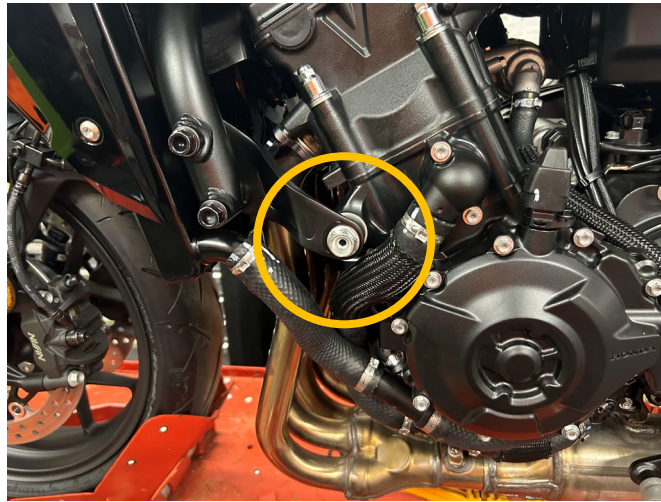
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### **FITTING PICTURE**



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 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.**

- Remove the LHS engine bolt (**Picture 1**).
- Push the LHS bolt/assembly 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.**
- Repeat the process for the RHS.
- Once completed, torque the bolts according to the general torque settings on page 2, then push the nut caps (**ITEM 6**) 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 CP0591 PROTECTIONS CRASH DE COURSE**

**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 REVENDUEURS 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

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BOULONS, ELLES PEUVENT ETRE JETEES.

**NOTICE DISPONIBLE AU TELECHARGEMENT SUR :**

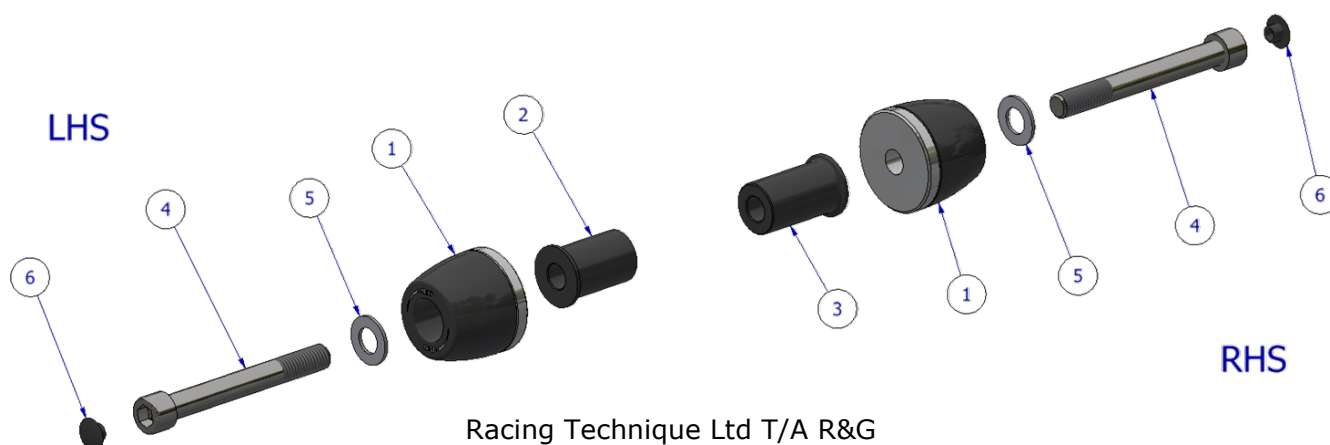
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| <b><u>OUTILS REQUIS</u></b>                                                                                                                                                                                  | <b><u>VALEURS DE SERRAGE</u></b>                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• JEU DE CLÉS HEXAGONALES 3/8" ou 1/2"</li> <li>• DOUILLE ET CLÉ A/F 17 mm</li> <li>• CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50 Nm)</li> <li>• CRIC DE SUPPORT ADAPTÉ</li> </ul> | <p>M4 BOULON = 8Nm</p> <p>M5 BOULON = 12Nm</p> <p>M6 BOULON = 15Nm</p> <p>M8 BOULON = 20Nm</p> <p>M10 BOULON = 40Nm</p> <p>M12 BOULON = 40Nm</p> |

### **LÉGENDE**

| <b>ARTICLE NO.</b> | <b>DESCRIPTION</b>       | <b>QTÉ</b> |
|--------------------|--------------------------|------------|
| ARTICLE 1          | PROTECTIONS              | 2          |
| ARTICLE 2          | ENTRETOISE GAUCHE (40mm) | 1          |
| ARTICLE 3          | ENTRETOISE DROITE (45mm) | 1          |
| ARTICLE 4          | M12 x 110mm BOULONS      | 2          |
| ARTICLE 5          | M10 RONDELLE             | 2          |
| ARTICLE 6          | CAPUCHON D'ÉCROU         | 2          |

### **VUE D'ENSEMBLE**





## **PHOTO DE MONTAGE**

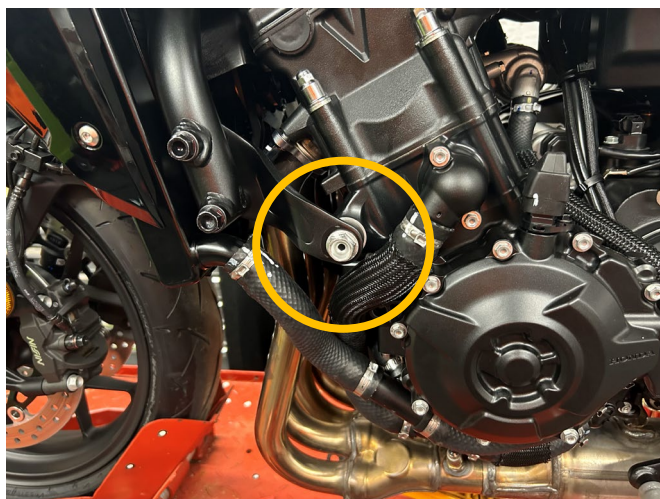


Photo 1

## **NOTICE DE MONTAGE**

**Avant de retirer les boulons du moteur, assurez-vous que la moto soit à la verticale et soutenue par un support moteur approprié ou un cric 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 DE MOTEUR À TOUT MOMENT.**

**Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.**

- Retirez le boulon moteur gauche (photo 1).
- Enfoncez le boulon/l'assemblage gauche que vous avez préparé précédemment dans le trou de montage du moteur et vissez-le à la main pour éviter de le fausser. REMARQUE : pour éviter de le fausser, 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.
- Répétez le processus du côté droit.
- Une fois terminé, serrez les boulons conformément aux réglages de couple généraux de la page 2, puis poussez les capuchons de protection (ARTICLE 6) en place et retirez le cric.

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

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