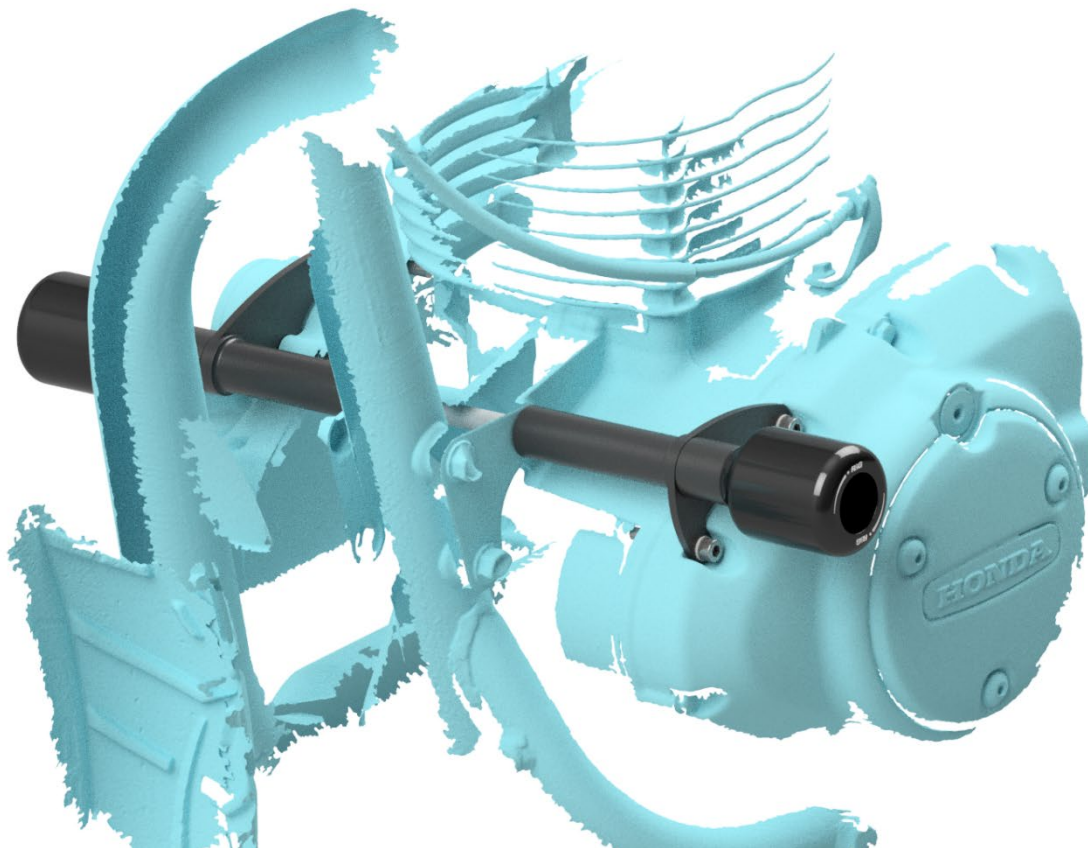




FITTING INSTRUCTIONS FOR CP0595 CRASH PROTECTORS



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.



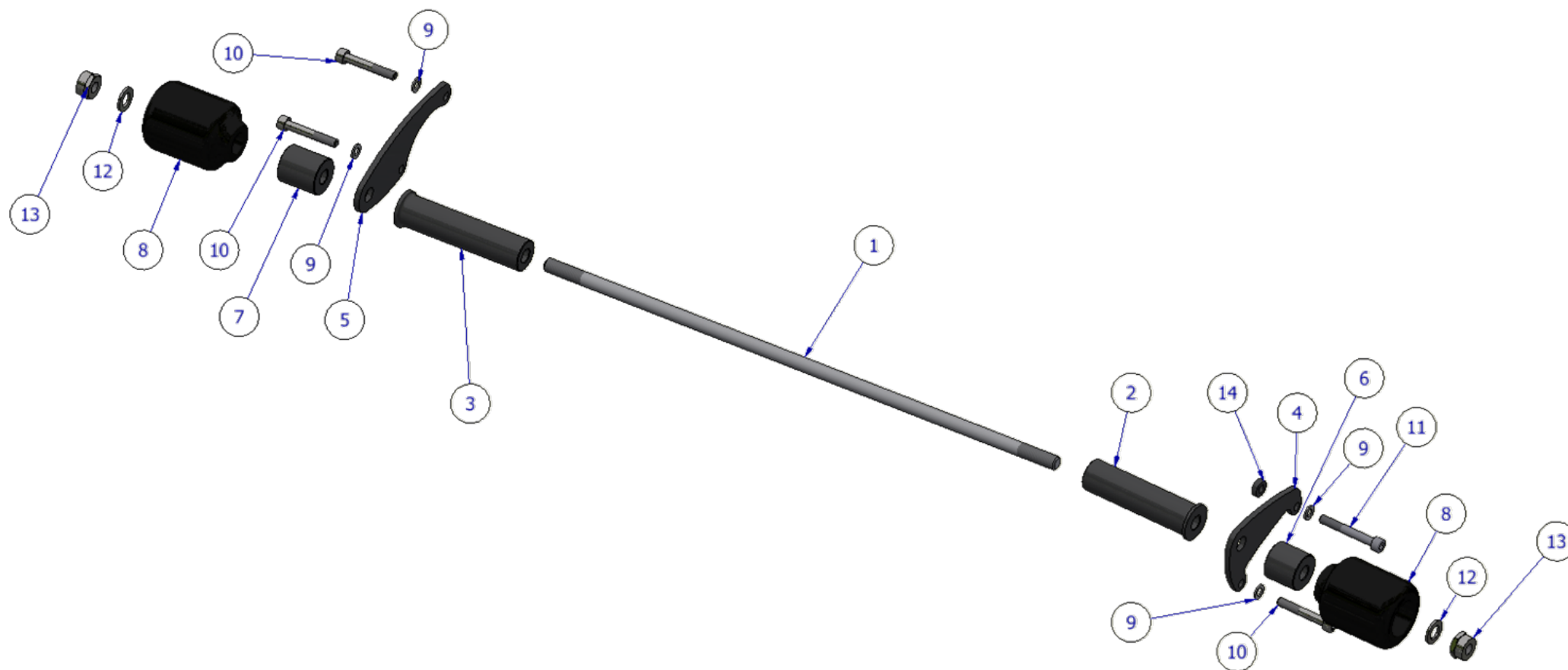
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
- METRIC SOCKET & WRENCH - TORQUE WRENCH (UP TO 40Nm) - SUITABLE BIKE ENGINE SUPPORT JACK - METRIC SPANNER SET - METRIC ALLEN KEY SET	M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	ENGINE BAR (EB108)	1
ITEM 2	LHS SPACER (87mm) S1614	1
ITEM 3	RHS SPACER (99mm) S1615	1
ITEM 4	LHS MOUNTING PLATE (MP0298)	1
ITEM 5	RHS MOUNTING PLATE (MP0299)	1
ITEM 6	LHS BOBBIN SPACER (25mm) S1616	1
ITEM 7	RHS BOBBIN SPACER (30mm) S1617	1
ITEM 8	CRASH BOBBINS (BO054 + CS053)	2
ITEM 9	M6x12mm WASHER	4
ITEM 10	M6 x 1.00 x 40mm CAP HEAD BOLT	3
ITEM 11	M6 x 1.00 x 45mm CAP HEAD BOLT	1
ITEM 12	M10 x 20mm WASHER	2
ITEM 13	M10 x 1.25 NYLOC NUT	2
ITEM 14	4mm SPACER S1696	1

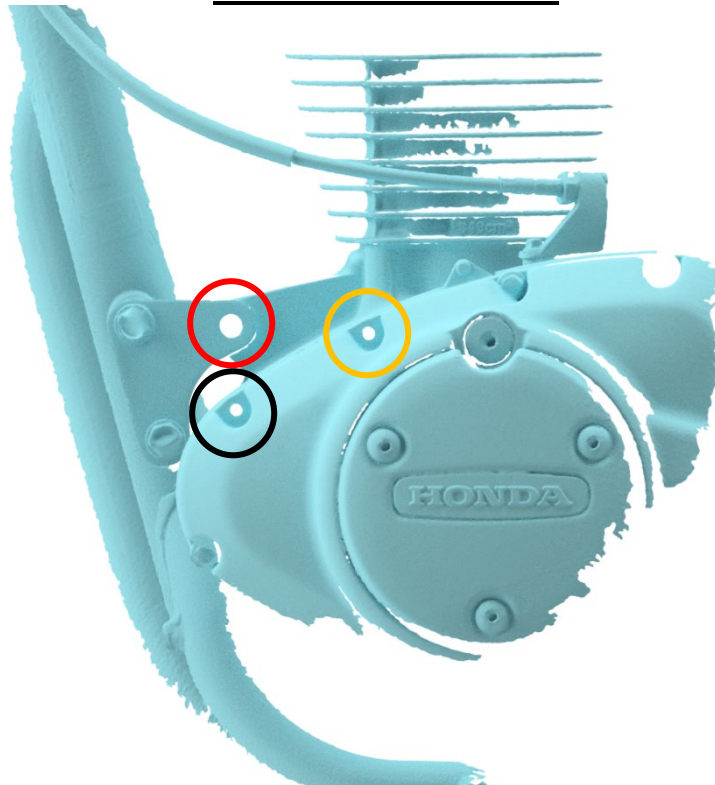


EXPLODED ASSEMBLY VIEW

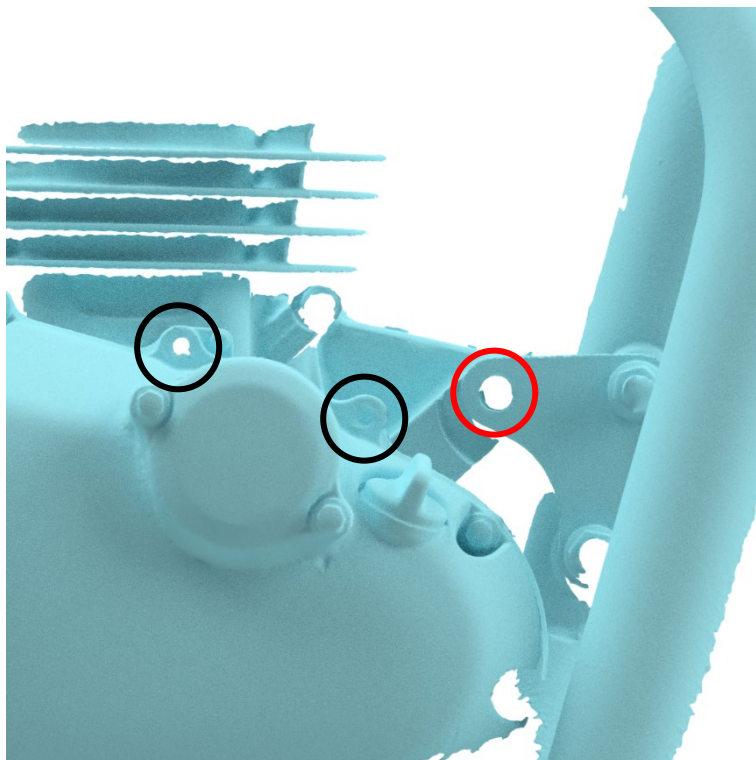




FITTING PICTURES



Picture 1



Picture 2



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 1**).
4. Remove the 2x engine case bolts circled in black in **Picture 1**, then fit the LHS spacer (**Item 2**) and LHS mounting plate (**Item 4**) onto the left-hand side of the engine using the supplied M6 bolts, Spacer and washers (**Items 9, 10, 11 & 14**) in the orientation shown in the Assembly Diagram. Please note the longer of the M6 bolts and 4mm Spacer (**Item 14**) are used in the position circled in **ORANGE** in **Picture 1**.
5. Slide the LHS bobbin spacer (**Item 6**) onto the bar and loosely fit the left-hand side bobbin, washers and nyloc nut (**Items 8, 12 & 13**).
6. Repeat on the right-hand side of the bike, referring to **Picture 2** for the bolt locations (circled in black) and the **Assembly Diagram**, 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 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

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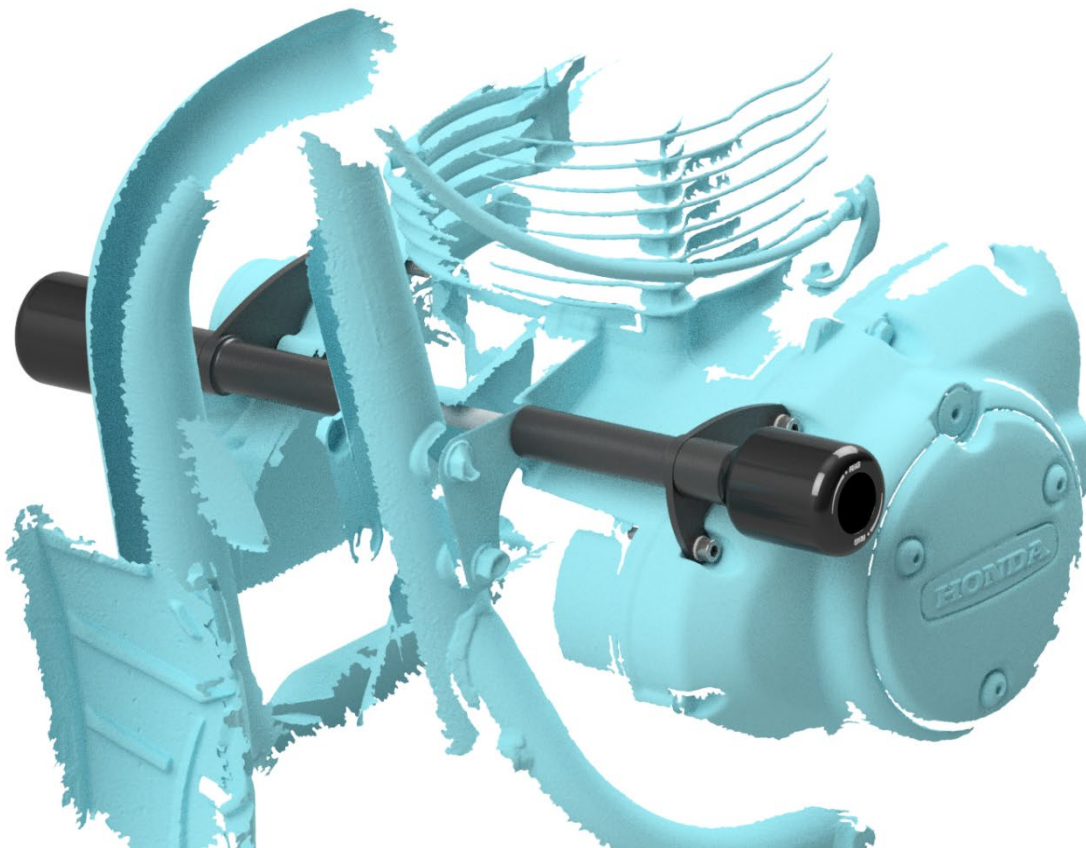
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NOTICE DE MONTAGE CP0595 PROTECTIONS CRASH



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 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 BOULONS, ELLES PEUVENT ÊTRE JETÉES.

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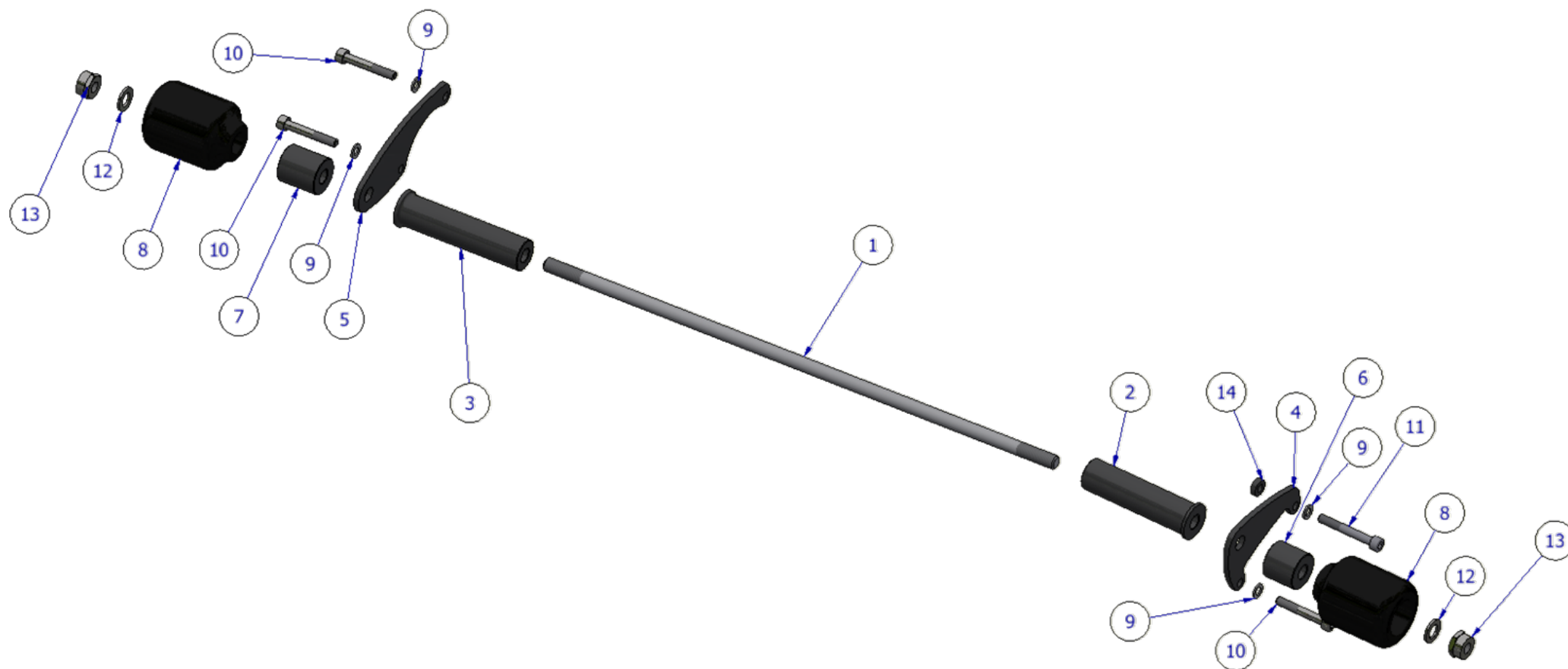
<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
• CLÉ À CLIQUET & DOUILLE • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 40 Nm) • CRIC DE SUPPORT ADAPTÉ • CLÉ MÉTRIQUE • CLÉ ALLEN	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	BARRE MOTEUR (EB108)	1
ARTICLE 2	ENTRETOISE CÔTÉ GAUCHE (87mm) S1614	1
ARTICLE 3	ENTRETOISE CÔTÉ DROIT (99mm) S1615	1
ARTICLE 4	PLAQUE DE MONTAGE CÔTÉ GAUCHE (MP0298)	1
ARTICLE 5	PLAQUE DE MONTAGE CÔTÉ DROIT (MP0299)	1
ARTICLE 6	ENTRETOISE DE PROTECTION CRASH CÔTÉ GAUCHE (25mm) S1616	1
ARTICLE 7	ENTRETOISE DE PROTECTION CRASH CÔTÉ DROIT (30mm) S1617	1
ARTICLE 8	PROTECTIONS CRASH (BO054 + CS053)	2
ARTICLE 9	M6x12mm RONDELLE	4
ARTICLE 10	M6 x 1.00 x 40mm BOULON	3
ARTICLE 11	M6 x 1.00 x 45mm BOULON	1
ARTICLE 12	M10 x 20mm RONDELLE	2
ARTICLE 13	M10 x 1.25 ÉCROU	2
ARTICLE 14	4mm ENTRETOISE S1696	1



VUE D'ENSEMBLE





PHOTOS DE MONTAGE

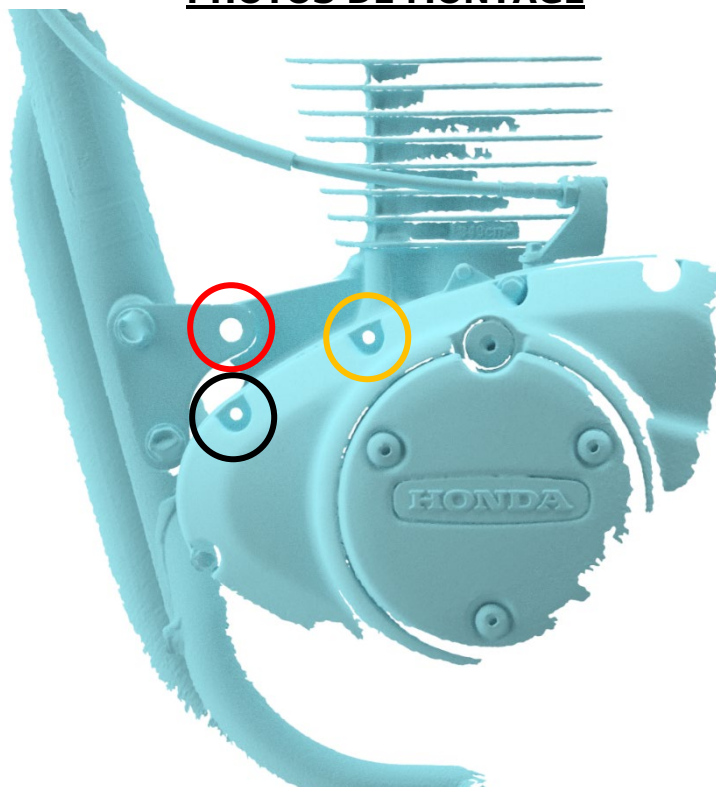


Photo 1

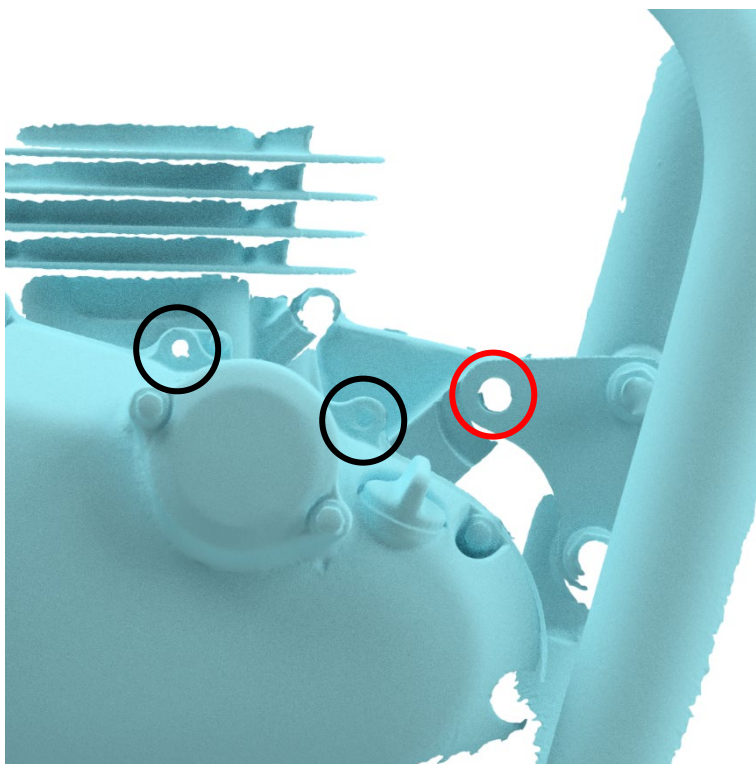


Photo 2



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.

10. Placez un cric sous le moteur en intercalant une cale en bois ou un matériau souple entre le cric et le carter d'huile.
11. Exercez une légère pression avec le cric afin d'éviter tout risque de désalignement du moteur par rapport au cadre une fois les boulons retirés.
12. Retirez le boulon/la barre de fixation avant du moteur (entouré en rouge sur les photos 1 et 2). Maintenez-le/la barre d'un côté à l'aide d'une douille ou d'une clé adaptée tout en desserrant l'autre, puis tapotez doucement avec un maillet. Si nécessaire, utilisez la barre de fixation R&G pour le/la faire sortir.
13. Une fois la barre retirée, remplacez-la par la barre R&G (article 1).
14. Retirez les deux boulons du carter moteur entourés en noir sur la photo 1. Installez ensuite l'entretoise gauche (article 2) et la plaque de montage gauche (article 4) sur le côté gauche du moteur à l'aide des boulons M6, de l'entretoise et des rondelles fournis (articles 9, 10, 11 et 14), en respectant l'orientation indiquée sur le schéma de montage. Veuillez noter que la vis M6 la plus longue et l'entretoise de 4 mm (article 14) sont utilisées à l'emplacement entouré en orange sur la photo 1.
15. Glissez l'entretoise de la protection gauche (article 6) sur la barre et insérez sans serrer la protection gauche, les rondelles et l'écrou Nyloc (articles 8, 12 et 13).
16. Répétez l'opération du côté droit de la moto, en vous référant à la photo 2 pour l'emplacement des vis (entourées en noir) et au schéma de montage. Si nécessaire, tapotez légèrement la barre du moteur pour faire dépasser davantage le filetage.
17. Serrez les écrous de quelques tours. Une fois les deux écrous Nylstop engagés (lorsque le filetage traverse la partie en nylon bleu à l'intérieur de l'écrou), vérifiez que le filetage dépasse de manière sensiblement égale des deux côtés.
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. 9. Laisser le resserrage se faire et appliquer un couple de serrage de 40 Nm.

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