



FITTING INSTRUCTIONS FOR CP0597 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.

**GENERAL TORQUE SETTINGS**

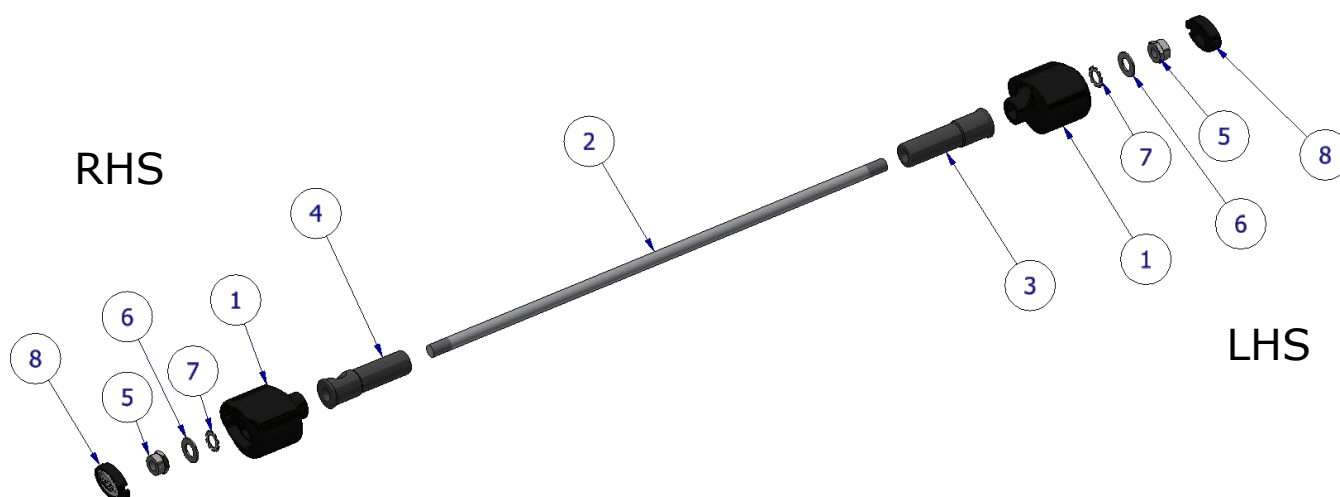
M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

TOOLS REQUIRED

- Metric Allen Key/Socket Set
- Torque Wrench
- Scissor Jack
- Ratchet

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	CRASH BOBBINS (B0431 WITH CS340 & S0255)	2
ITEM 2	ENGINE BAR (EB109)	1
ITEM 3	LHS SPACER (S1137)	1
ITEM 4	RHS SPACER (S1652)	1
ITEM 5	M12 NYLOC NUT	2
ITEM 6	M12 WASHER	2
ITEM 7	LOCKING WASHER (LW0001)	2
ITEM 8	BOBBIN CAP (BC0002)	2

ASSEMBLY DIAGRAM



FITTING IMAGES



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 partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN ONE ENGINE BOLT AT ANY TIME.

- Undo the nut on the engine bolt located mid engine as arrowed in **Picture 1**.
- Take the R&G engine bar (**2**) and, with a soft hammer, use it to knock through the OEM engine bolt leaving equal amounts protruding on each side of the frame.
- Slide the spacers (**3, 4**) on each end of bar, with the longer spacer (**3**) on the LH side of the bike and ensure that the larger diameter of the spacers are facing outwards.
- Slide the crash protectors (**1**) onto either end of the bar, followed by a lock washer (**7**) and an M12 washer (**6**). Then fit both Nyloc Nuts (**5**) on the end of the bar.
- On the RHS, please ensure the spacer is orientated so that the cutout is aligned with the exhaust shield, otherwise these 2 components may come into contact.

PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 2 ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.

- Tighten the nuts to 40Nm of torque. Do not exceed this figure, as damage can occur to the motorcycle and engine bar.
- When the protectors are tight fit the caps into the protector.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Before riding, check both sides are secure, and the crash protectors cannot rotate. Check tightness of each side regularly.

ISSUE 1 – 14/08/2025 (MH)

**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-authorized (if not pre-authorized 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 CP0597 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

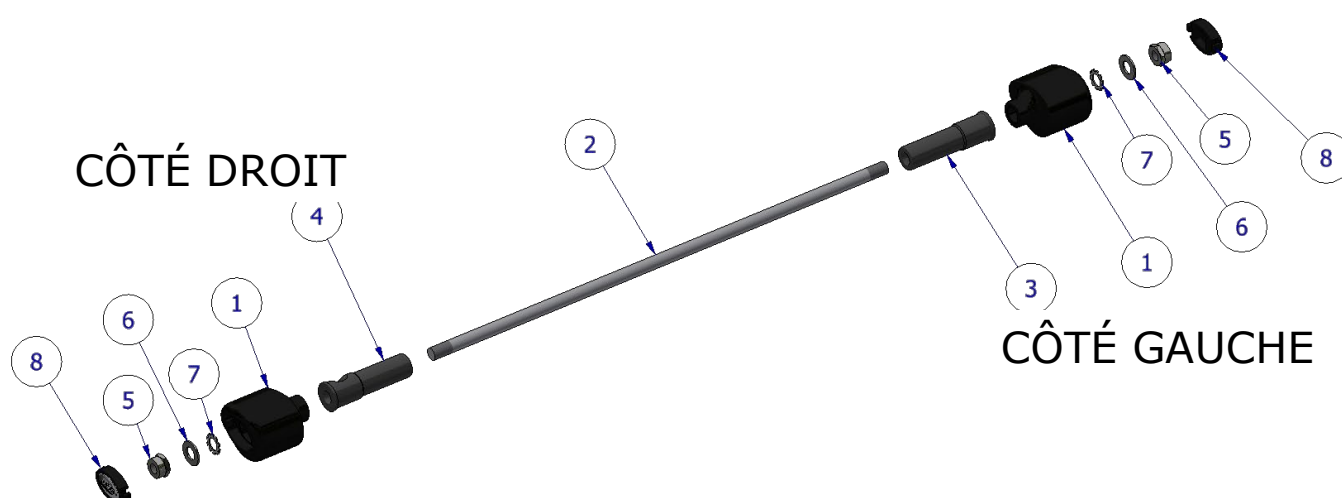


<u>VALEURS DE SERRAGE</u>	<u>OUTILS REQUIS</u>
M4 BOULON = 8Nm	• Jeu de clés Allen et de douilles métriques
M5 BOULON = 12Nm	• Clé dynamométrique
M6 BOULON = 15Nm	• Cric à ciseaux
M8 BOULON = 20Nm	• Cliquet
M10 BOULON = 40Nm	

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS (B0431 AVEC CS340 & S0255)	2
ARTICLE 2	BARRE MOTEUR (EB109)	1
ARTICLE 3	ENTRETOISE CÔTÉ GAUCHE (S1137)	1
ARTICLE 4	ENTRETOISE CÔTÉ DROIT (S1652)	1
ARTICLE 5	M12 ÉCROU	2
ARTICLE 6	M12 RONDELLE	2
ARTICLE 7	RONDELLE DE BLOCAGE (LW0001)	2
ARTICLE 8	CAPUCHON DE PROTECTION (BC0002)	2

SCHÉMA D'ENSEMBLE





PHOTOS DE MONTAGE



PHOTO 1



PHOTO 2

NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto est bien droite et soutenue par une béquille ou un cric adapté, placé sous le carter d'huile pour supporter une partie du poids du moteur. Cela empêchera le moteur de bouger pendant le montage. NE DÉPOSEZ JAMAIS PLUS D'UN BOULON DU MOTEUR À LA FOIS.

- Dévissez l'écrou du boulon moteur situé au milieu du moteur, comme indiqué sur la photo 1.
- Prenez la barre moteur R&G (2) et, à l'aide d'un marteau doux, percez le boulon moteur d'origine en laissant dépasser des longueurs égales de chaque côté du cadre.
- Glissez les entretoises (3 et 4) à chaque extrémité de la barre, la plus longue (3) étant placée du côté gauche de la moto, en veillant à ce que le plus grand diamètre des entretoises soit orienté vers l'extérieur.
- Glissez les protections crash (1) à chaque extrémité de la barre, puis une rondelle frein (7) et une rondelle M12 (6). Fixez ensuite les deux écrous Nyloc (5) à l'extrémité de la barre.
- Côté droit, veillez à ce que l'entretoise soit orientée de manière à ce que la découpe soit alignée avec la protection d'échappement, sinon ces deux composants pourraient entrer en contact.

VEUILLEZ NOTER QUE LA BOBINE DOIT ÊTRE POSITIONNÉE COMME SUR LA PHOTO 2 CI-DESSUS AVEC L'EXTRÉMITÉ LA PLUS GRANDE VERS L'AVANT DE LA MOTO.

- Serrez les écrous à un couple de 40 Nm. Ne dépassez pas ce couple, car cela pourrait endommager la moto et le carénage.
- Une fois les protections bien serrées, insérez les capuchons.
- Si ce n'est pas déjà fait, insérez le sticker dans l'emplacement du capuchon.
- Avant de rouler, vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas tourner. Vérifiez régulièrement le serrage de chaque côté.



ISSUE 1 – 14/08/2025 (MH)

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.