



**FITTING INSTRUCTIONS FOR CP0470BL**  
**AERO CRASH PROTECTORS**  
**DUCATI HYPERMOTARD 950 2019-**



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

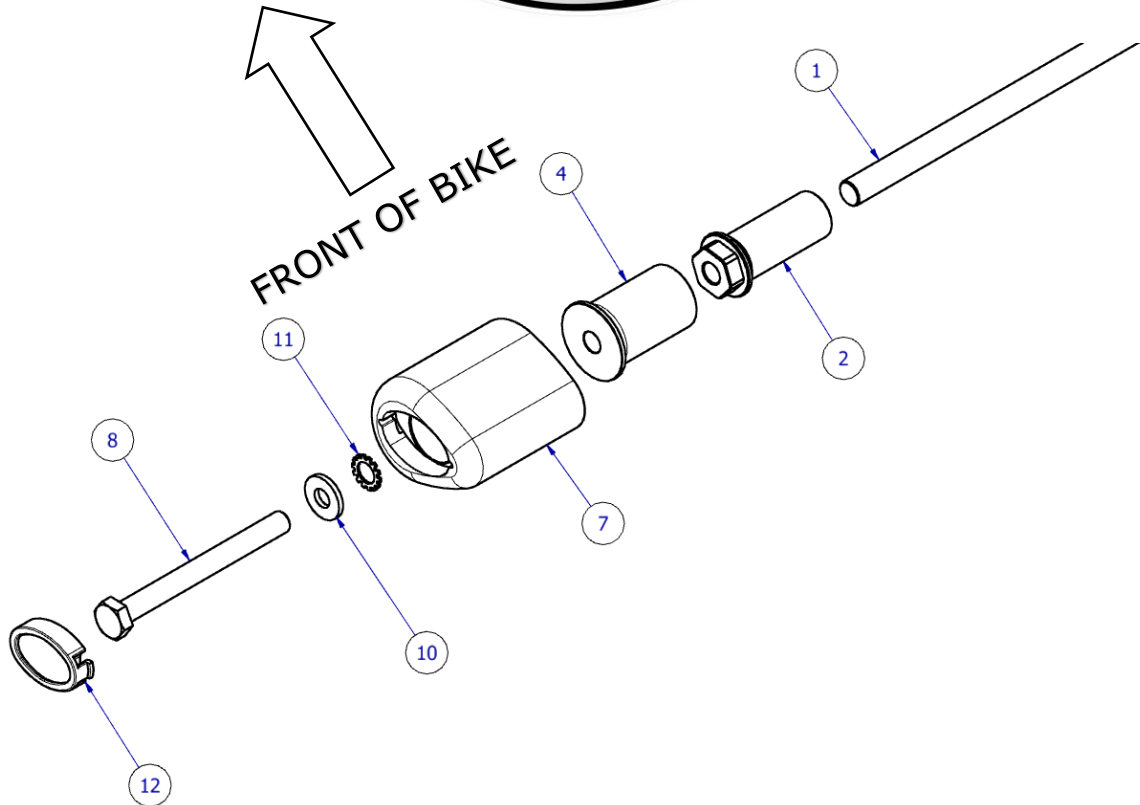
Please note that in cases where kits are packed with a plastic tube separating components on the spindle bar, this tube should be discarded.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

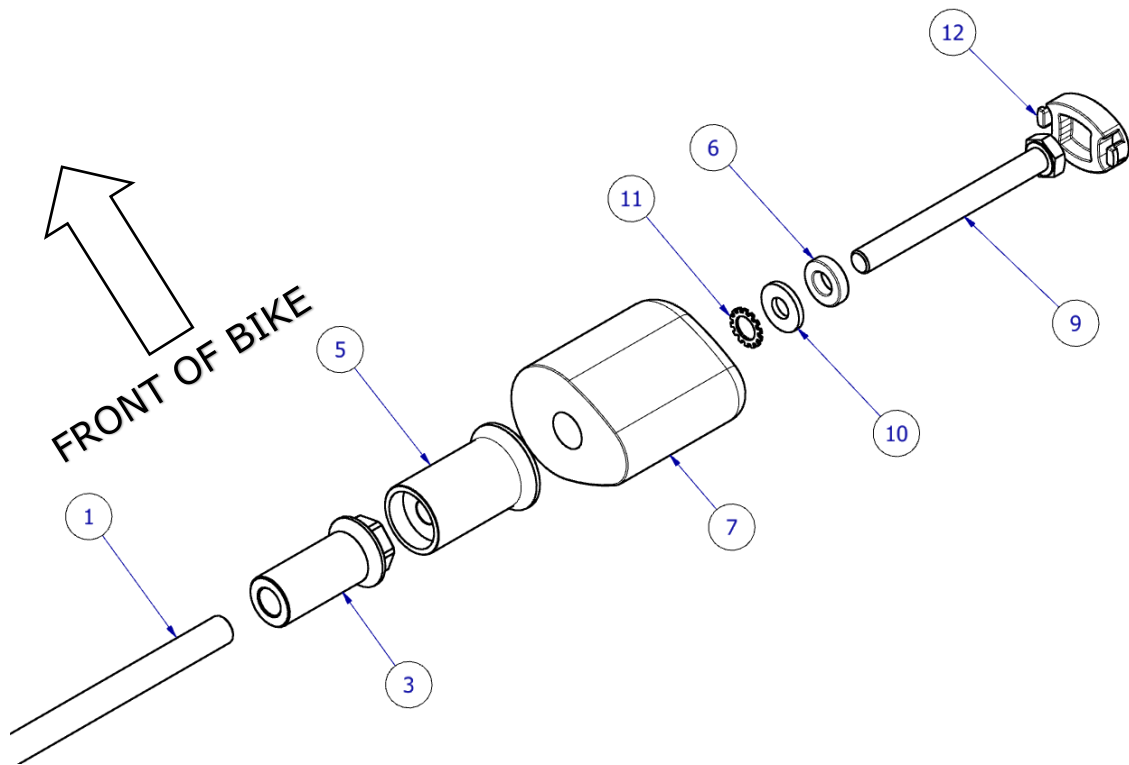
**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

**TOOLS REQUIRED**

- Socket set to include 15mm, 17mm & 2 x 22mm sockets
  - Socket Wrench
  - Soft mallet
- Torque wrench (up to 60Nm)



**LHS ASSEMBLY**



**RHS ASSEMBLY**



**LEGEND**

- ITEM 1 = M12 X 265MM ENGINE BAR (EB052)
- ITEM 2 = LHS THREADED EXTENSION 63MM LONG (E0054)
- ITEM 3 = RHS THREADED EXTENSION 58MM LONG (E0045)
- ITEM 4 = LHS CRASH PROTECTOR SPACER 49MM LONG (S1191)
- ITEM 5 = RHS CRASH PROTECTOR SPACER 53MM LONG (S1192)
- ITEM 6 = RHS BOLT SPACER 5MM LONG (S0293)
- ITEM 7 = M10 AERO CRASH PROTECTOR (B0061 + CS341) (2)
- ITEM 8 = LHS CRASH PROTECTOR BOLT M10 X 1.25 x 100MM HEX
- ITEM 9 = RHS CRASH PROTECTOR BOLT M10 X 1.25 x 110MM HEX
- ITEM 10 = M10 WASHER 19MM O/D (2)
- ITEM 11 = LOCKING WASHER CRUSH WASHER (LW0001) (2)
- ITEM 12 = CRASH PROTECTOR CAP (BC0002) (2)



**AERO STYLE CRASH-PROTECTOR ORIENTATION**

**GENERAL TORQUE SETTINGS**

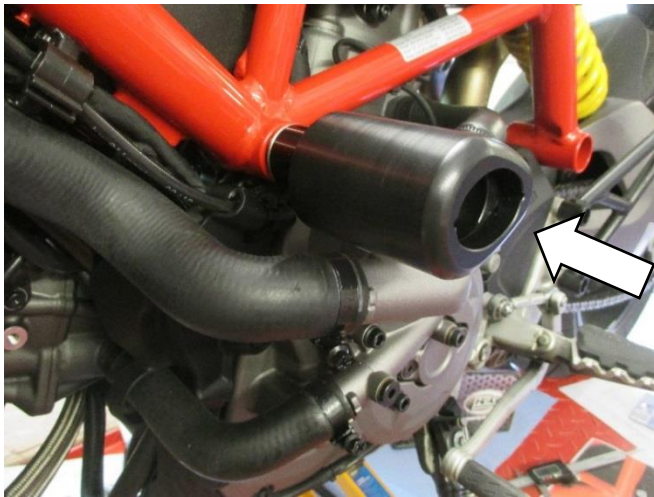
- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm



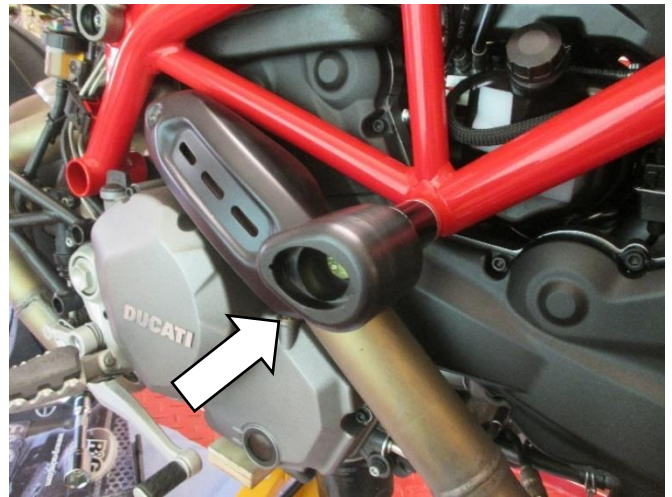
Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



## **FITTING INSTRUCTIONS**

- Remove the nut on the engine bolt on the right side of the bike, as shown in **Picture 1**.
- Support the engine from underneath using a jack or similar, it is recommended to use a piece of wood on the underside to prevent marking the sump. *This is very important to prevent the engine from dropping when the front engine bolt is removed from the bike.*
- Attach the shorter RHS Engine Bar Extension (item 3) to the new Engine Bar (item 1) and engage the thread by at least 15mm as shown in **Picture 2**.
- From the RHS of the bike, use the assembled bar and extender to drift the OEM engine bar through the frame and engine using gentle taps with a soft mallet, so that the new engine bar takes place of the original and engine bar extension sits against the inner surface of the frame tube. *Be careful not to drop the OEM bar as this is pushed out of the LHS frame tube.*
- Ensure the engine bar protrudes at least 15mm into the frame mount on the LHS side of the bike before fitting the remaining, longer threaded extension (item 2) onto the exposed thread until the threaded extension reaches the inner face of the frame tube.
- Using a socket wrench and torque wrench with 22mm sockets (you may need a two people to do this), tighten to the manufactures recommended torque settings for the engine bar.
- Check the torque on both sides of the bar assembly in the same fashion.
- The crash protectors can now be fitted to the M10 threads as shown in the LHS and RHS assembly diagrams on page 2.
- Starting with the LHS, slide one M10 Washer (item 10) over the shorter M10 x 1.25 x 100mm Hex bolt (item 8) followed by a locking washer (item 11).
- Next slide one crash protector (Item 7) over the bolt so the washers and bolt head sit into the recess of the crash protector.
- Slide the shorter LHS spacer (Item 4) over the bolt with the larger diameter against the crash protector so that the threads protrude through the assembly.
- Loosely fix the LHS crash protector assembly into the LHS Threaded bar extension (item 4), as shown in **Picture 3**.
- For the RHS assembly, slide the 5mm spacer (item 6) over the longer M10 x 1.25 x 110mm bolt (item 9) followed by the remaining M10 washer (item 10) and locking washer (item 11).
- Slide the remaining crash protector (item 7) over the bolt in the same way as before, followed by the last spacer (item 5) so that the flat surface is sitting against the crash protector.
- Loosely fix this assembly to the RHS threaded extension (item 3) as shown in **Picture 4**.
- Tighten the M10 bolt on either side until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE ORIENTATION PICTURE ON PAGE 3, WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted, fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors as shown in **Picture 5**
- Ensure that all components are fitted tightly and cannot spin.
- After riding the bike, check the tightness of the bolts regularly (e.g. when cleaning the bike).

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**NOTICE DE MONTAGE POUR CP0470BL**  
**PROTECTIONS CRASH**  
**DUCATI HYPERMOTARD 950 2019-**



**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.**

**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

Notez que si les kits sont emballés avec un tube en plastique qui sépare les composants sur l'axe, ce tube doit être jeté.

LES PARTIES PRESENTÉES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

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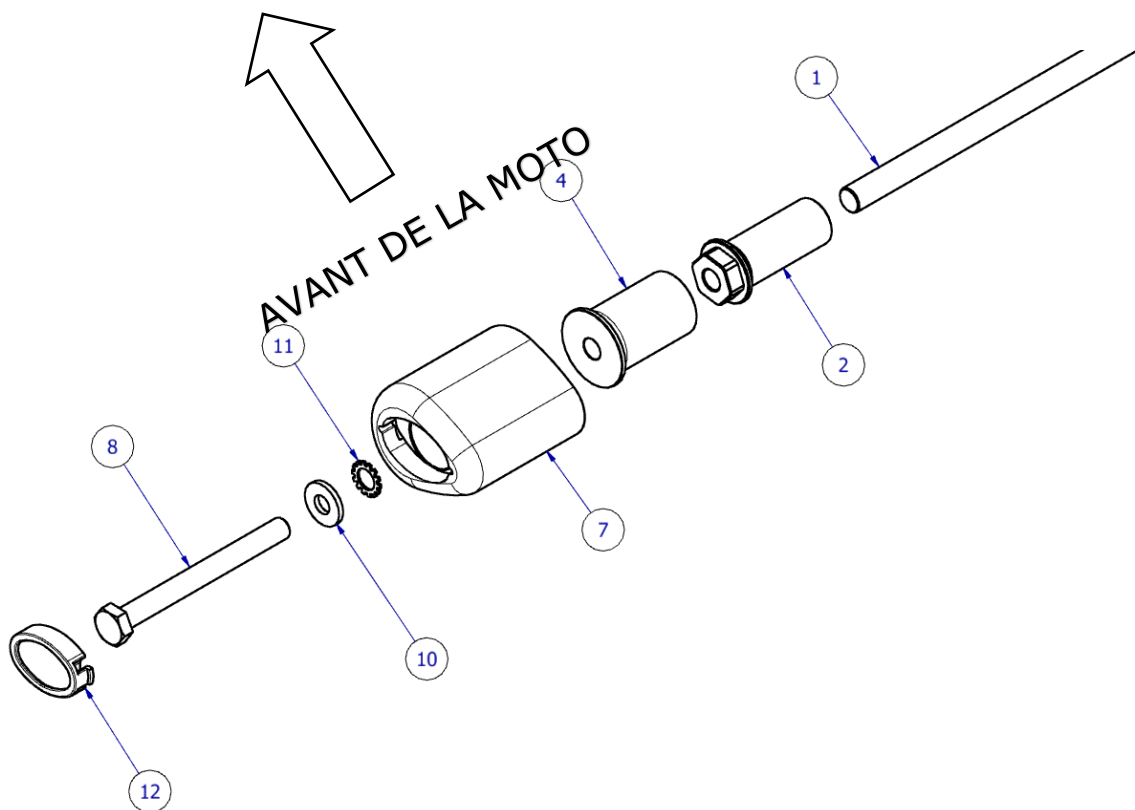
**OUTILS REQUIS**

- Clé à cliquet + douilles 15mm, 17mm & 2 x 22mm
  - Clé à douille
  - Maillet
- Clé dynamométrique (à 60Nm)

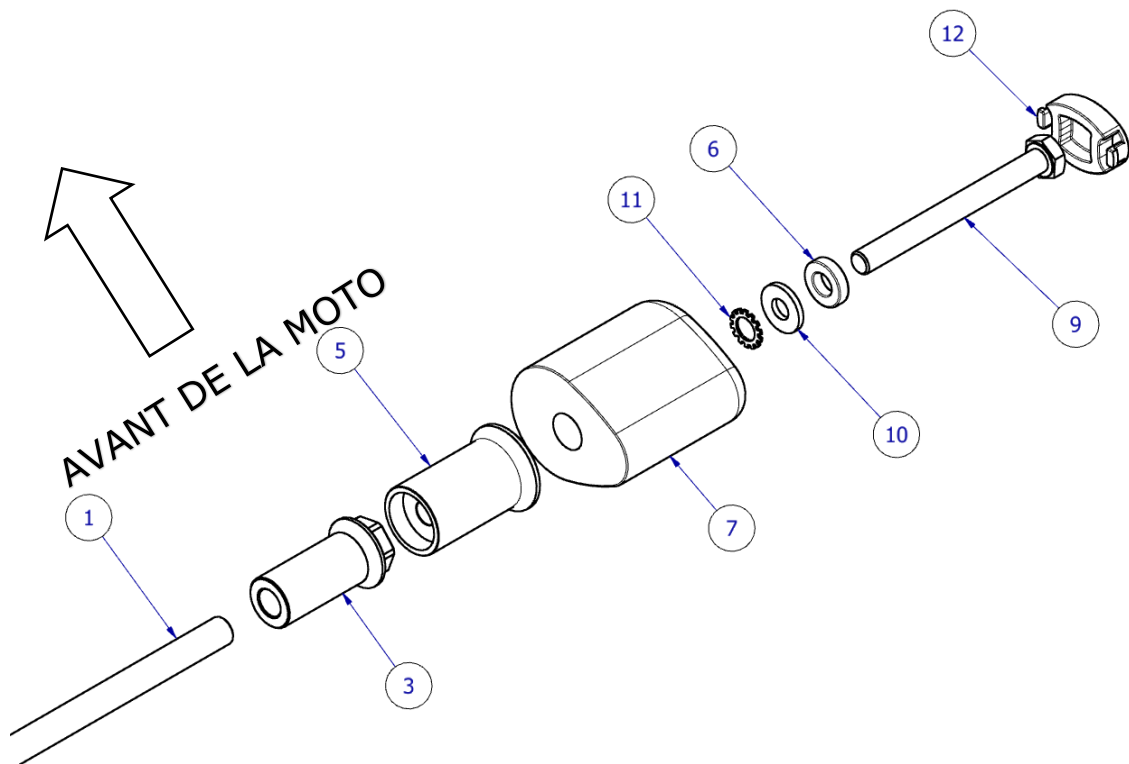
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**SCHÉMA CÔTÉ GAUCHE**



**SCHÉMA CÔTÉ DROIT**





## **LÉGENDE**

- ARTICLE 1 = M12 X 265MM AXE MOTEUR (EB052)  
 ARTICLE 2 = EXTENSION FILETÉE CÔTÉ GAUCHE 63MM DE LONG (E0054)  
 ARTICLE 3 = EXTENSION FILETÉE CÔTÉ DROIT 58MM DE LONG (E0045)  
 ARTICLE 4 = ENTRETOISE DE PROTECTION CRASH CÔTÉ GAUCHE 49MM DE LONG (S1191)  
 ARTICLE 5 = ENTRETOISE DE PROTECTION CRASH CÔTÉ DROIT 53MM DE LONG (S1192)  
 ARTICLE 6 = ENTRETOISE DE BOULON CÔTÉ DROIT 5MM DE LONG (S0293)  
 ARTICLE 7 = PROTECTION CRASH M10 (B0061 + CS341) (2)  
 ARTICLE 8 = BOULON DE PROTECTION CRASH CÔTÉ GAUCHE M10 X 1.25 x 100MM HEX  
 ARTICLE 9 = BOULON DE PROTECTION CRASH CÔTÉ DROIT M10 X 1.25 x 110MM HEX  
 ARTICLE 10 = M10 RONDELLE 19MM O/D (2)  
 ARTICLE 11 = RONDELLE DE VERROUILLAGE (LW0001) (2)  
 ARTICLE 12 = CAPUCHON DE PROTECTION CRASH (BC0002) (2)



**AVANT DE LA MOTO**

**ARRIÈRE DE LA MOTO**

## **ORIENTATION DE LA PROTECTION CRASH**

### **VALEURS DE SERRAGE RECOMMANDÉES**

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

## **NOTICE DE MONTAGE**

- Retirez l'écrou du boulon du moteur situé à droite de la moto, comme indiqué sur la photo 1.
- Soutenez le moteur par le dessous à l'aide d'un cric ou d'un outil similaire, il est recommandé d'utiliser un morceau de bois sur la face inférieure pour éviter de marquer le carter. Ceci est très important pour empêcher le moteur de tomber lorsque le boulon de moteur avant est retiré de la moto.

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- Fixez l'extension d'axe moteur la plus courte du côté droit (article 3) au nouvel axe moteur (article 1) et engagez le filetage sur au moins 15 mm comme indiqué sur la photo 2.
- En partant du côté droit de la moto, utilisez l'assemblage axe et extension pour faire glisser l'axe moteur d'origine à travers le cadre et le moteur à l'aide de légers tapotements avec un maillet souple afin que le nouvel axe moteur remplace celui d'origine et que l'extension repose contre la surface intérieure du tube de cadre. Veillez à ne pas laisser tomber l'axe d'origine car il sera poussé hors du tube de cadre côté gauche.
- Assurez-vous que l'axe moteur dépasse d'au moins 15 mm dans la monture du cadre du côté gauche de la moto avant de monter l'extension filetée la plus longue restante (article 2) sur le filetage exposé jusqu'à ce que cette extension atteigne la face interne du tube du cadre.
- À l'aide d'une clé à douille et d'une clé dynamométrique avec douille de 22 mm (vous aurez peut-être besoin d'être 2 personnes), serrez selon les valeurs recommandées par le fabricant pour l'axe moteur.
- Vérifiez le couple de serrage des deux côtés de l'axe de la même manière.
- Les protections crash peuvent maintenant être montées sur les filetages M10 comme indiqué sur les schémas d'assemblage côté gauche et côté droit (page 2).
- En commençant par le côté gauche faites glisser une rondelle M10 (article 10) sur le boulon hexagonal M10 x 1,25 x 100 mm (article 8) plus court, suivi d'une rondelle de blocage (article 11).
- Ensuite, glissez une protection crash (article 7) sur le boulon de sorte que les rondelles et la tête de boulon soient installées dans le renforcement de la protection crash.
- Faites glisser l'entretoise côté gauche la plus courte (article 4) sur le boulon avec le plus grand diamètre contre la protection crash afin que les filets dépassent à travers l'assemblage.
- Fixez l'ensemble de la protection crash côté gauche dans l'extension de barre filetée côté gauche (article 4), comme indiqué sur la photo 3.
- Pour l'assemblage côté droit, faites glisser l'entretoise de 5 mm (article 6) sur le boulon M10 plus long, de 1,25 x 110 mm (article 9), puis sur la rondelle M10 restante (article 10) et la rondelle de blocage (article 11).
- Glissez la protection crash restante (article 7) sur le boulon de la même manière que précédemment, suivi de la dernière entretoise (article 5), de manière à ce que la surface plane repose contre la protection crash.
- Fixez l'ensemble sur l'extension filetée côté droit (article 3) comme indiqué sur la photo 4.
- Serrez le boulon M10 de chaque côté jusqu'à ce que vous sentiez une compression de l'intérieur de la protection à l'aide d'une clé et d'une douille de 17 mm. **VEUILLEZ NOTER QUE LA PROTECTION DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 3, AVEC L'EXTRÉMITÉ LA PLUS LARGE VERS L'AVANT DE LA MOTO.** Serrez un peu plus pour que la compression augmente légèrement, puis appliquez un quart de tour. Ne serrez pas trop fort car la moto pourrait être endommagée. Ne pas dépasser 40 Nm de couple.
- Si cela n'est pas déjà fait, placez des stickers dans les encoches des deux capuchons de protection.
- Installez les capuchons de protection dans les deux protections, comme indiqué sur la photo 5.
- Assurez-vous que tous les composants sont bien ajustés et ne puissent pas tourner.
- Après avoir fait de la moto, vérifiez le serrage des boulons régulièrement (par exemple lors du nettoyage du vélo).

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**MONTAGEANLEITUNG FÜR CP0470BL**  
**AERO STURZPADS DUCATI HYPERMOTARD 950 2019-**



**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**HINWEIS: DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.**

Hinweis für Kits mit einem Plastikröhrchen an der Verbindungsstange (um die Komponenten zu trennen) – dieses Plastikröhrchen wird nicht für den Einbau benötigt- bitte wegschmeißen!

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: [www.rg-racing.com](http://www.rg-racing.com)**

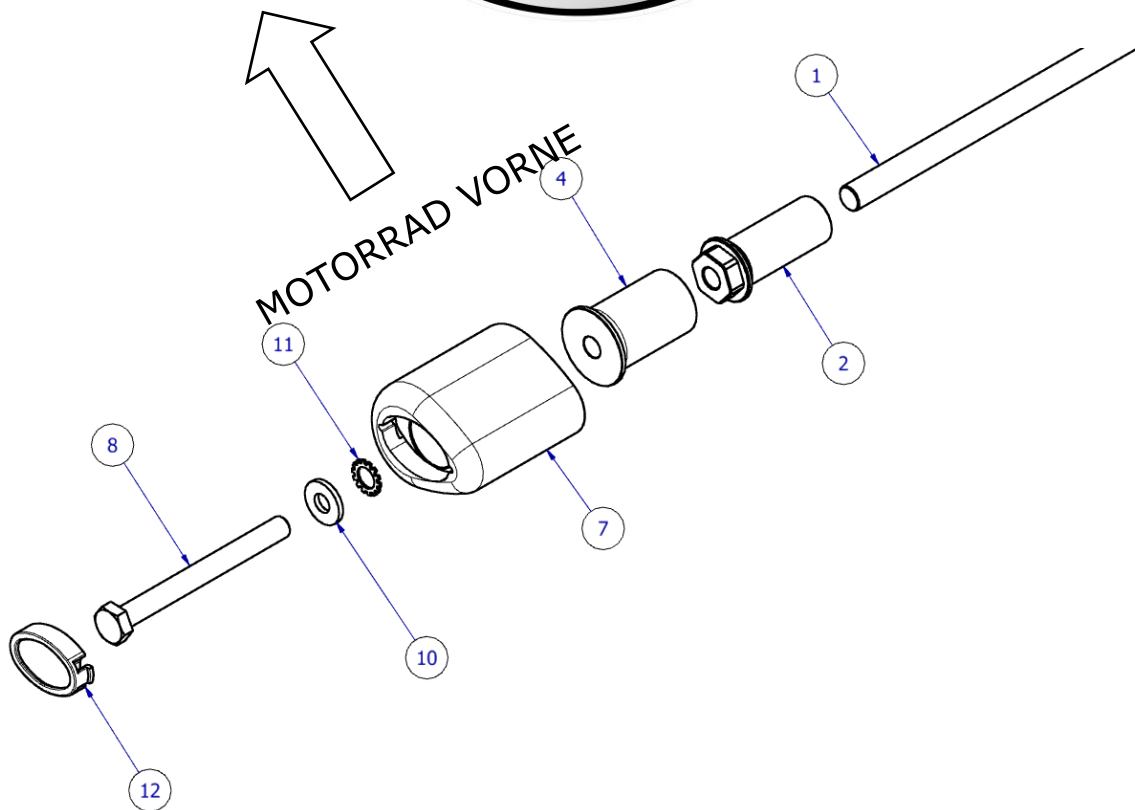
**SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Steckschlüsselsatz inkl. 15mm, 17mm & 2 x 22mm Steckschlüssel
  - Steckschlüssel
  - Schonhammer
- Drehmomentschlüssel (bis 60Nm)

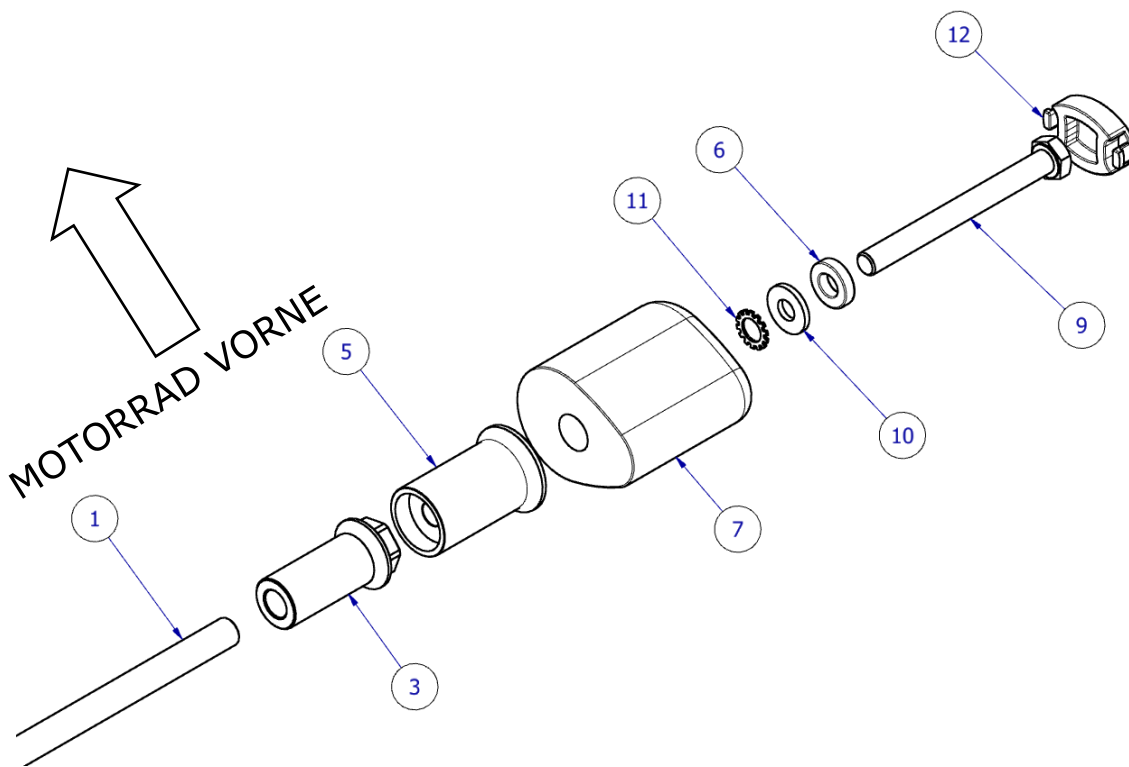
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**ZUSAMMENBAU LINKE SEITE**



**ZUSAMMENBAU RECHTE SEITE**

**LIEFERUMFANG**



- ARTIKEL 1 = M12 X 265MM VERBINDUNGSSTANGE (EB052)  
 ARTIKEL 2 = VERLÄNGERUNGSSTÜCK MIT GEWINDE LINKE SEITE 63MM LÄNGE (E0054)  
 ARTIKEL 3 = VERLÄNGERUNGSSTÜCK MIT GEWINDE RECHTE SEITE 58MM LÄNGE (E0045)  
 ARTIKEL 4 = DISTANZHALTER LINKES STURZPAD 49MM LÄNGE (S1191)  
 ARTIKEL 5 = DISTANZHALTER RECHTES STURZPAD 53MM LÄNGE (S1192)  
 ARTIKEL 6 = DISTANZHALTER SCHRAUBE RECHTE SEITE 5MM LÄNGE (S0293)  
 ARTIKEL 7 = M10 AERO STURZPAD (B0061 + CS341) (2)  
 ARTIKEL 8 = SECHSKANTSCHRAUBE LINKES STURZPAD M10 X 1,25 x 100MM  
 ARTIKEL 9 = SECHSKANTSCHRAUBE RECHTES STURZPAD M10 X 1,25 x 110MM  
 ARTIKEL 10 = M10 UNTERLEGSCHLEIBE 19MM O/D (2)  
 ARTIKEL 11 = ZAHNSCHLEIBE (LW0001) (2)  
 ARTIKEL 12 = STURZPAD-KAPPEN (BC0002) (2)



MOTORRAD VORNE

MOTORRAD HINTEN

### AERO STYLE STURZPADS ORIENTIERUNG

#### ALLGEM. ANZUGSDREHMOMENTE

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

### MONTAGEANLEITUNG

- Entfernen Sie die Mutter und die Schraube für den Motor an der rechten Seite des Motorrades – siehe **Abbildung 1**.
- Stützen Sie den Motor von unten mit einem Heber o. Ä. – es wird empfohlen, einen Holzblock an der Unterseite zu benutzen, um Markierungen an der Wanne zu verhindern. *Dieser Schritt ist sehr wichtig, um zu vermeiden, dass der Motor runterfällt, wenn die Motorschraube vom Motorrad entfernt wird.*
- Das kürzere Verbindungsstück für die rechte Seite (Artikel 3) an der neuen Verbindungsstange (Artikel 1) anbringen und das Gewinde mindestens 15mm eindrehen – siehe **Abbildung 2**.
- Von der rechten Seite des Motorrades beginnend, und mit Hilfe eines Schonhammers, die Verbindungsstange mit dem Verbindungsstück vorsichtig durch den Rahmen und Motor schieben,

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sodass die neue Verbindungsstange die Originalverbindungsstange ersetzt. Das Verbindungsstück ist an der inneren Fläche des Rahmenrohrs anliegend. *Achten Sie darauf, dass die Originalverbindungsstange nicht runterfällt, als diese aus dem Rahmenrohr an der linken Seite rausgeschoben wird.*

- Stellen Sie sicher, dass die Verbindungsstange mindestens 15mm in die Rahmenhalterung an der linken Seite des Motorrads vorsteht, bevor Sie das übrige, längere Verbindungsstück (Artikel 2) am Gewinde anbringen, bis das Verbindungsstück die innere Fläche des Rahmenrohrs erreicht.
- Benutzen Sie einen Steckschlüssel und einen Drehmomentschlüssel mit 22mm Einsätzen, um dies mit den empfohlenen Anzugsdrehmomenten für die Verbindungsstange zu befestigen (eventuell werden 2 Leute hierfür benötigt).
- Auf gleicher Weise überprüfen Sie das Anzugsdrehmoment an beiden Seiten der Stangeneinheit.
- Die Sturz pads können nun an den M10 Gewinden montiert werden wie in den Zeichnungen für den Zusammenbau der rechten und linken Seite auf Seite 2 abgebildet.
- Beginnen Sie an der linken Seite und schieben Sie eine M10 Unterlegscheibe (Artikel 10) gefolgt von einer Zahnscheibe (Artikel 11) über die kürzere M10 x 1,25 x 100mm Sechskantschraube (Artikel 8).
- Als nächstes ein Sturzpad (Artikel 7) über die Schraube schieben, sodass die Unterlegscheiben und den Schraubenkopf in die Vertiefung des Sturz pads passen.
- Schieben Sie den kürzeren Distanzhalter für die linke Seite (Artikel 4) über die Schraube, der große Durchmesser am Sturz pads anliegend, sodass das Gewinde durch die Baugruppe herausragt.
- Die Sturzpad-Einheit für die linke Seite lose im Verlängerungsstück (Artikel 4) montieren, wie in **Abbildung 3** abgebildet.
- Bei der Baugruppe für die rechte Seite, schieben Sie den 5mm Distanzhalter (Artikel 6) gefolgt von der übrigen M10 Unterlegscheibe (Artikel 10) und Zahnscheibe (Artikel 11) über die längere M10 x 1.25 x 110mm Schraube (Artikel 9).
- Das übrige Sturzpad (Artikel 7) über die Schraube schieben wie vorhin. Den letzten Distanzhalter (Artikel 5) anbringen, sodass die flache Fläche am Sturz pad anliegt.
- Diese Sturzpad-Einheit lose im Verlängerungsstück für die rechte Seite (Artikel 3) montieren, wie in **Abbildung 4** abgebildet.
- Die M10 Schraube jetzt mit einem 17mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturz pads spüren. **BITTE DARAUf ACHTEN, DASS DAS STURZ PAD WIE IN DER ZEICHNUNG AUF SEITE 3 POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZ PADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrads und der Schraube führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie die Bubble-Aufkleber in den Vertiefungen der Sturz pad-Schutzkappen.
- Montieren Sie die Schutzkappen an den Sturz pads wie in **Abbildung 5** abgebildet.
- Stellen Sie sicher, dass alle Komponenten ordnungsgemäß befestigt sind und sich nicht drehen können.
- Überprüfen Sie regelmäßig die Festigkeit der Schrauben (z.B. wenn Sie das Motorrad putzen).

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