



**FITTING INSTRUCTIONS FITTING INSTRUCTIONS FOR BLIG0002**



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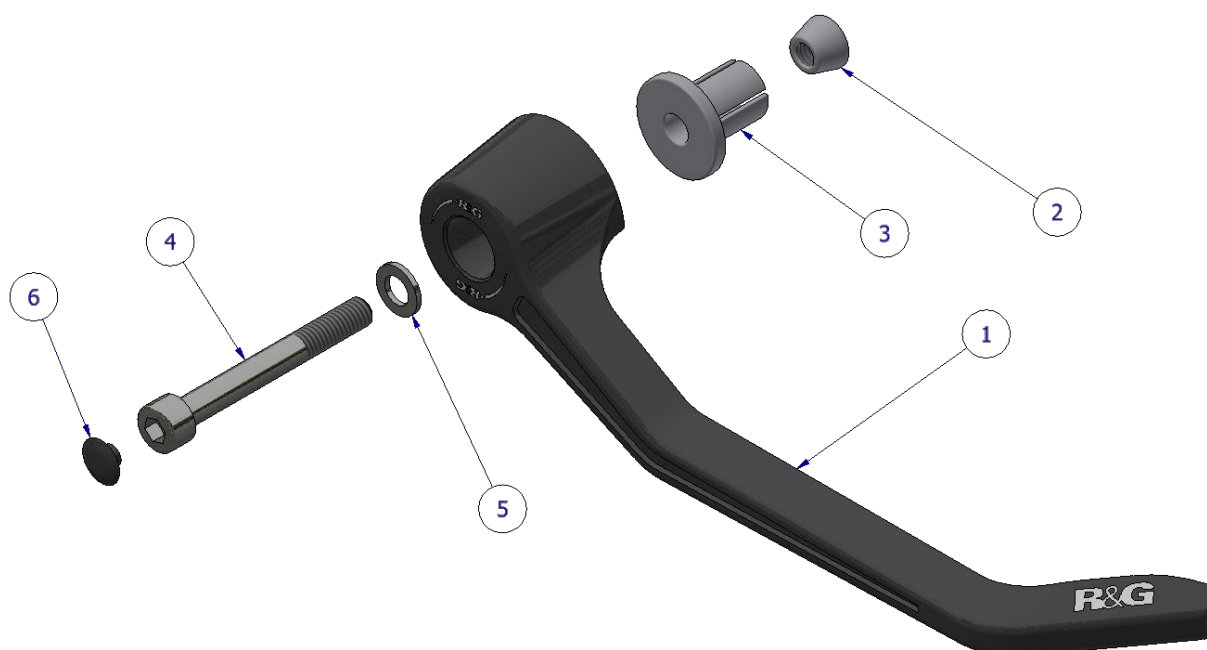


<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>ALLEN TOOL SET TO INCLUDE 5mm A/F SIZE.</li> <li>SPECIFIC TOOLS REQUIRED TO REMOVE OEM BAR-ENDS, IF APPLICABLE.</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 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	BRAKE LEVER GUARD	1
ITEM 2	TAPERED NUT	1
ITEM 3	12.4mm EXPANDER	1
ITEM 4	M6 x 1.00 x 50.00mm CAP-HEAD BOLT	1
ITEM 5	M6 WASHER OD=12mm	1
ITEM 6	NC0008 M6 FLAT CAP	1

### **EXPLODED ASSEMBLY VIEW**





## **FITTING INSTRUCTIONS**

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using the specific tools to your bike. Place the M6 washer (**item 5**) over the M6 cap-head bolt (**item 4**), then slide through the brake lever guard (**item 1**) so the washer sits against the flat surface within the mounting bore.
- Place the expanding spacer (**item 3**) over the thread and up to the lever guard.
- Place the tapered nut (**item 2**) onto the thread and engage until it locates in the expander just fitted.
- Locate the assembly into the bar and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle.
- Using a 5mm Allen tool, fully tighten the bolt and check operation.
- Finally, push the flat cap (**item 6**) into the head of the cap-head bolt to give a clean look.

**IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.**

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### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

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**NOTICE DE MONTAGE POUR BLIG0002**



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**EN CAS D'UTILISATION DE RONDELLES EN CAOUTCHOUC POUR MAINTENIR LES  
COMPOSANTS SUR LES BOULONS, CES RONDELLES EN CAOUTCHOUC PEUVENT ÊTRE  
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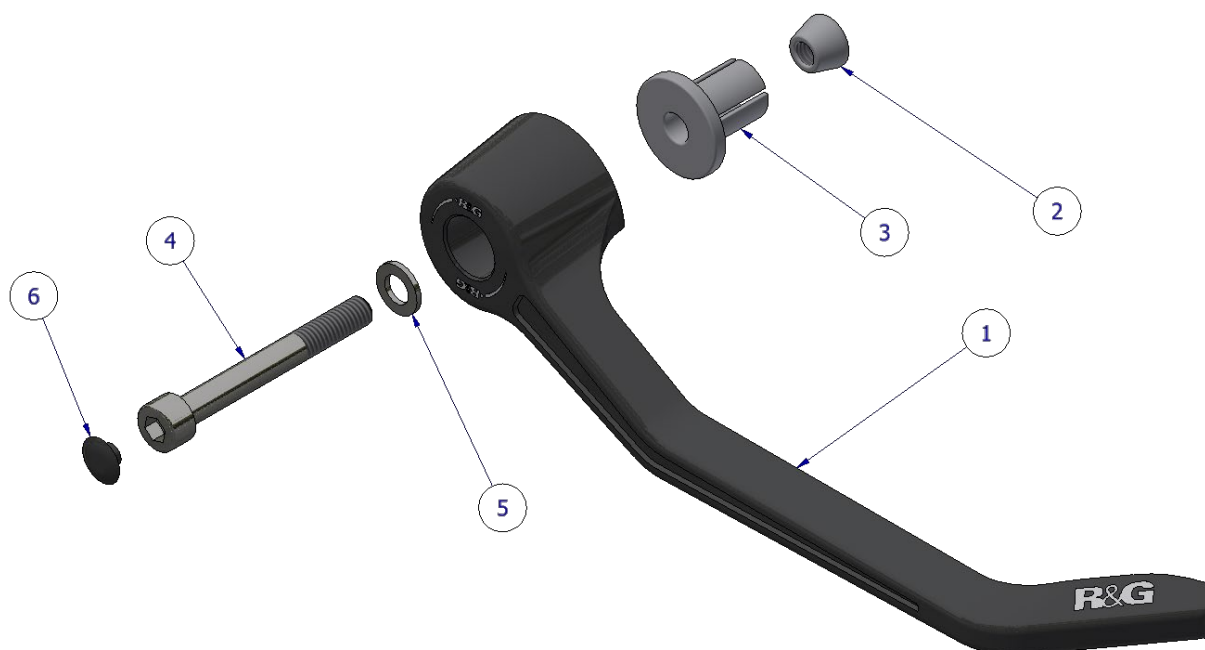


<b><u>OUTILS REQUIS</u></b>	<b><u>VALEURS DE SERRAGE</u></b>
<ul style="list-style-type: none"> <li>CLÉ ALLEN 5mm.</li> <li>OUTILS SPÉCIFIQUES REQUIS POUR RETIRER LES EMBOUITS DE GUIDON D'ORIGINE, LE CAS ÉCHÉANT.</li> </ul>	BOULON M4 = 8Nm BOULON M5 = 12Nm BOULON M6 = 15Nm BOULON M8 = 20Nm BOULON M10 = 40Nm BOULON M12 = 40Nm

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	PROTÈGE-LEVIER	1
ARTICLE 2	ÉCROU CONIQUE	1
ARTICLE 3	12.4mm EXPANSEUR	1
ARTICLE 4	M6 x 1.00 x 50.00mm BOULON	1
ARTICLE 5	M6 RONDELLE OD=12mm	1
ARTICLE 6	NC0008 M6 CAPUCHON PLAT	1

### **VUE D'ENSEMBLE**





## **NOTICE DE MONTAGE**

- Pour installer le protège levier R&G, vous devrez démonter l'embout de guidon d'origine à l'aide des outils spécifiques à votre moto. Placez la rondelle M6 (article 5) sur le boulon à tête cylindrique M6 (article 4), puis faites-la glisser à travers le protège levier (article 1) de manière à ce que la rondelle repose contre la surface plane de l'alésage de montage.
- Placez l'entretoise expansible (article 3) sur le filetage et jusqu'à la protection de levier.
- Placez l'écrou conique (article 2) sur le filetage et vissez-le jusqu'à ce qu'il s'enclenche dans l'expanseur.
- Insérez l'ensemble dans le guidon et positionnez-le de manière à ce qu'il ne touche aucune autre pièce de la moto, lorsque la moto est braquée au maximum dans les deux sens.
- À l'aide d'une clé Allen de 5 mm, serrez complètement le boulon et vérifiez le fonctionnement.
- Enfin, insérez le capuchon plat (article 6) dans la tête du boulon à tête cylindrique pour un résultat impeccable..

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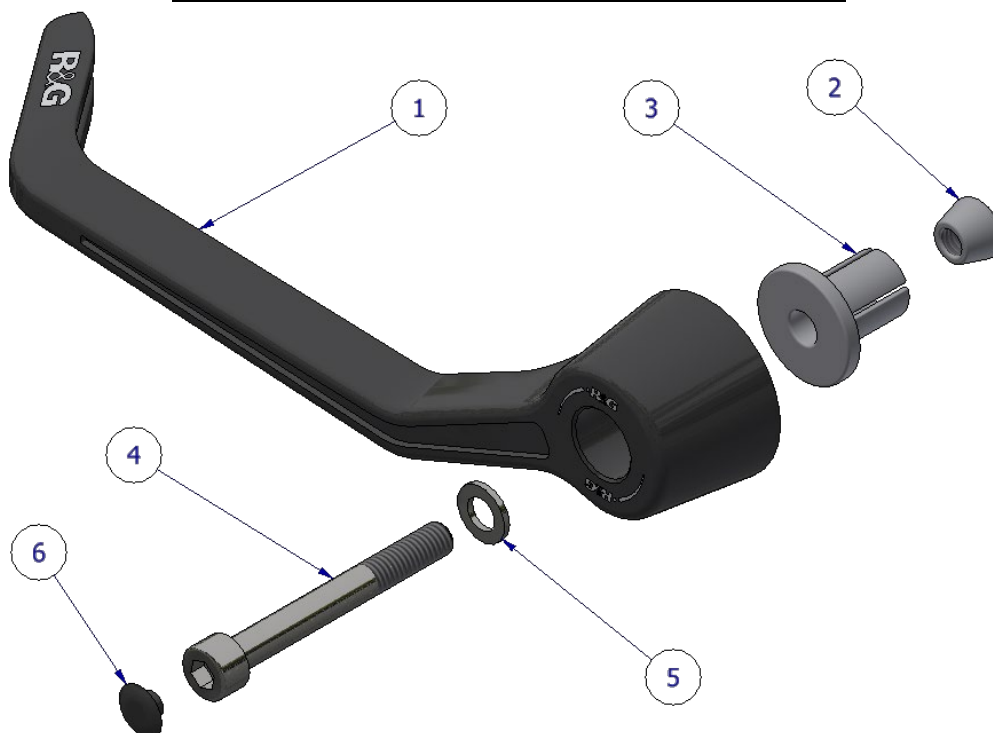


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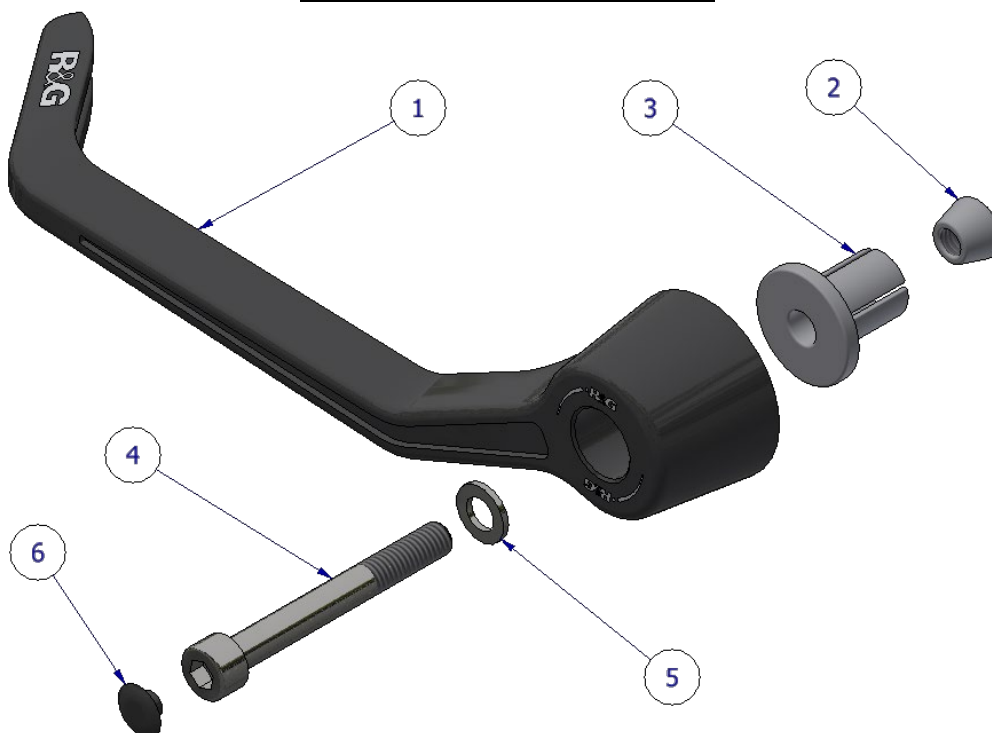


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