



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

Fitting Instructions for CP0088BL Crash Protectors Aprilia Falco Tops

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

Offside (right hand side of the bike as you sit on bike):

- Remove fairing
- Locate and remove the two engine bolts (situated just behind fans for radiator)
- Offer up aluminium block (larger of the two, making sure that the stepped part sits towards the back of the bike)
- Take the two M10 x 90mm cap head bolts
- Take the two M10 washers
- Slide the washers over the bolts
- Use a small length of bar or rod (a pen or pencil works) and put it in the middle hole
- Paint the outside end of the implement with white paint or Tippex
- Refit the fairing
- Bar or pen/pencil should leave a mark on the inside of the fairing
- Remove fairing
- Pilot drill hole from the inside of the fairing
- Refit fairing and check the hole is in the right position
- If so, using a 28mm tank (hole) cutter/cone cutter, cut the hole from the outside of the panel to the inside
- Deburr the hole using a sharp knife
- Refit the fairing
- Take the M12 x 120mm Bolt and washer
- Slide the washer over the bolt
- Take one of the black bobbins and pass the bolt through the bobbin
- Pass the assembly through the hole in the fairing and onto the block
- Pass the bolts through the block and tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Do not overtighten as damage can occur to the bike.** If the bolt is gold in colour do not exceed 40nm of torque

Nearside (left hand side of the bike as you sit on the bike):

- Remove the fairing
- Remove the oil cooler tank (do not remove pipes)
- Remove the two engine bolts located around the same position as the other side
- Offer up the smaller block (with the longer part nearest the front of the bike)
- Slide the engine bar through the front hole and into the engine (do not tighten fully - just nip up)
- Take the M10x 60mm cap head bolt
- Remove pipe coming from front top side of oil cooler - it has a small o-ring seal – don't lose it!
- Take the new pipework supplied and fit to oil cooler, sliding the o-ring seal up behind the flange as on original part
- Remove the other end of the pipe located on cooler rad
- Fix R&G supplied pipe in its place and tighten jubilee clip
- Refit oil cooler – it may be a tight fit (part is made to be precision fit)
- Remove front engine bar
- Mark and drill fairing as described above

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



- Refit engine bar and tighten down
- Refit fairing
- Slide bobbin over the bar and through the fairing up to the block
- Slide the M12 washer supplied over the exposed end of the bar
- Take M12 nyloc nut supplied and tighten on the end of the bar
- Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Do not overtighten as damage can occur to the bike.** If the bolt is gold in colour do not exceed 40nm of torque

Note: due to the risk of cross-threading etc; R&G recommend that the kit be fitted by one of our official dealers.

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