



FITTING INSTRUCTIONS FOR CP0574BL 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.



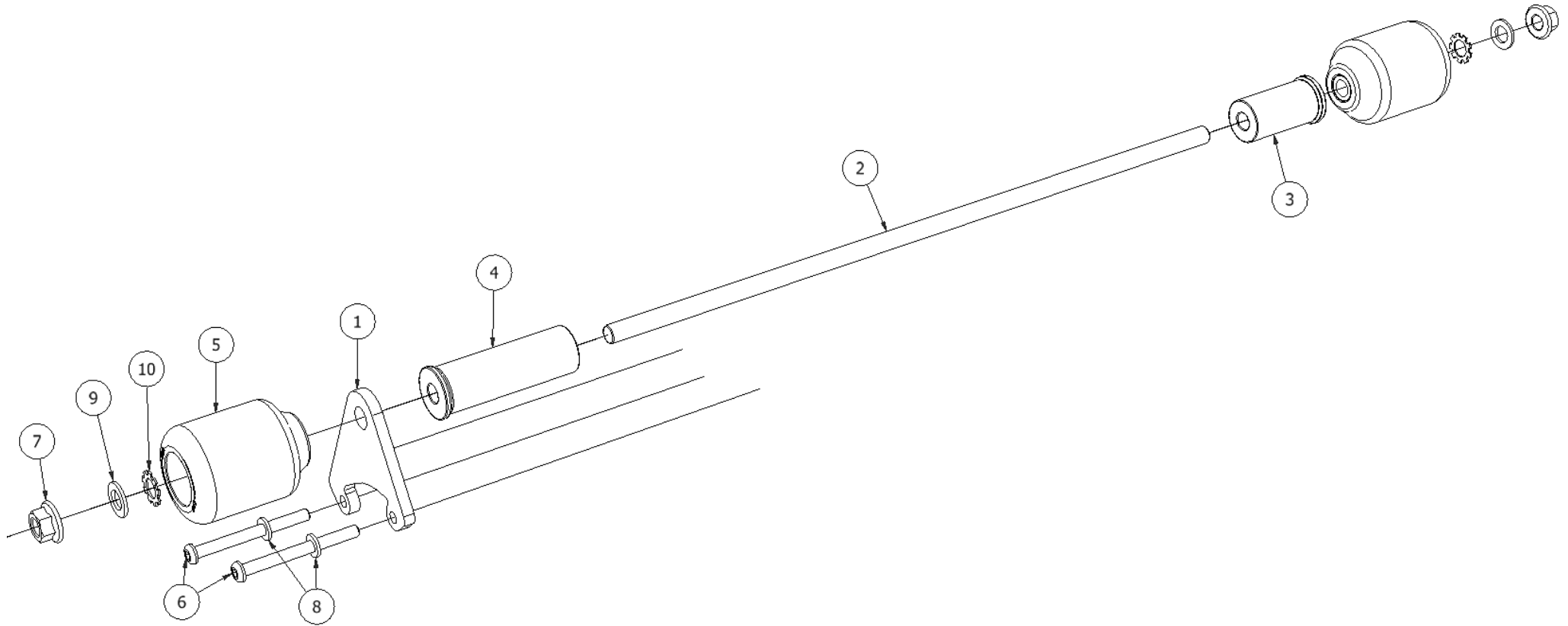
<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 17mm & 19mm SOCKET & WRENCH • TORQUE WRENCH (UP TO 40Nm) • SUITABLE BIKE ENGINE SUPPORT JACK • METRIC SPANNER SET 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	MOUNTING BRACKET	1
ITEM 2	ENGINE BAR	1
ITEM 3	LHS BOBBIN SPACER	1
ITEM 4	RHS BOBBIN SPACER	1
ITEM 5	BOBBIN	2
ITEM 6	ENGINE CASE BOLTS	2
ITEM 7	NYLOC NUTS	2
ITEM 8	12mm FLAT WASHER	2
ITEM 9	20mm FLAT WASHER	2
ITEM 10	SHAKE PROOF WASHER	2

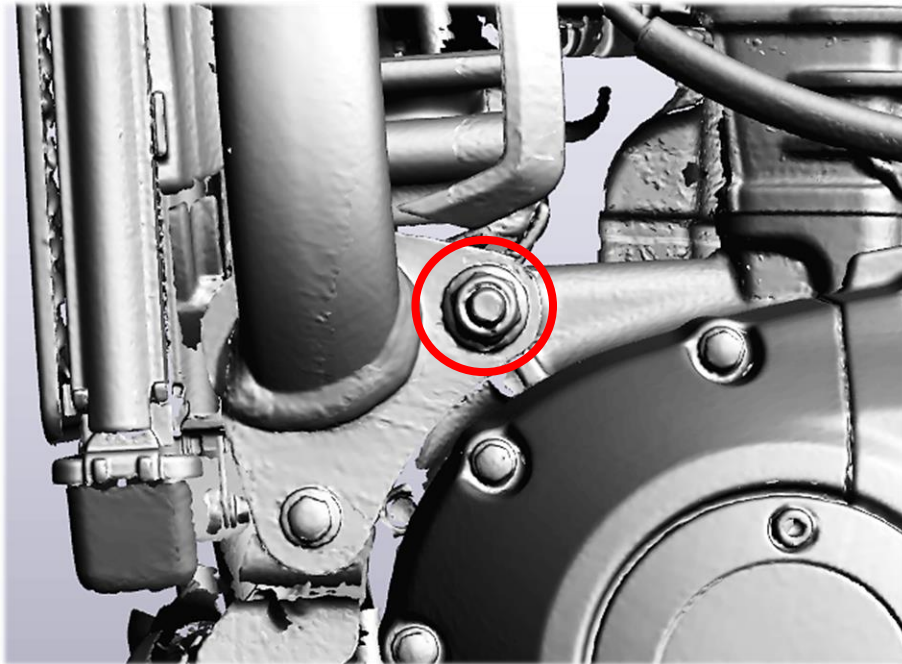


EXPLODED ASSEMBLY VIEW

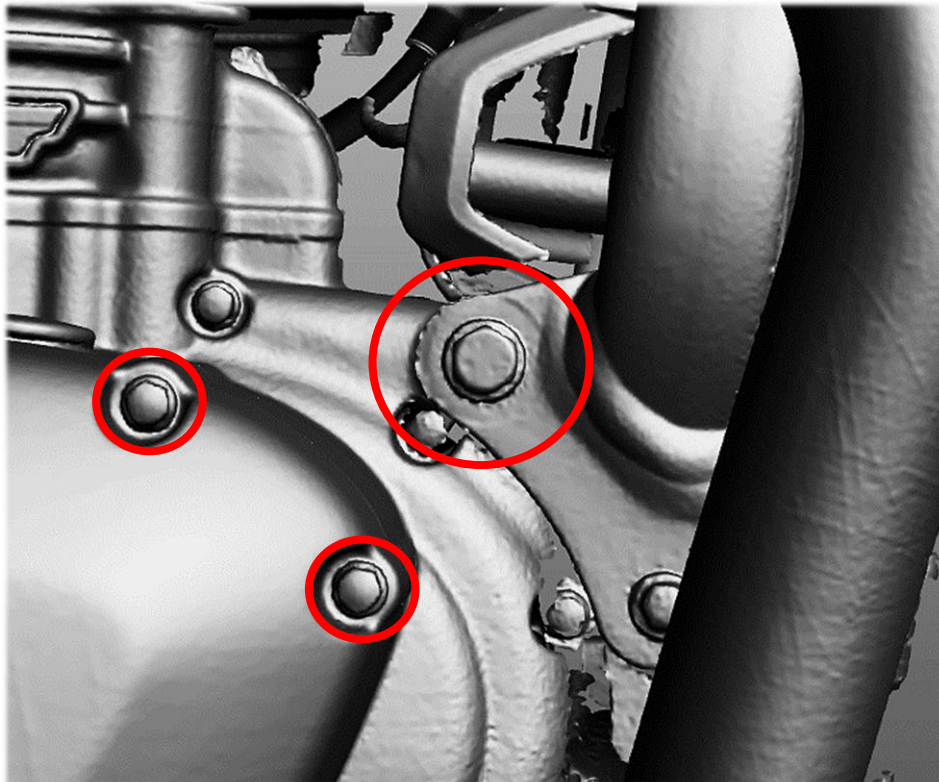




FITTING PICTURES



Picture 1





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 2**).
4. Remove the 2X engine case bolts shown in **Picture 2**, then fit the bobbin spacer and support bracket onto the right-hand side of the engine using the supplied M6 bolts and washers.
5. Loosely fit the right-hand side bobbin, washers and nyloc nut.
6. Repeat on the left-hand side of the bike, 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

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- 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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