



FITTING INSTRUCTIONS CP0577 AERO 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.

DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:

WWW.RG-RACING.COM

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 3/8" or 1/2" HEX KEY BIT SET • 17mm A/F SOCKET & WRENCH • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK 	<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

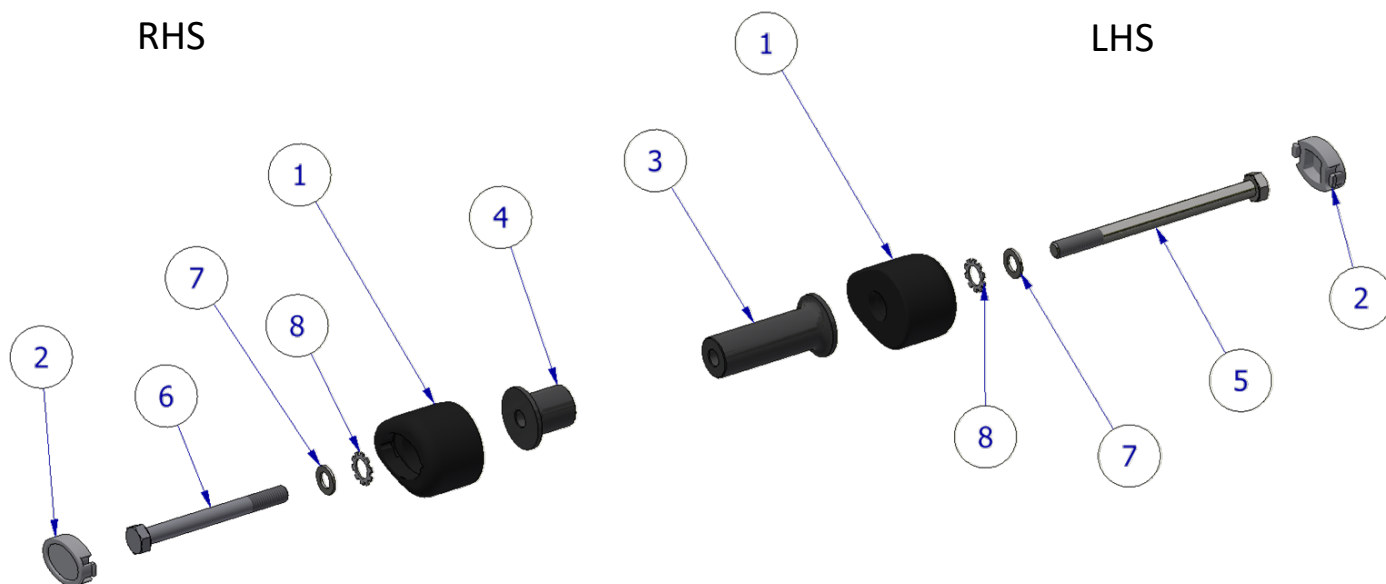
ITEM NO.	DESCRIPTION	QTY
ITEM 1	BOBBINS	2
ITEM 2	BOBBIN CAPS	2
ITEM 3	SPACER 75mm LONG (LHS)	1
ITEM 4	SPACER 31.5mm LONG (RHS)	1
ITEM 5	140mm HEX HEAD BOLT (LHS)	1
ITEM 6	100mm HEX HEAD BOLT (RHS)	1
ITEM 7	M10 WASHER	2
ITEM 8	LOCKING WASHERS	2

AERO-STYLE CRASH PROTECTOR ORIENTATION





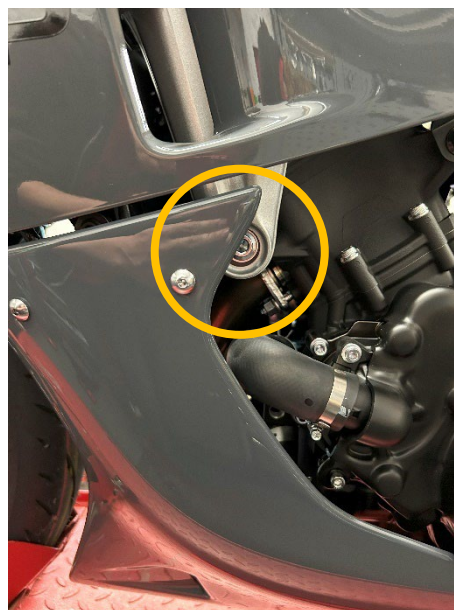
LHS & RHS EXPLODED ASSEMBLY VIEW



FITTING PICTURES



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 1 ENGINE BOLT AT ANY TIME.



PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.

Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.

- Following the assembly diagram place one of the M10 washers (**ITEM 7**) over the bolts (**ITEMS 5 & 6**) followed by the shake proof washer (**ITEM 8**).
- Insert the 140mm bolt (**ITEM 5**) with washers into the bobbin (**ITEM 1**) followed by the 75mm long spacer (**ITEM 3**).
- Then insert the 100mm bolt (**ITEM 6**) with washers into the bobbin (**ITEM 1**) followed by the 31.5mm long spacer (**ITEM 4**).

INSTALLATION:

- If your bike is fitted with a belly pan, some material will have to be taken away in the locations circled in **pictures 1 & 2** to allow room for the spacers. A dremel is recommended to perform this operation with the bodywork removed from the bike to avoid any contact with the frame.
- Use a 1/2" or 3/8" hex key bit & wrench to remove the RHS engine bolt (**Picture 1**).
- Leaving the OEM spacers in place, push the RHS bolt/assembly you prepared earlier into the engine mount hole and thread by hand to avoid cross threading.

NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard then begin to turn clockwise & tighten.

- Rotate the bobbin a few degrees counter-clockwise and hold in place while tightening to stop the bobbin rotating too far while tightening.
- Using a torque wrench with 17mm socket fitted, tighten the bolt to 45 Nm.
- Repeat the process for the other side referring to **Picture 2**.
- Once completed, double check torque settings & the position/orientation of the bobbins then push the bobbin caps (**ITEM 2**) into place and remove the jack.

Please note: *Torque of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

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NOTICE DE MONTAGE CP0577 PROTECTIONS CRASH



CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE 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.

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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • JEU DE CLÉS HEXAGONALES 3/8" ou 1/2" • DOUILLE ET CLÉ A/F 17 mm • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50 Nm) • CRIC DE SUPPORT ADAPTÉ 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

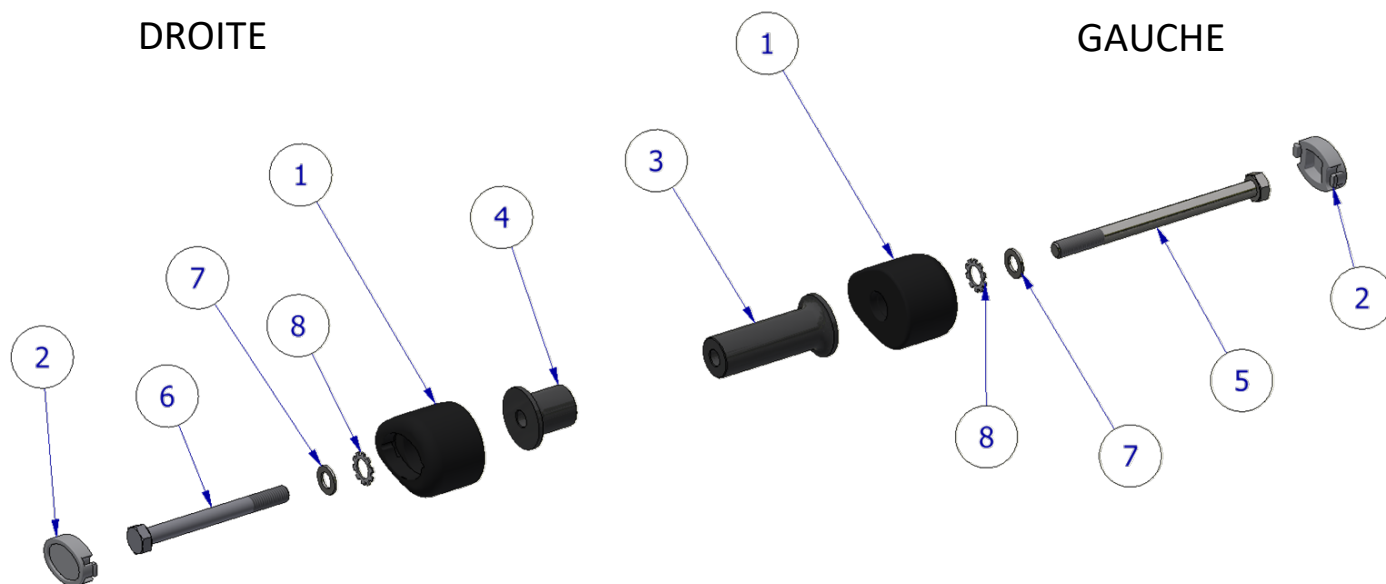
ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS	2
ARTICLE 2	CAPUCHONS DE PROTECTION	2
ARTICLE 3	ENTRETOISE 75mm DE LONG (GAUCHE)	1
ARTICLE 4	ENTRETOISE 31.5mm LONG (DROITE)	1
ARTICLE 5	140mm BOULON (GAUCHE)	1
ARTICLE 6	100mm BOULON (DROITE)	1
ARTICLE 7	M10 RONDELLE	2
ARTICLE 8	RONDELLES DE BLOCAGE	2

ORIENTATION DE LA PROTECTION CRASH





VUE D'ENSEMBLE CÔTÉ GAUCHE & DROIT



PHOTOS DE MONTAGE



Photo 1



Photo 2

NOTICE DE MONTAGE

Avant de retirer les boulons du moteur, assurez-vous que la moto soit en position verticale et soutenue par un support moteur ou un cric approprié placé sous le carter de la moto pour supporter le poids partiel du moteur, cela empêchera le moteur de bouger pendant le montage. **NE RETIREZ PAS PLUS D'UN BOULON DU MOTEUR À LA FOIS.**

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PRÉPARATION:

- Placez un cric adapté sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression au-dessous du moteur pour soutenir le moteur pendant le processus de montage.
- Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement sans support.
- En suivant le schéma de montage, placez l'une des rondelles M10 (ARTICLE 7) sur les boulons (ARTICLE S 5 et 6) suivi de la rondelle anti-vibration (ARTICLE 8).
- Insérez le boulon de 140 mm (ARTICLE 5) avec les rondelles dans la protection (ARTICLE 1) suivi de l'entretoise de 75 mm de long (ARTICLE 3).
- Insérez ensuite le boulon de 100 mm (ARTICLE 6) avec les rondelles dans la protection (ARTICLE 1) suivi de l'entretoise de 31,5 mm de long (ARTICLE 4).

INSTALLATION:

- Si votre moto est équipée d'un sabot moteur, il faudra retirer un peu de matière aux endroits entourés sur les photos 1 et 2 pour laisser de la place aux entretoises. Il est recommandé d'utiliser une dremel pour effectuer cette opération avec la carrosserie retirée de la moto afin d'éviter tout contact avec le cadre.
- Utilisez une clé Allen de 1/2" ou 3/8" et une clé pour retirer le boulon moteur côté droit (photo 1).
- En laissant les entretoises d'origine en place, poussez le boulon/l'assemblage côté droit que vous avez préparé précédemment dans le trou de montage du moteur et vissez à la main pour éviter de croiser le filetage.
- REMARQUE : Pour éviter de croiser le filetage, appliquez une pression vers l'avant sur le boulon et faites-le tourner dans le sens inverse des aiguilles d'une montre jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens des aiguilles d'une montre et serrez.
- Faites tourner la protection de quelques degrés dans le sens inverse des aiguilles d'une montre et maintenez-la en place pendant le serrage pour empêcher la protection de trop tourner pendant le serrage.
- À l'aide d'une clé dynamométrique avec une douille de 17 mm, serrez le boulon à 45 Nm.
- Répétez le processus de l'autre côté en vous référant à l'image 2.
- Une fois terminé, vérifiez à nouveau les réglages de couple et la position/orientation des protections, puis poussez les capuchons de protection (ARTICLE 2) en place et retirez le cric.

Note : *Le couple de serrage des boulons du moteur/protection doit être vérifié à intervalles réguliers lors de l'entretien/réparation de routine.*

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