



**FITTING INSTRUCTIONS FOR AB0062 UPPER ADVENTURE BARS
HONDA AFRICA TWIN CRF1100L DCT/NON DCT 2020-**



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

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

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| <u>TOOLS REQUIRED</u> | <u>GENERAL TORQUE SETTINGS</u> |
|---|--|
| <ul style="list-style-type: none"> • Set of metric Hex keys to include 4,5 & 6mm. • Set of metric sockets and wrench. To include 10, 12, 13, 14 & 17mm. • Torque Wrench (up to 40Nm). <ul style="list-style-type: none"> • Jack and block of wood. | <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> |

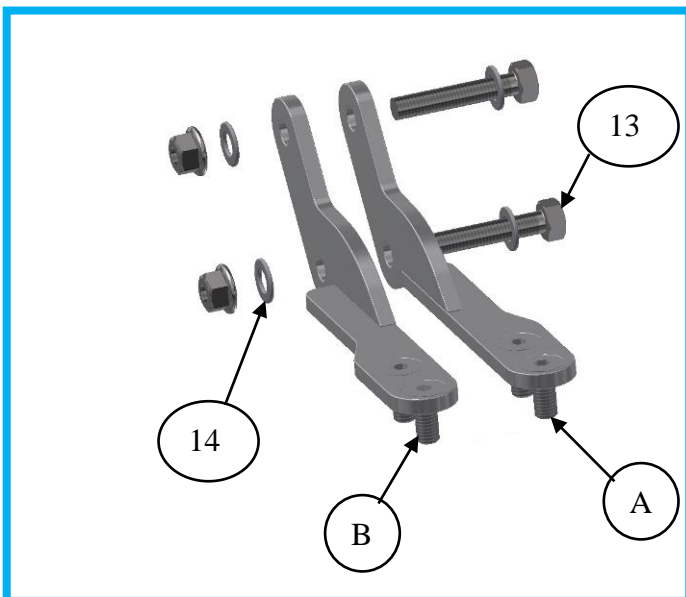
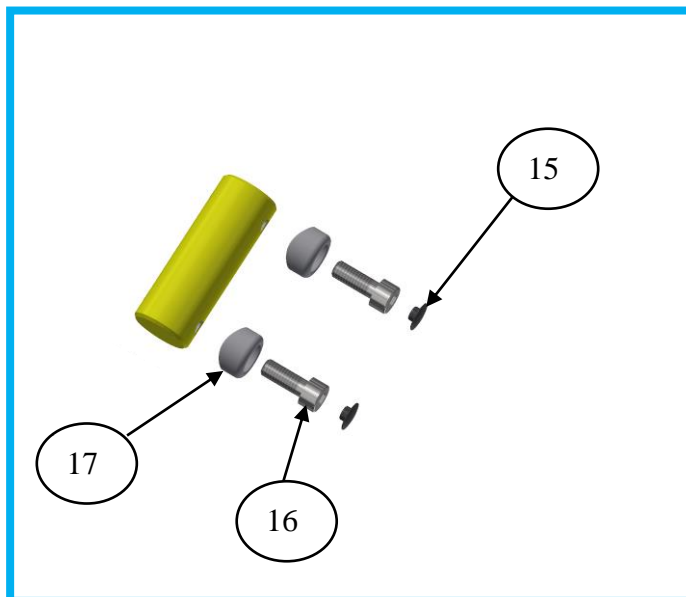
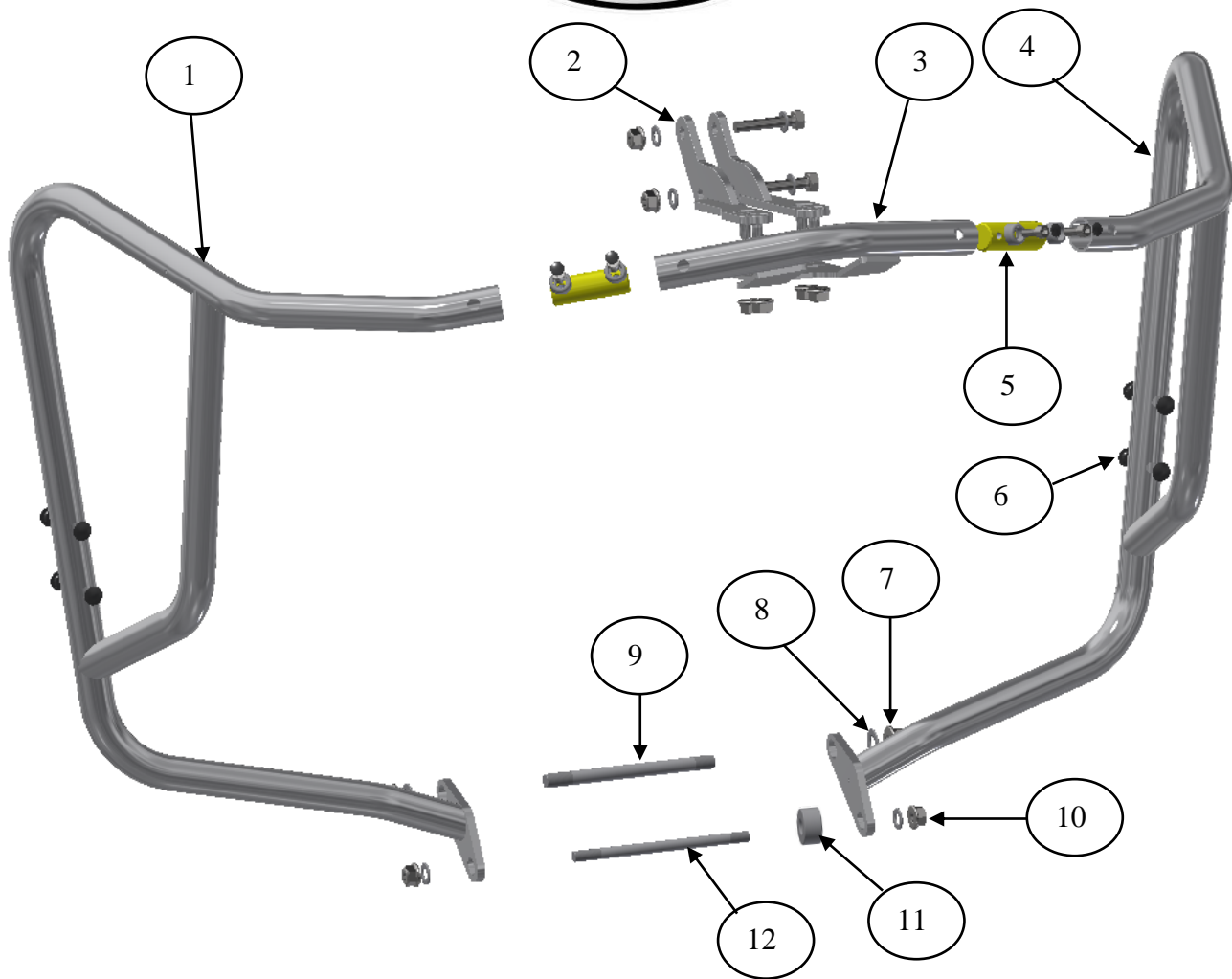
LEGEND

| ITEM No. | DESCRIPTION | QTY |
|-----------------|--|------------|
| ITEM 1 | AB0062 RIGHT HAND SIDE ADVENTURE BAR | 1 |
| ITEM 2 | AB0062 TOP BRACKET ASSEMBLY | 1 |
| ITEM 3 | AB0062 TOP TUBE BRACKET ASSEMBLY | 1 |
| ITEM 4 | AB0062 LEFT HAND SIDE ADVENTURE BAR | 1 |
| ITEM 5 | CONNECTING BLOCK (M0445) | 2 |
| ITEM 6 | RUBBER GROMMETS (RB0006) | 8 |
| ITEM 7 | M10 FLANGED LOCKING NUTS | 2 |
| ITEM 8 | M10 WASHERS | 2 |
| ITEM 9 | M10x130mm LONG SPINDLE BAR (SB122) | 1 |
| ITEM 10 | M8 FLANGED LOCKING NUTS | 8 |
| ITEM 11 | 10mm SPACER LOWER LEFT-HAND SIDE (S0995) | 1 |
| ITEM 12 | M8x135mm LONG SPINDLE BAR (SB123) | 1 |
| ITEM 13 | M8x45mm LONG HEX HEAD BOLTS | 2 |
| ITEM 14 | M8 WASHERS | 10 |
| ITEM 15 | M6 FLAT CAPS (NC0008) | 4 |
| ITEM 16 | M6x15mm LONG CAP HEAD BOLTS | 4 |
| ITEM 17 | CAP HEAD BOLT SPACERS (S1275) | 4 |

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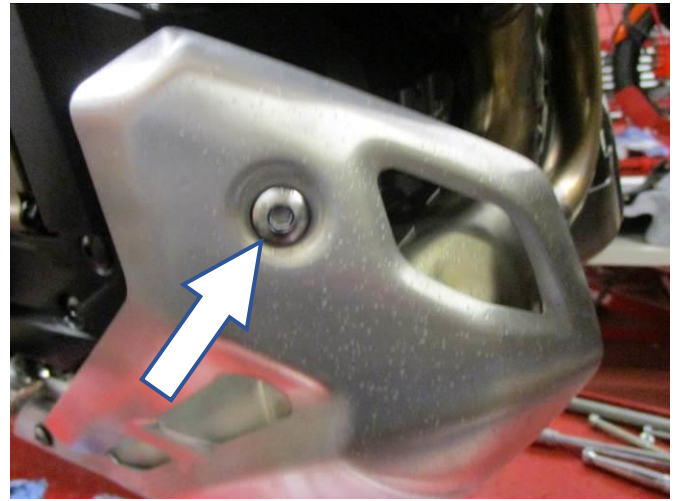
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ASSEMBLY DIAGRAMS



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5

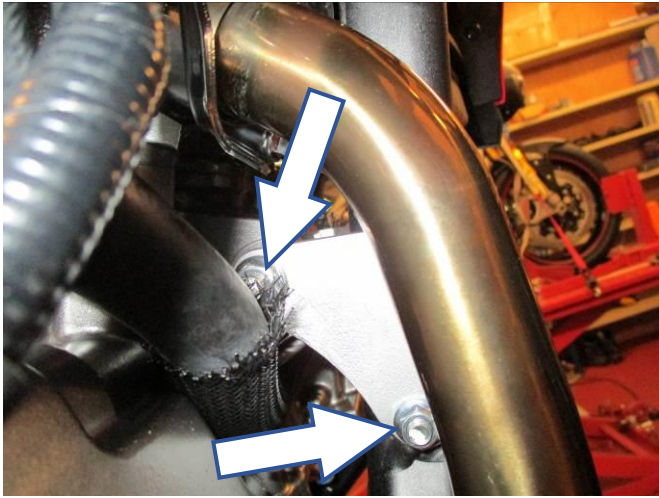


Picture 6

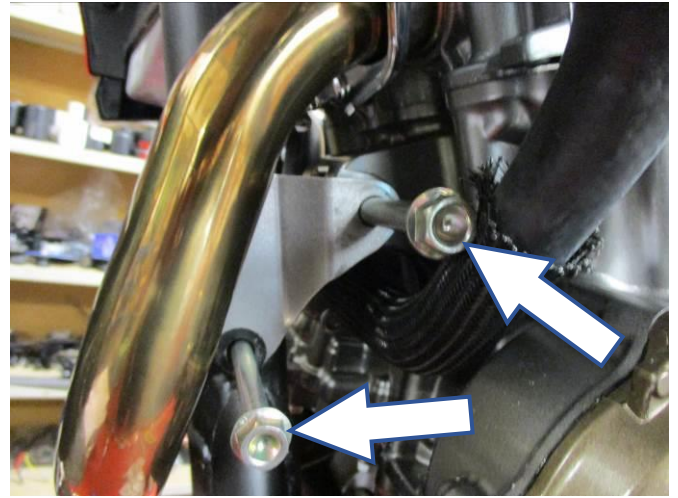
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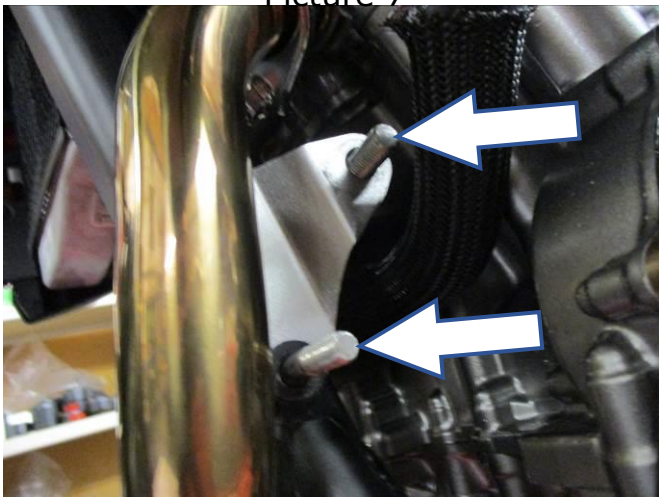
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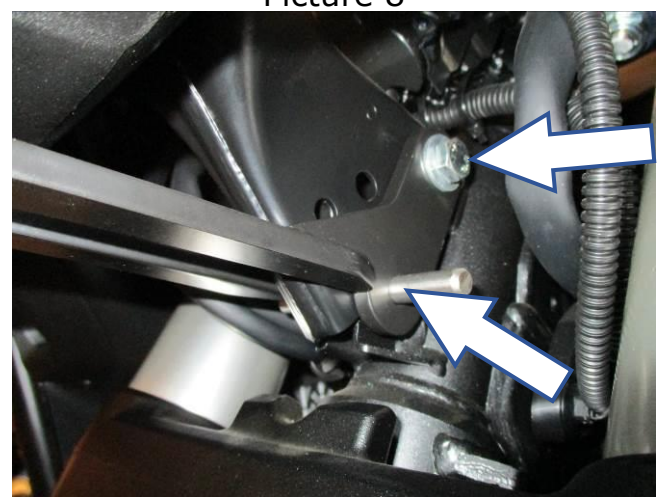
Picture 7



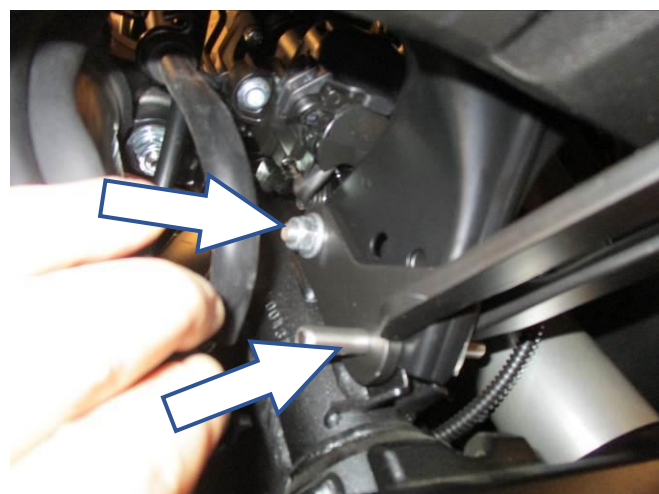
Picture 8



Picture 9



Picture 10

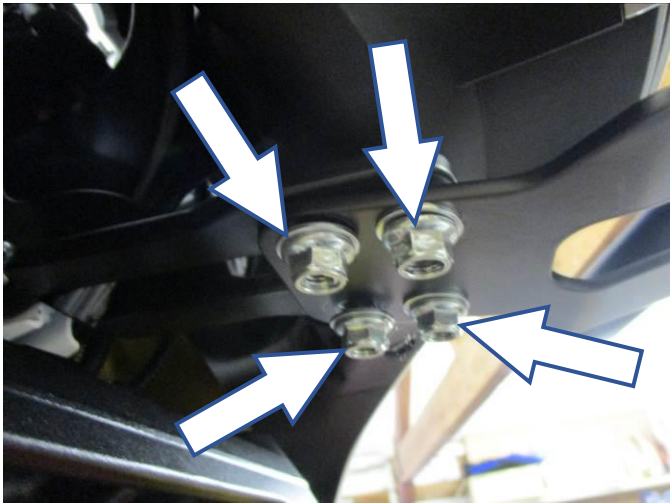


Picture 11



Picture 12

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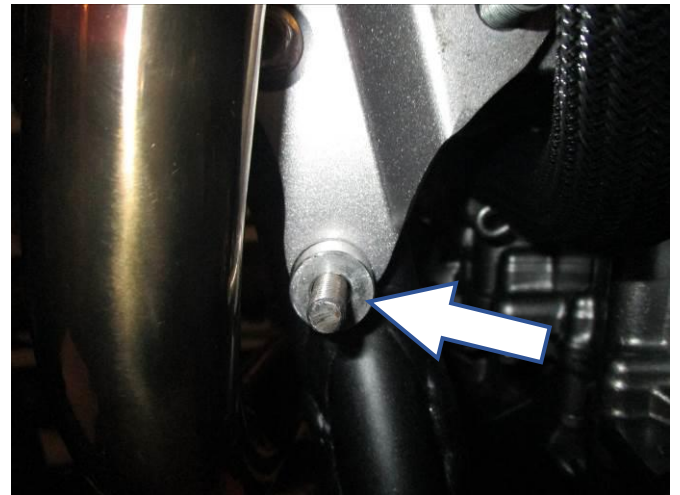
Picture 13



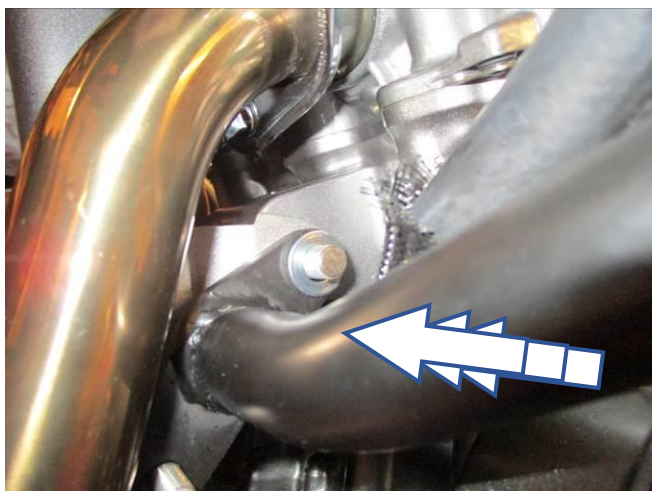
Picture 14



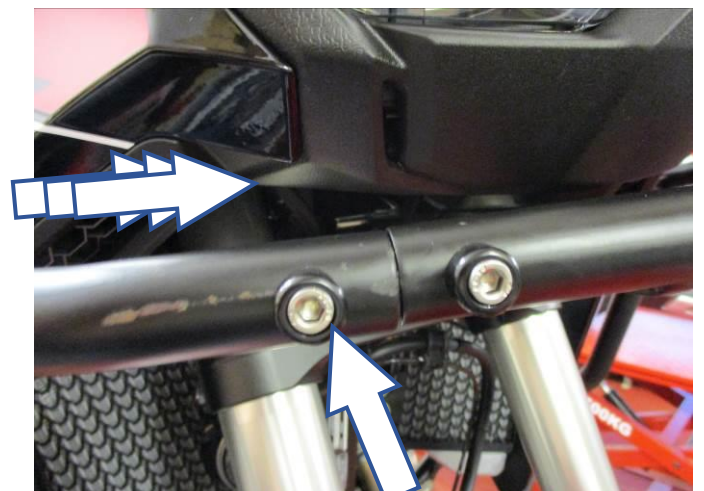
Picture 15



Picture 16

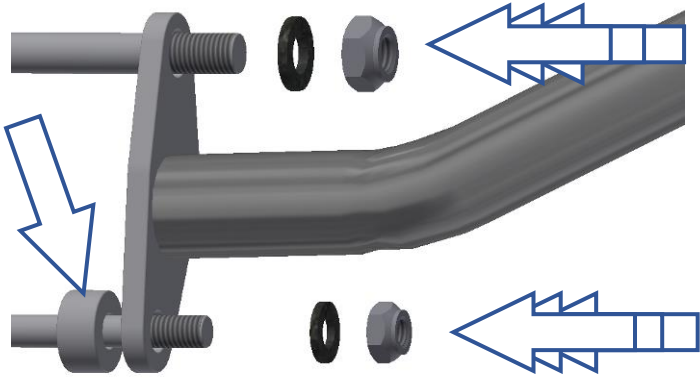


Picture 17

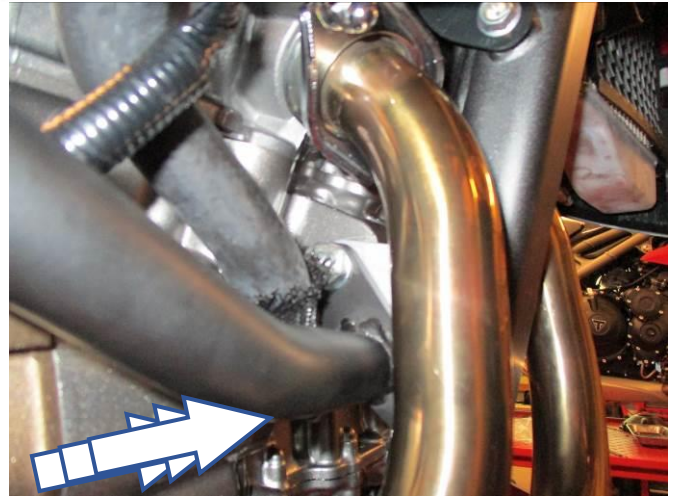


Picture 18

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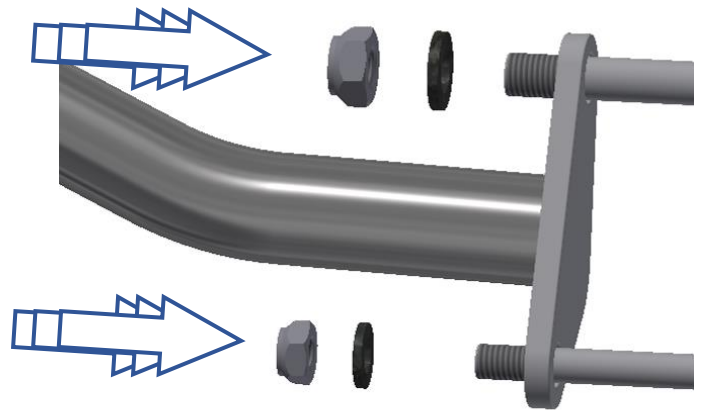
Picture 19



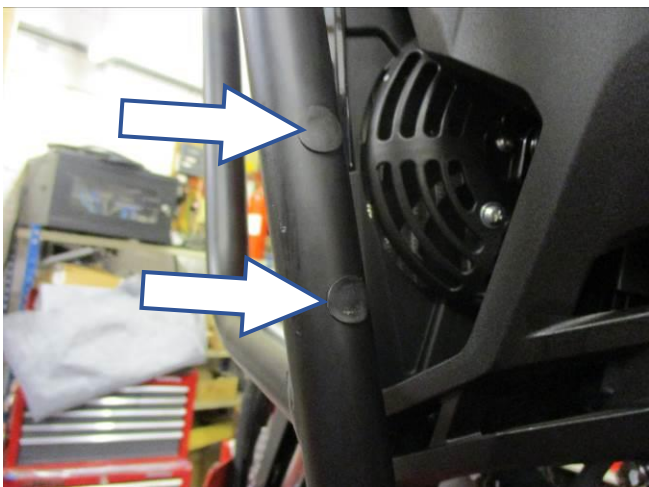
Picture 20



Picture 21



Picture 22



Picture 23



Picture 24



FITTING INSTRUCTIONS

Removal of original sump-guard/bash plate

- Remove the eight bolts arrowed in **pictures 1, 2, 3, 4 and 5** while supporting the bash plate.
- Gently lower the bash plate and remove from the location peg as shown in **picture 6** and remove the bash plate.
- Then support the engine with a jack and block of wood to prevent engine movement.

Off side (right side as you sit on bike)

- Remove the two nuts arrowed in **picture 7**.

Near side (left side as you sit on bike)

- Remove the two original upper bolts arrowed in **picture 8** (please be aware of the spacer between the bracket and frame which may fall out, this must be refitted as original when fitting the spindle bar) and replace with the larger spindle bar (**item 9**) and fit the smaller spindle bar (**item 12**) into the lower hole leaving equal amounts protruding from either side as shown in **picture 9**.
- At the top of the forks remove the two nuts and bolts arrowed in **pictures 10 and 11**.
- Offer the two mounting brackets (**items A and B**) into position as shown in **pictures 10 and 11** and secure in position using the M8 bolts with nuts and washers (**items 10, 13 and 14**) do not fully tighten at this stage.
- Offer the top tube assembly (**item 3**) into position as shown in **picture 12** and secure using four nuts with washers (**items 10 and 14**) as shown in **picture 13**, do not fully tighten at this stage.
- Locate the two connecting blocks (**items 5**) into the ends of the tube as shown in **pictures 14 and 15** using two of the M6 cap head spacers and M6 bolts (**items 16 and 17**) do not fully tighten at this stage.
- Place the spacer (**item 11**=10mm long) over the exposed end of the lower spindle bar as shown in **picture 16**.
- Offer the left-hand side adventure bar (**item 4**) into position as shown in **picture 17**, place one of the M10 washers (**item 8**) and one of the M10 nuts (**item 7**) onto the upper spindle bar (do not tighten at this stage) as shown in **picture 19**.
- Locate the upper end of the adventure bar into the exposed end of the tube connecting block and secure using one of the M6 cap head bolts (**item 16**) and spacer (**item 17**) as shown in **picture 18**.
- Place one of the M8 nuts and washers (**items 10 and 14**) onto the lower spindle bar (do not tighten at this stage) as shown in **picture 19**.

Off side (right side as you sit on bike)

- Offer the right-hand side adventure bar (**item 1**) into position as shown in **picture 20**, place one of the M10 washers (**item 8**) and one of the M10 nuts (**item 7**) onto the upper spindle bar (do not tighten at this stage) as shown in **picture 21**.
- Locate the upper end of the adventure bar into the exposed end of the tube connecting block and secure using one of the M6 cap head bolts (**item 16**) and spacer (**item 17**) as shown in **picture 21**.
- Place one of the M8 nuts and washers (**items 10 and 14**) onto the lower spindle bar (do not tighten at this stage) as shown in **picture 22**.
- Tighten all nuts and bolts ensuring no parts of the adventure bars contacts or can cause damage to any of the motorcycle parts.

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- Hide the tube connecting bolt heads using the M6 flat caps (**item 15**) and if not fitting the lower adventure bars (**AB0061** available separately) fill the holes using the supplied grommets (**item 6**).

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**NOTICE DE MONTAGE AB0062 BARRES AVENTURE SUPÉRIEURES
HONDA AFRICA TWIN CRF1100L DCT/NON DCT 2020-**



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

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTÉ 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"> • Clés Allen 4, 5 & 6mm. • Clé à cliquet + douilles 10, 12, 13, 14 & 17mm. • Clé dynamométrique (à 40Nm). <ul style="list-style-type: none"> • Prise et bloc de bois. | M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm |

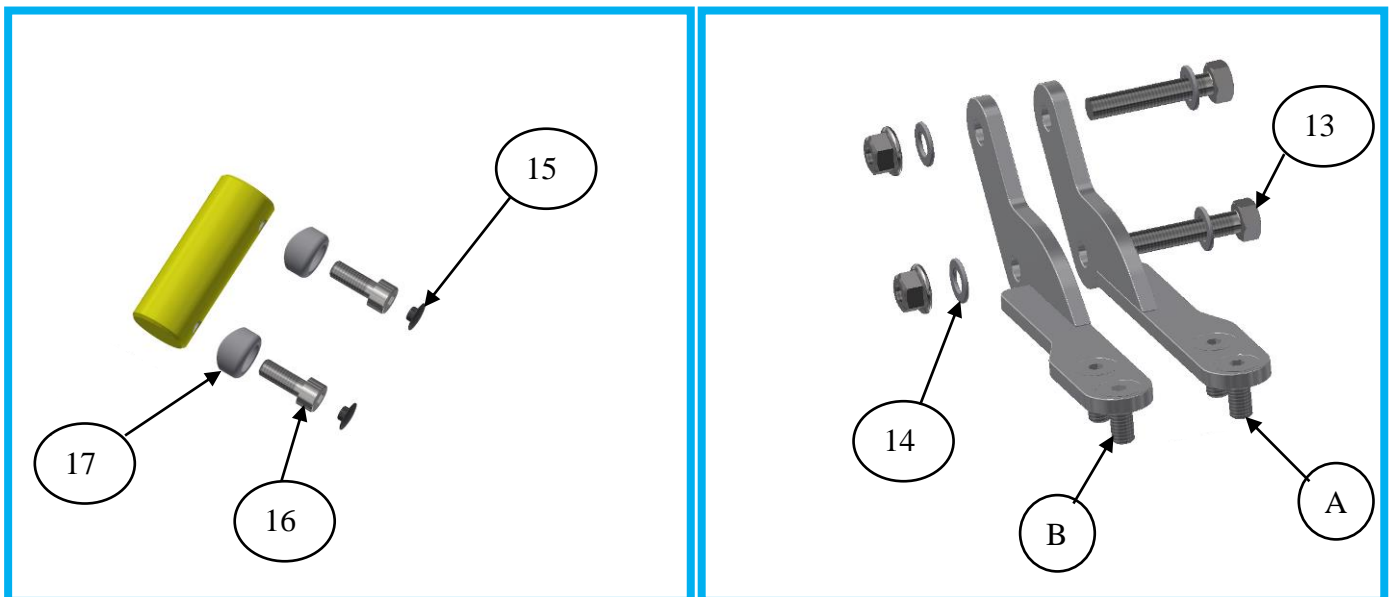
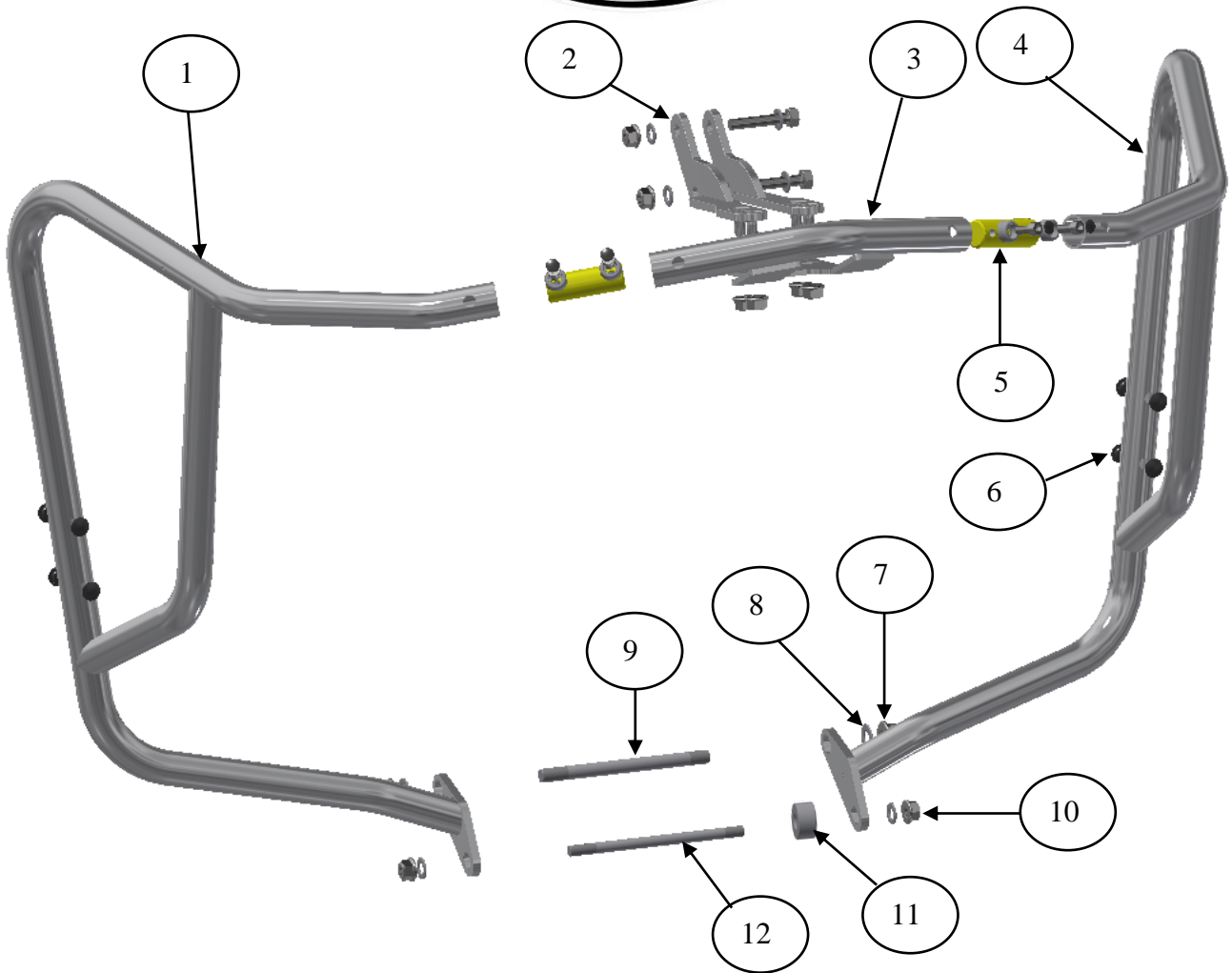
LEGENDE

| ARTICLE No. | DESCRIPTION | QTÉ |
|--------------------|--|------------|
| ARTICLE 1 | AB0062 BARRE AVENTURE CÔTÉ DROIT | 1 |
| ARTICLE 2 | AB0062 ASSEMBLAGE SUPPORT SUPÉRIEUR | 1 |
| ARTICLE 3 | AB0062 ASSEMBLAGE SUPPORT TUBULAIRE SUPÉRIEUR | 1 |
| ARTICLE 4 | AB0062 BARRE AVENTURE CÔTÉ GAUCHE | 1 |
| ARTICLE 5 | BLOC DE CONNECTION (M0445) | 2 |
| ARTICLE 6 | OEILLETS EN CAOUTCHOUC (RB0006) | 8 |
| ARTICLE 7 | M10 ÉCROUS DE BLOCAGE | 2 |
| ARTICLE 8 | M10 RONDELLES | 2 |
| ARTICLE 9 | M10x130mm BARRE DE MOYEU (SB122) | 1 |
| ARTICLE 10 | M8 ÉCROUS DE BLOCAGE | 8 |
| ARTICLE 11 | 10mm ENTRETOISE INFÉRIEURE CÔTÉ GAUCHE (S0995) | 1 |
| ARTICLE 12 | M8x135mm BARRE MOYEU (SB123) | 1 |
| ARTICLE 13 | M8x45mm BOULONS | 2 |
| ARTICLE 14 | M8 RONDELLES | 10 |
| ARTICLE 15 | M6 CAPUCHONS PLATS (NC0008) | 4 |
| ARTICLE 16 | M6x15mm BOULONS | 4 |
| ARTICLE 17 | ENTRETOISES (S1275) | 4 |

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SCHÉMAS D'ENSEMBLE



Photo 1

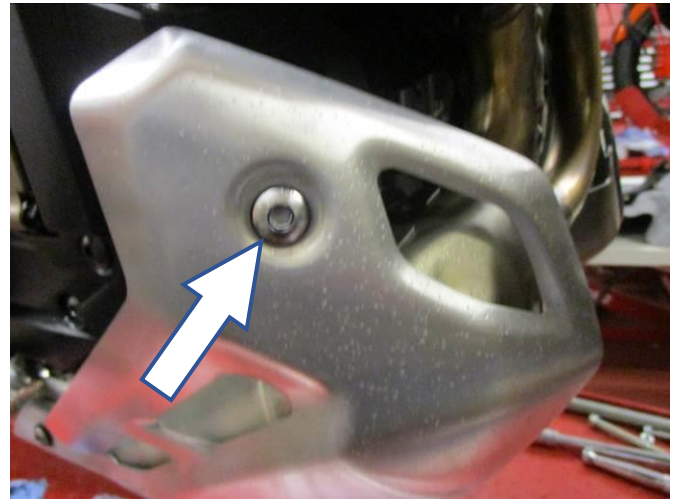


Photo 2



Photo 3



Photo 4

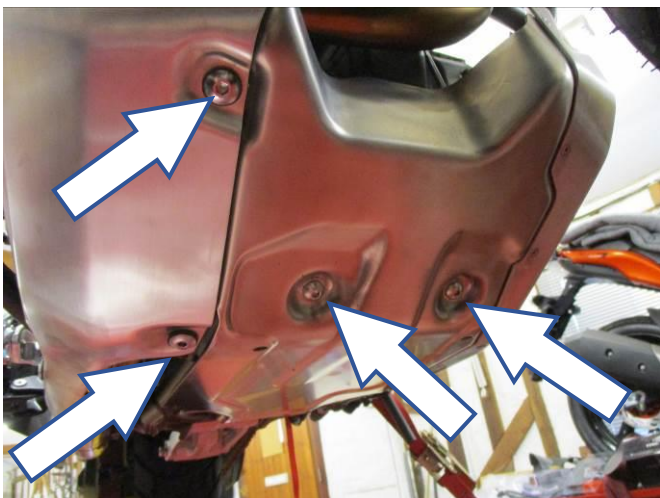


Photo 5



Photo 6

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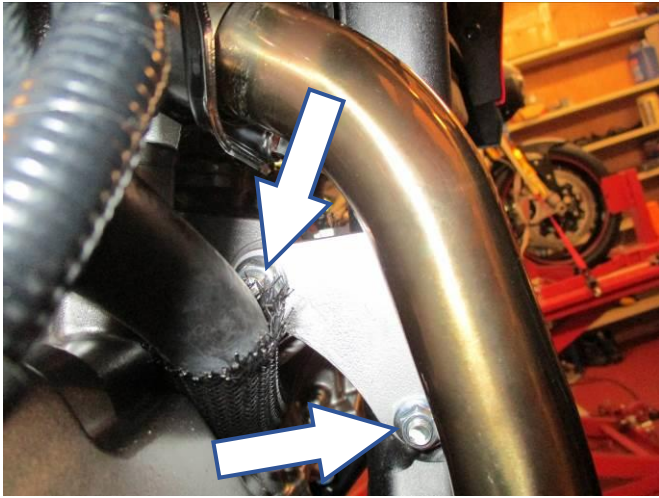


Photo 7

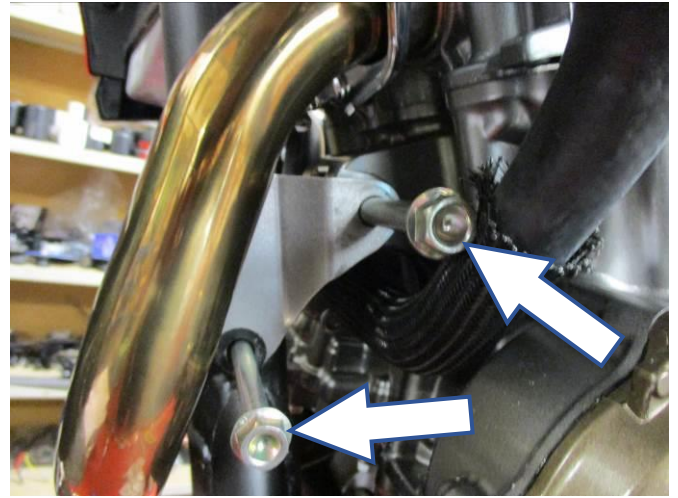


Photo 8

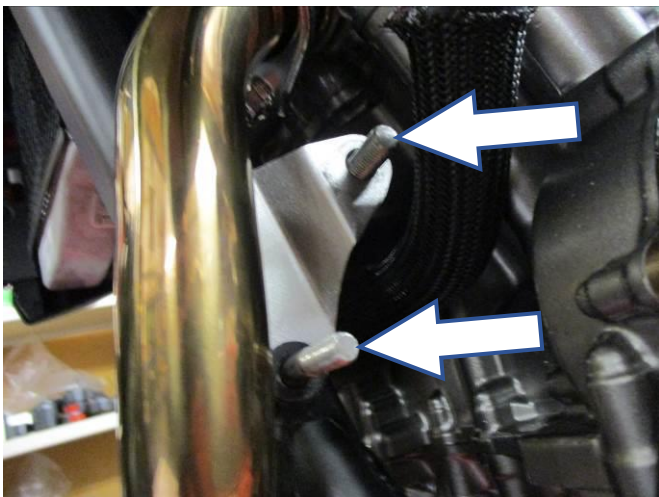


Photo 9

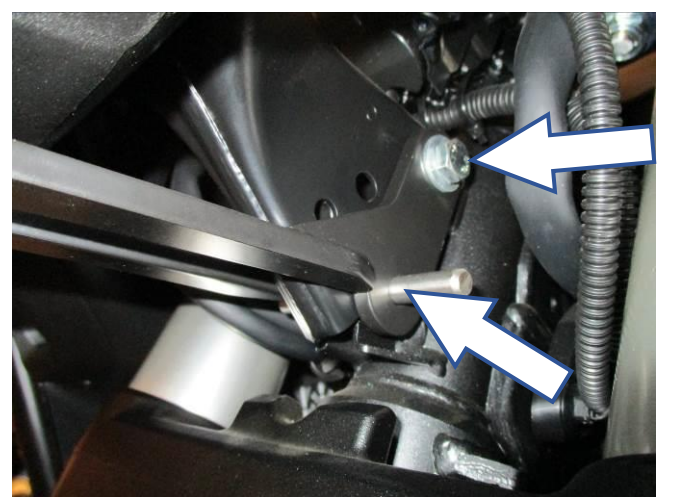


Photo 10

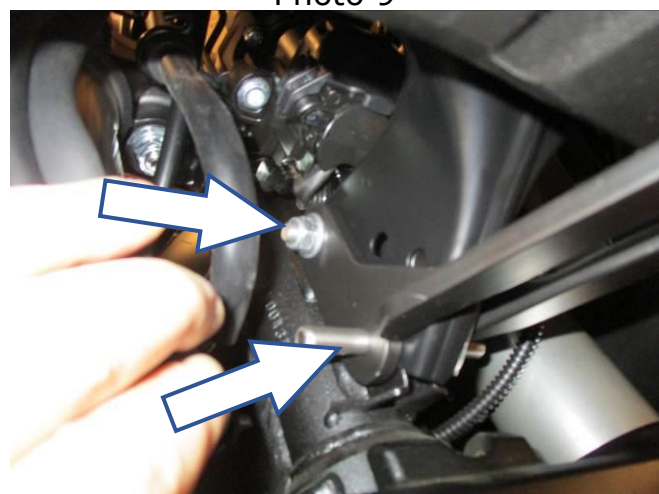


Photo 11



Photo 12

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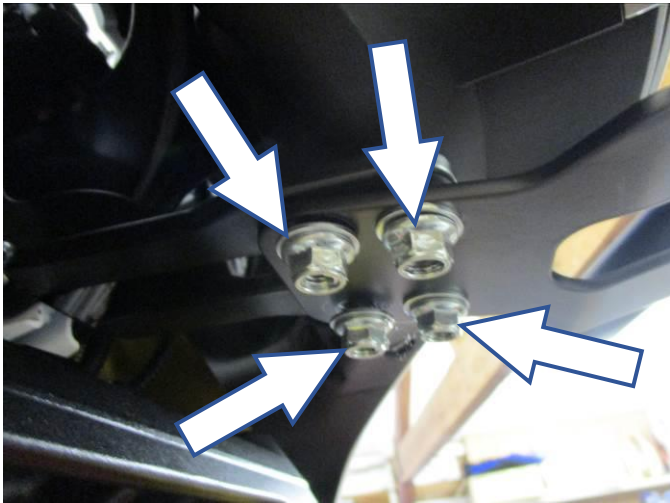


Photo 13



Photo 14



Photo 15



Photo 16

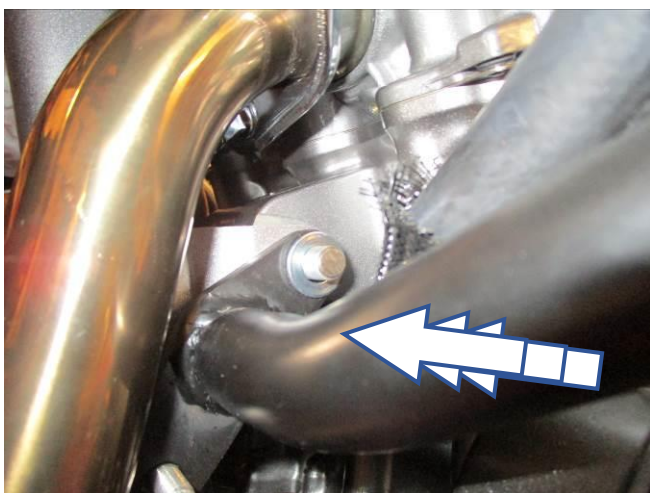


Photo 17

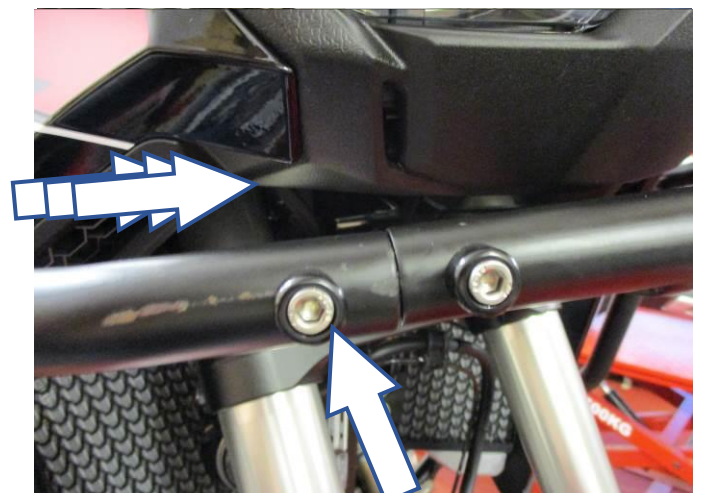


Photo 18

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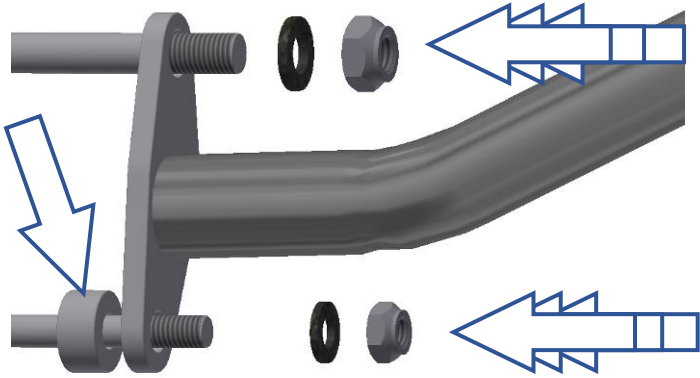


Photo 19

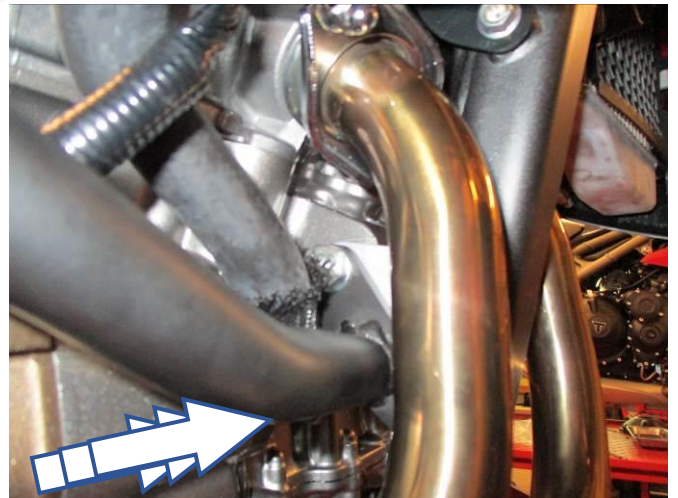


Photo 20

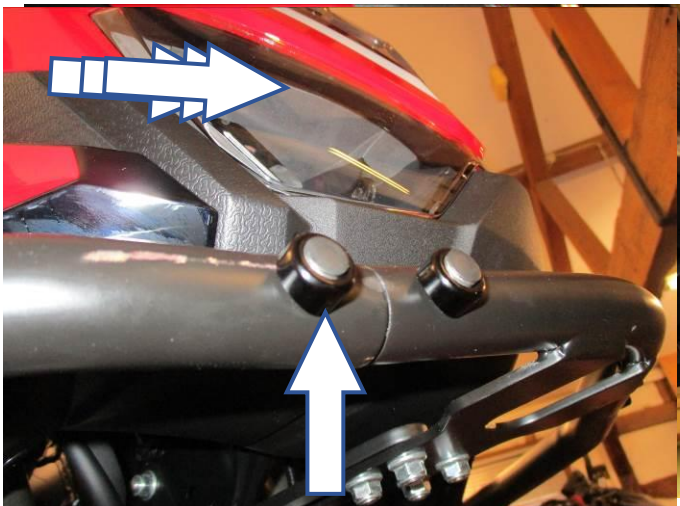


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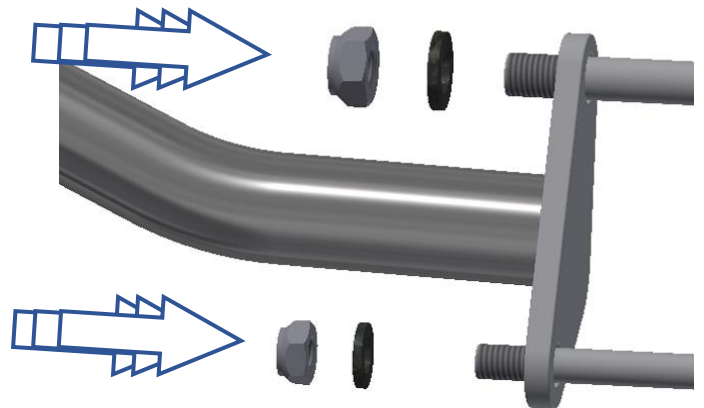


Photo 22

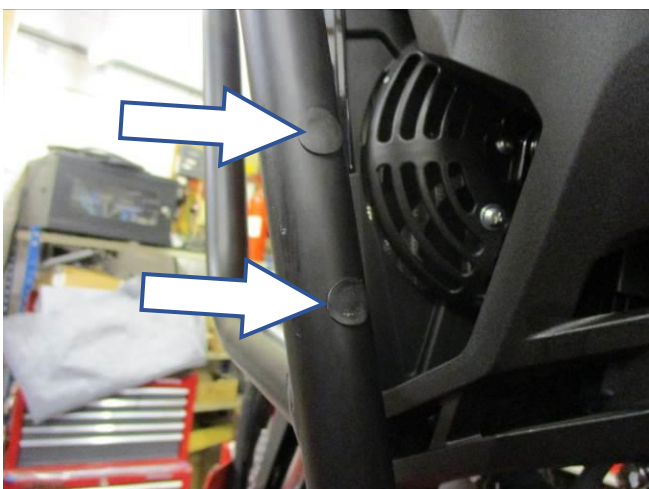


Photo 23



Photo 24



NOTICE DE MONTAGE

Retrait du carter de protection d'origine

- Retirez les huit boulons marqués d'une flèche sur les photos 1, 2, 3, 4 et 5 tout en soutenant la plaque de base.
- Abaissez doucement la plaque anti éclaboussures et retirez-la de la cheville de positionnement comme indiqué sur la photo 6 et retirez la plaque.
- Soutenez ensuite le moteur avec un cric et un bloc de bois pour empêcher le mouvement du moteur.

Côté droit (lorsqu'on est assis sur la moto)

- Enlever les 2 écrous, voir **photo 7**.

Côté gauche (lorsqu'on est assis sur la moto)

- Retirez les deux boulons supérieurs d'origine fléchés sur la photo 8 (veuillez noter l'entretoise entre le support et le cadre qui peut tomber, celle-ci doit être remontée comme d'origine lors du montage de la barre) et remplacez par la plus grande barre (article 9) et insérez la plus petite barre (article 12) dans le trou inférieur en laissant des quantités égales dépassant de chaque côté, comme indiqué sur la photo 9.
- En haut des fourches, retirez les deux écrous et boulons fléchés sur les photos 10 et 11.
- Présentez les deux supports de montage (articles A et B) en position comme indiqué sur les photos 10 et 11 et fixez-les à l'aide des boulons M8 avec écrous et rondelles (articles 10, 13 et 14) ne serrez pas complètement à ce stade.
- Présentez le tube supérieur (article 3) en position comme indiqué sur la photo 12 et fixez-le à l'aide de quatre écrous avec rondelles (articles 10 et 14) comme indiqué sur la photo 13, ne serrez pas complètement à ce stade.
- Placez les deux blocs de connexion (articles 5) dans les extrémités du tube comme indiqué sur les photos 14 et 15 en utilisant deux des entretoises M6 et les boulons M6 (articles 16 et 17) ne se serrent pas complètement à ce stade.
- Placez l'entretoise (article 11 = 10 mm de long) sur l'extrémité exposée de la barre inférieure comme indiqué sur la photo 16.
- Présentez la barre d'aventure côté gauche (article 4) en position comme indiqué sur la photo 17, placez l'une des rondelles M10 (article 8) et l'un des écrous M10 (article 7) sur la barre supérieure (ne pas serrer à ce stade) comme le montre la photo 19.
- Placez l'extrémité supérieure de la barre aventure dans l'extrémité exposée du bloc de raccordement du tube et fixez-la à l'aide de l'un des boulons à tête cylindrique M6 (article 16) et de l'entretoise (article 17) comme indiqué sur la photo 18.
- Placer l'un des écrous et l'une des rondelles M8 (articles 10 et 14) sur la barre inférieure (ne pas serrer à ce stade) comme indiqué sur la photo 19.

Côté droit (lorsqu'on est assis sur la moto)

- Mettez en place la barre d'aventure droit (article 1) comme indiqué sur la photo 20, placez l'une des rondelles M10 (article 8) et l'un des écrous M10 (article 7) sur la barre de broche supérieure (ne pas serrer à ce stade) comme le montre la photo 21.
- Localisez l'extrémité supérieure de la barre d'aventure dans l'extrémité exposée du bloc de connexion du tube et fixez-la à l'aide de l'un des boulons à tête cylindrique M6 (article 16) et de l'entretoise (article 17) comme indiqué sur la photo 21.

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- Placer l'un des écrous et une des rondelles M8 (articles 10 et 14) sur la barre inférieure (ne pas serrer à ce stade) comme indiqué sur la photo 22.
- Serrez tous les écrous et boulons en veillant à ce qu'aucune partie des barres Adventure ne soit en contact ou ne puisse endommager l'une des pièces de la moto.
- Cachez les têtes de boulons de raccordement des tubes à l'aide des capuchons plats M6 (article 15) et si vous ne montez pas les barres d'aventure inférieures (AB0061 disponible séparément) remplissez les trous à l'aide des œillets fournis (article 6).

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**MONTAGEANLEITUNG FÜR DEN AB0062 OBEREN ADVENTURE-STURZBÜGEL
HONDA AFRICA TWIN CRF1100L DCT/NON DCT 2020-**



Alle Kit-Teile sind auf den nachfolgenden Seiten abgebildet und gekennzeichnet.

Die abgebildeten Teile dienen lediglich zur Erklärung.

Überprüfen Sie zuerst, dass alle Teile vorhanden sind.

Lesen Sie die Montageanleitung komplett durch, bevor Sie anfangen.

**WENN SIE BEI DER MONTAGE DIESES PRODUKTES UNSICHER SIND, BITTE EINEN
UNSERER HÄNDLER KONTAKTIEREN ODER DAS KIT VON EINEM QUALIFIZIERTEN
ZWEIRAD-MECHANIKER MONTIEREN LASSEN.**

Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

**EINE DIGITALE VERSION DIESER MONTAGEANLEITUNG KANN AUF
FOLGENDER SEITE HERUNTERGELADEN WERDEN:**

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| <u>SIE BENÖTIGEN FOLGENDES</u> | <u>ALLGEM. ANZUGSDREHMOMENT</u> |
|--|--|
| <p style="text-align: center;"><u>WERKZEUG:</u></p> <ul style="list-style-type: none"> • Satz Inbusschlüssel inkl. 4,5 & 6mm • Satz Steckschlüssel inkl. 10, 12, 13, 14 & 17mm • Drehmomentschlüssel (bis 40Nm) <ul style="list-style-type: none"> • Heber oder ähnliches, um das Motorrad zu stützen • Holzblock | <p>M4 SCHRAUBE = 8Nm</p> <p>M5 SCHRAUBE = 12Nm</p> <p>M6 SCHRAUBE = 15Nm</p> <p>M8 SCHRAUBE = 20Nm</p> <p>M10 SCHRAUBE = 40Nm</p> <p>M12 SCHRAUBE = 40Nm</p> |

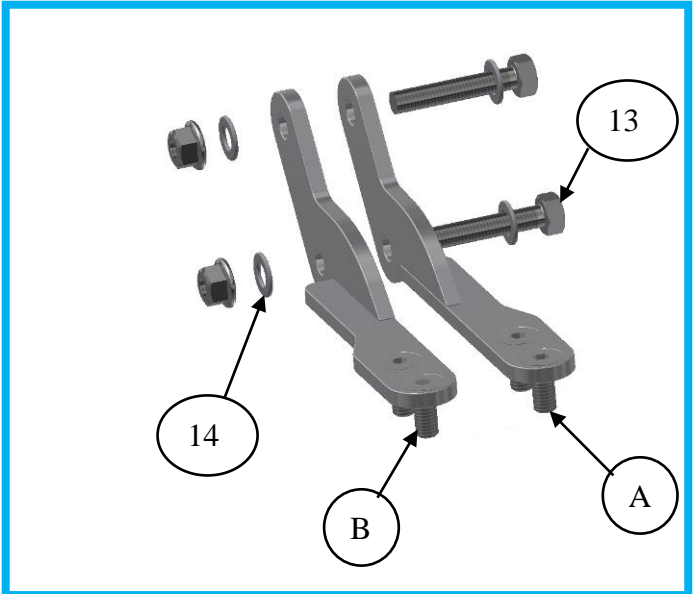
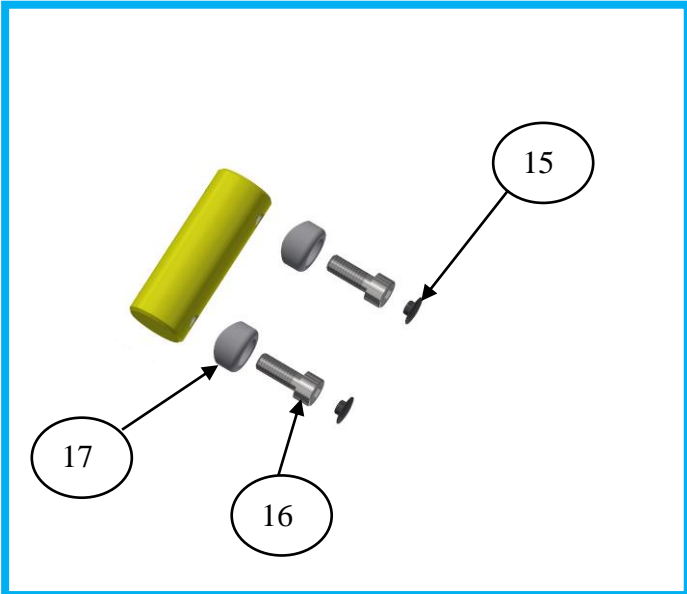
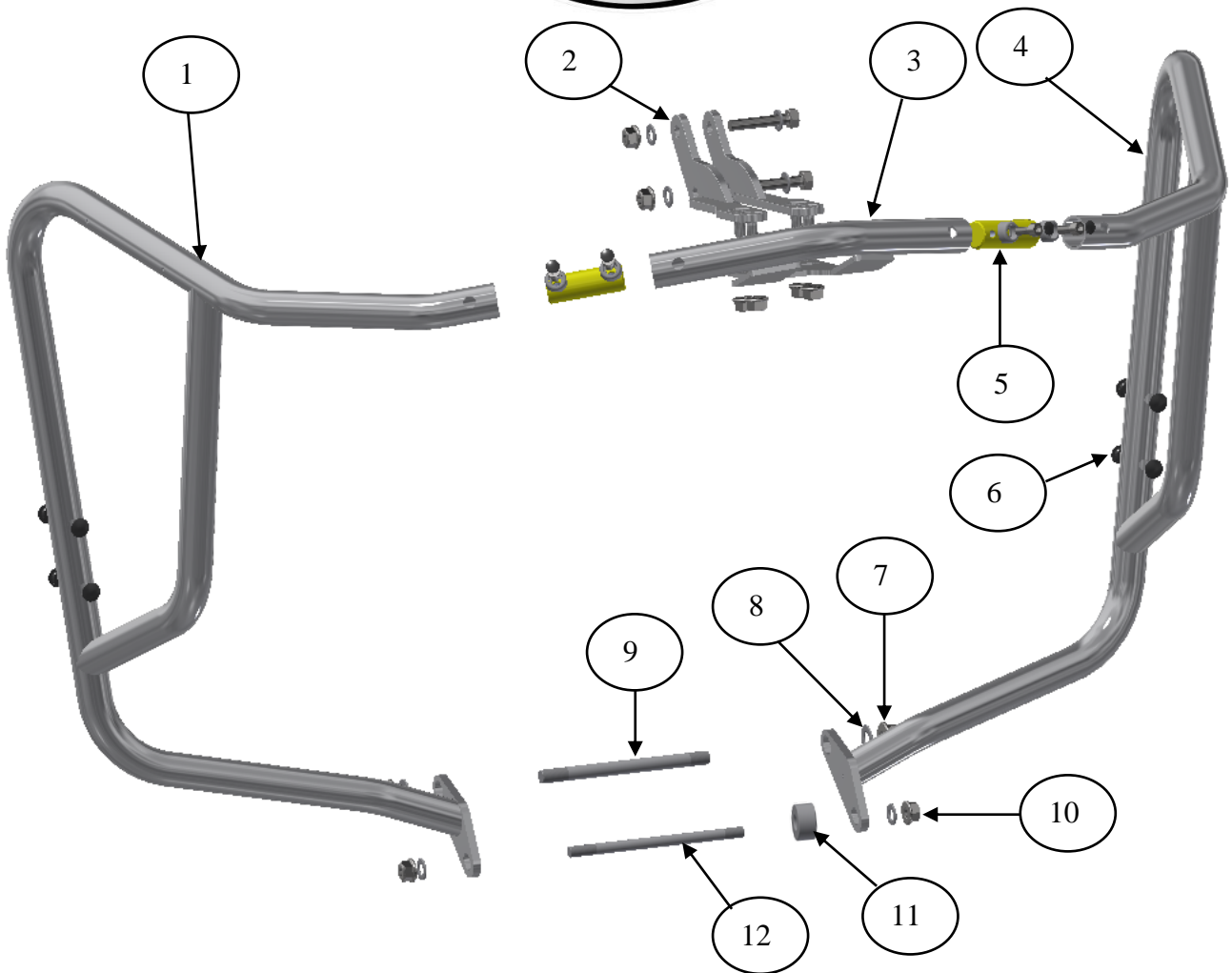
LIEFERUMFANG

| ARTIKEL NR. | BESCHREIBUNG | MENGE |
|--------------------|--|--------------|
| ARTIKEL 1 | AB0062 RECHTE SEITE ADVENTURE BAR-STURZBÜGEL | 1 |
| ARTIKEL 2 | AB0062 OBERE HALTERUNG BAUGRUPPE | 1 |
| ARTIKEL 3 | AB0062 OBERES ROHR FÜR DIE BAUGRUPPE | 1 |
| ARTIKEL 4 | AB0062 LINKE SEITE ADVENTURE BAR-STURZBÜGEL | 1 |
| ARTIKEL 5 | VERBINDUNGSBLOCK / ROHRVERBINDER (M0445) | 2 |
| ARTIKEL 6 | GUMMITÜLLE (RB0006) | 8 |
| ARTIKEL 7 | M10 FLANSCHMUTTER | 2 |
| ARTIKEL 8 | M10 UNTERLEGSCHIEBE | 2 |
| ARTIKEL 9 | M10x130mm VERBINDUNGSSTANGE (SB122) | 1 |
| ARTIKEL 10 | M8 FLANSCHMUTTER | 8 |
| ARTIKEL 11 | 10mm DISTANZHALTER LINKE SEITE UNTEN (S0995) | 1 |
| ARTIKEL 12 | M8x135mm VERBINDUNGSSTANGE (SB123) | 1 |
| ARTIKEL 13 | M8x45mm SECHSKANTSCHRAUBE | 2 |
| ARTIKEL 14 | M8 UNTERLEGSCHIEBE | 10 |
| ARTIKEL 15 | M6 FLACHE KAPPE (NC0008) | 4 |
| ARTIKEL 16 | M6x15mm INNENSECHSKANTSCHRAUBE | 4 |
| ARTIKEL 17 | DISTANZHALTER FÜR INNENSECHSKANTSCHRAUBE (S1275) | 4 |

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ZUSAMMENBAU - ZEICHNUNGEN

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Abbildung 1

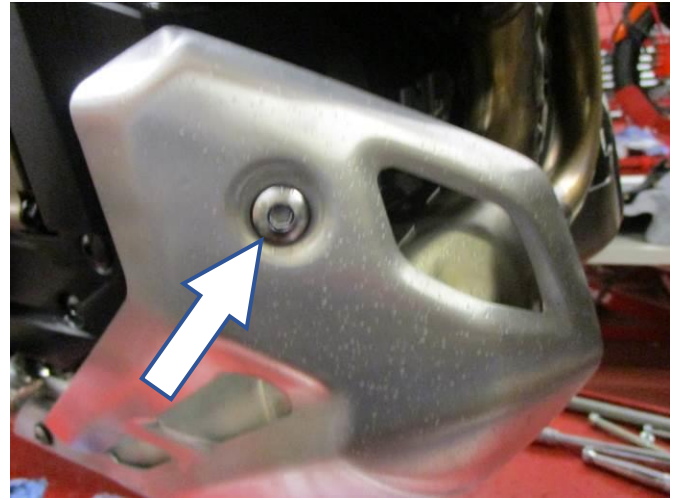


Abbildung 2



Abbildung 3



Abbildung 4



Abbildung 5



Abbildung 6

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Abbildung 7



Abbildung 8

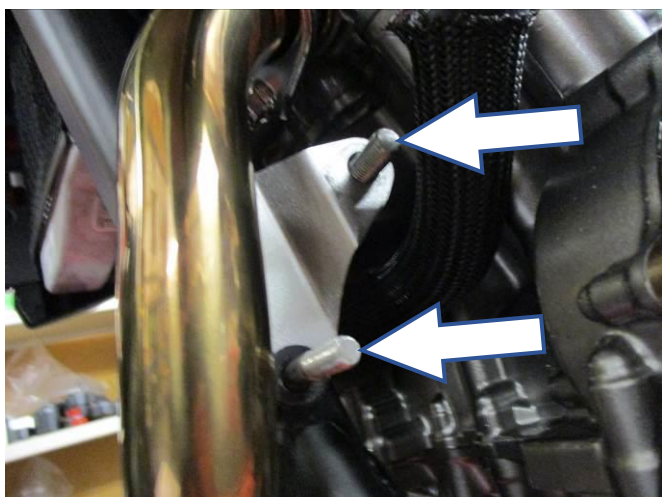


Abbildung 9

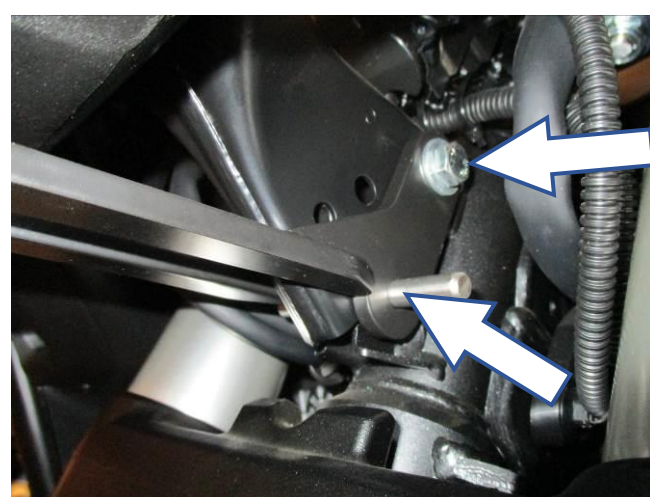


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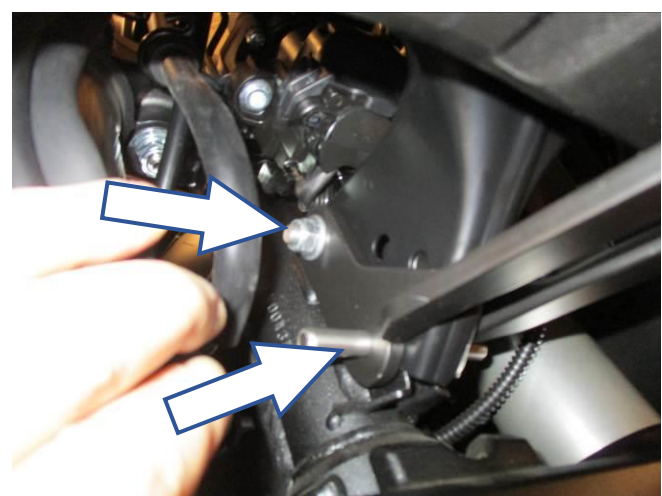


Abbildung 11



Abbildung 12

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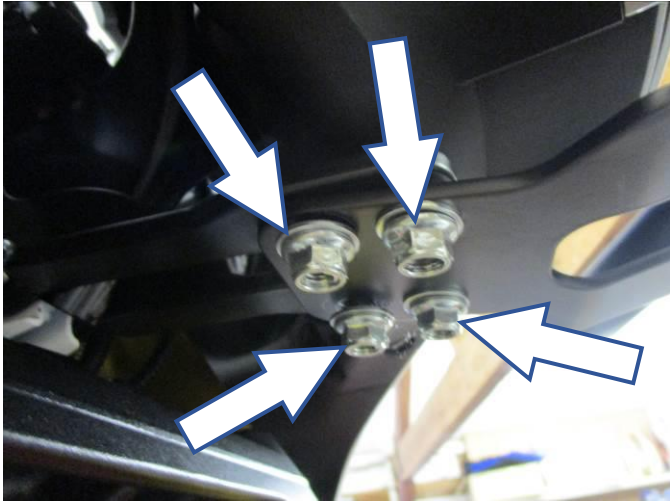


Abbildung 13

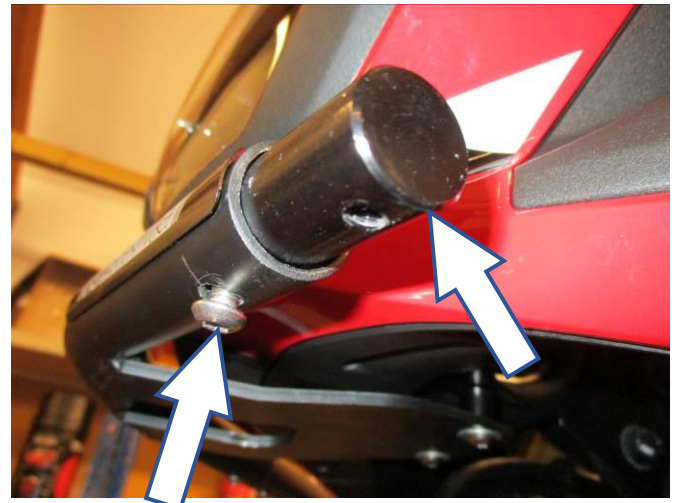


Abbildung 14

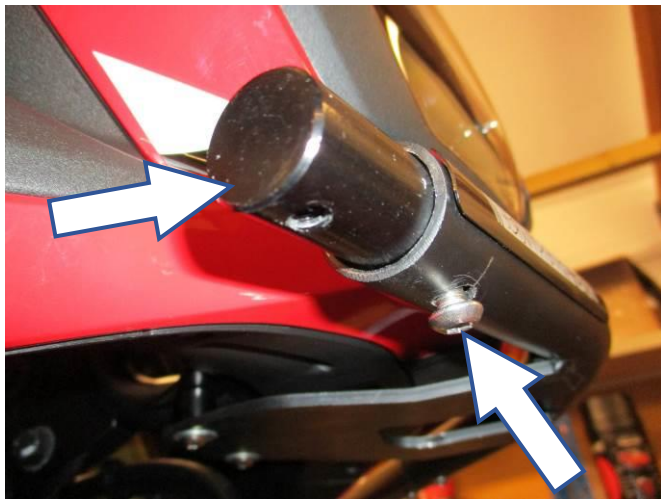


Abbildung 15

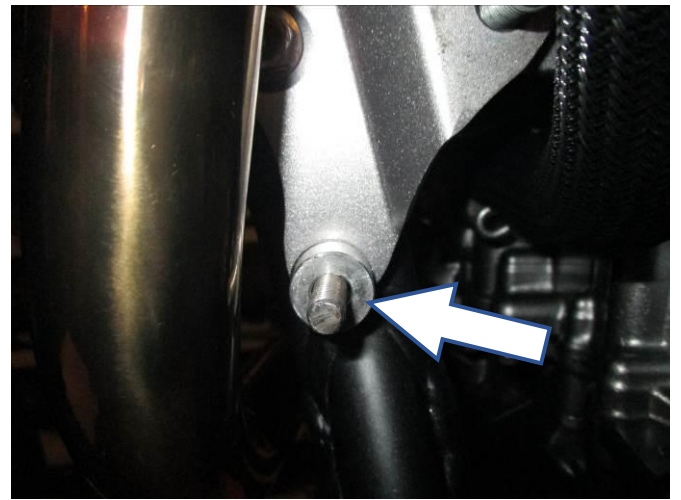


Abbildung 16

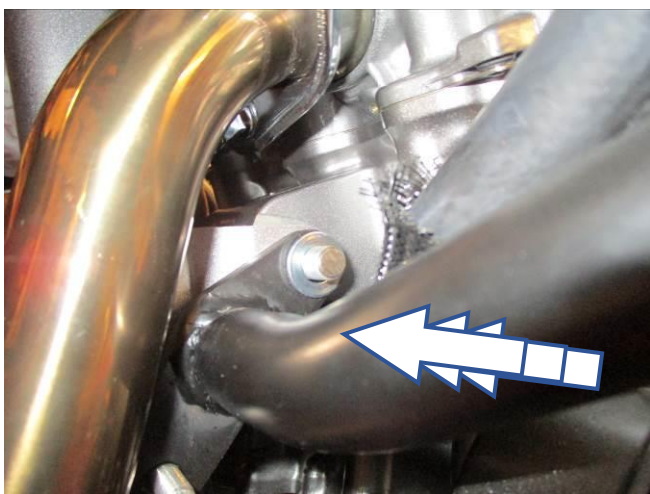


Abbildung 17

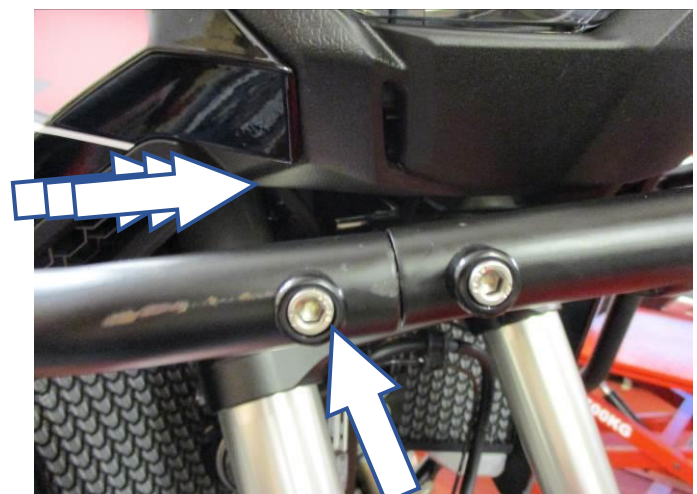


Abbildung 18

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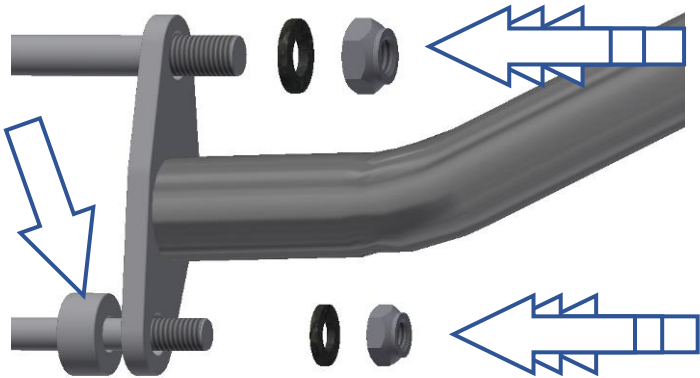


Abbildung 19

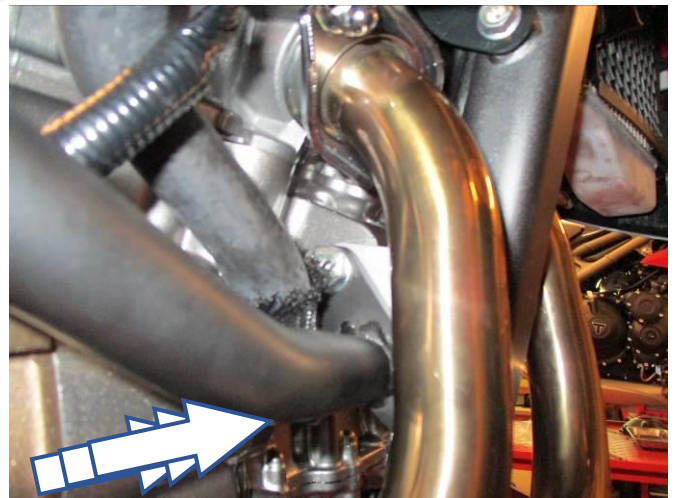


Abbildung 20

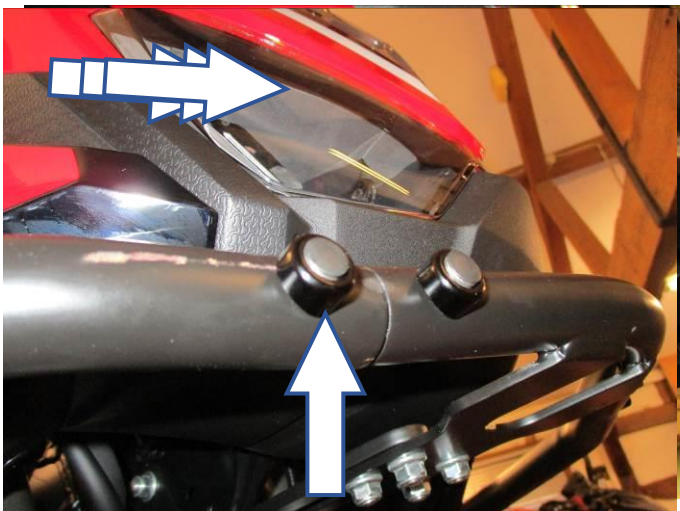


Abbildung 21

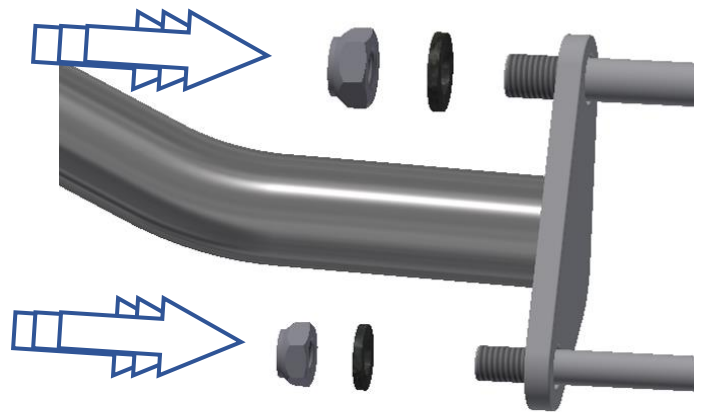


Abbildung 22

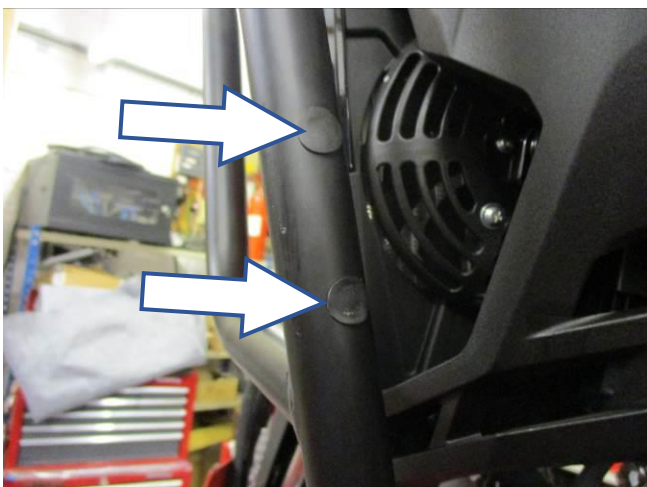


Abbildung 23



Abbildung 24



MONTAGEANLEITUNG

Entfernung des original Ölwannenschutz/Motorschutz

- Entfernen Sie die acht Schrauben, die in den **Abbildungen 1,2, 3, 4 und 5** gekennzeichnet sind – stützen Sie dabei den Motorschutz.
- Den Motorschutz herabsetzen und vom Fixierstift lösen, wie in **Abbildung 6** abgebildet. Den Motorschutz entfernen.
- Den Motor mit einem Heber oder einem Holzblock stützen, um zu verhindern, dass der Motor sich während der Montage bewegt.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die zwei Muttern, die in **Abbildung 7** markiert sind.

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die zwei oberen Schrauben, die in **Abbildung 8** gekennzeichnet sind (Hinweis: zwischen der Halterung und dem Rahmen ist ein Distanzhalter, der eventuell rausfallen kann - dieser Distanzhalter muss wieder montiert werden, wenn Sie die Verbindungsstange anbringen) und ersetzen Sie sie mit der großen Verbindungsstange (**Artikel 9**). Die kleine Verbindungsstange (**Artikel 12**) in die untere Öffnung einsetzen, sodass sie an beiden Seiten gleichmäßig hervorsteht (siehe **Abbildung 9**).
- Entfernen Sie die zwei Muttern und Schrauben ganz oben auf den Gabeln, die in den **Abbildungen 10 und 11** gekennzeichnet sind.
- Die zwei Montagehalterungen (**Artikel A und B**) in Position bringen wie in den **Abbildungen 10 und 11** abgebildet und mit den M8 Schrauben, Muttern und Unterlegscheiben (**Artikel 10, 13 und 14**) sichern, aber zu diesem Zeitpunkt noch nicht festziehen.
- Das obere Rohr (**Artikel 3**) in Position bringen wie in **Abbildung 12** abgebildet und mit den vier Muttern mit Unterlegscheiben (**Artikel 10 und 14**) sichern wie in **Abbildung 13** abgebildet – zu diesem Zeitpunkt nicht festziehen.
- Die zwei Verbindungsblöcke (**Artikel 5**) an den Rohrenden anbringen wie in den **Abbildungen 14 und 15** abgebildet mit zwei M6 Distanzhalter und M6 Schrauben vom Kit (**Artikel 16 und 17**) sichern - zu diesem Zeitpunkt nicht festziehen.
- Den Distanzhalter (**Artikel 11**=10mm Länge) am hervorstehenden Ende der unteren Verbindungsstange anbringen wie in **Abbildung 16** abgebildet.
- Den Adventure-Sturzbügel für die linke Seite (**Artikel 4**) positionieren wie in **Abbildung 17** abgebildet. Eine M10 Unterlegscheibe (**Artikel 8**) und eine M10 Mutter (**Artikel 7**) an der oberen Verbindungsstange montieren (zu diesem Zeitpunkt nicht festziehen) – siehe **Abbildung 19**.
- Das obere Ende des Adventure-Sturzbügels in das offene Ende des Verbindungsblocks einsetzen und mit einer M6 Inbusschraube (**Artikel 16**) und einem Distanzhalter (**Artikel 17**) sichern wie in **Abbildung 18** abgebildet.
- Eine M8 Mutter und Unterlegscheibe (**Artikel 10 und 14**) an der unteren Verbindungsstange anbringen (zu diesem Zeitpunkt nicht festziehen) wie in **Abbildung 19** abgebildet.

Rechte Seite (in Fahrtrichtung)

- Den Adventure-Sturzbügel für die rechte Seite (**Artikel 1**) in Position bringen wie in **Abbildung 20** abgebildet. Eine M10 Unterlegscheibe (**Artikel 8**) und eine M10 Mutter (**Artikel 7**) an der oberen Verbindungsstange montieren (zu diesem Zeitpunkt nicht festziehen) – siehe **Abbildung 21**.

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- Das obere Ende des Adventure-Sturzbügels in das offene Ende des Verbindungsblocks einsetzen und mit einer M6 Inbusschraube (**Artikel 16**) und einem Distanzhalter (**Artikel 17**) sichern wie in **Abbildung 21** abgebildet.
- Eine M8 Mutter und Unterlegscheibe (**Artikel 10 und 14**) an der unteren Verbindungsstange anbringen (zu diesem Zeitpunkt nicht festziehen) wie in **Abbildung 22** abgebildet.
- Ziehen Sie alle Muttern und Schrauben fest – bitte darauf achten, dass die Adventure-Sturzbügel andere Motorradteile nicht berühren und/oder beschädigen können.
- Verstecken Sie die Schraubenköpfe an der Rohrverbindung mit den M6 flachen Kappen (**Artikel 15**). Wenn Sie die unteren Adventure-Sturzbügel (**AB0061** separat erhältlich) nicht montieren, füllen Sie die Öffnungen mit den mitgelieferten Gummitüllen (**Artikel 6**).

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