



**FITTING INSTRUCTIONS FOR CP0590 RACE 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](http://WWW.RG-RACING.COM)

**GENERAL TORQUE SETTINGS**

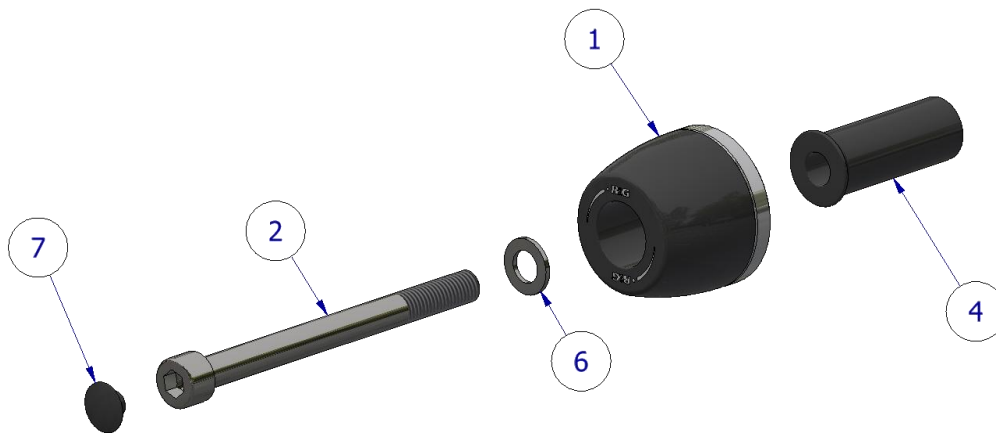
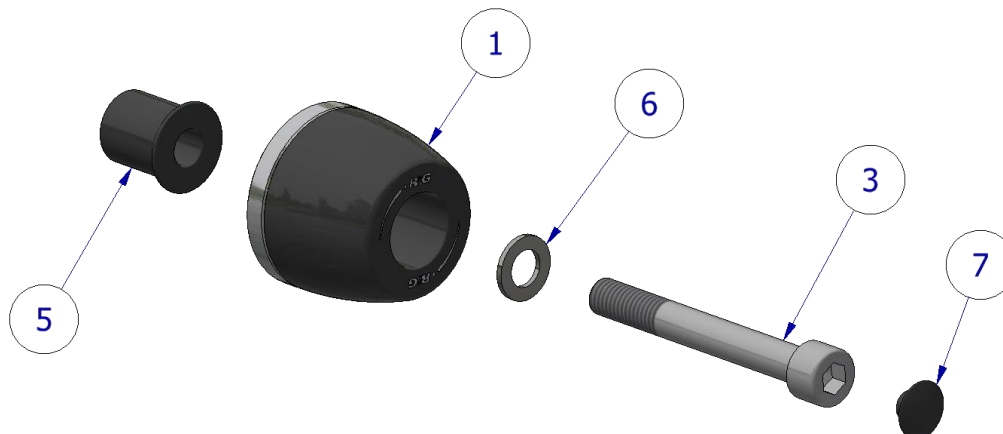
M4 BOLT = 8Nm  
 M5 BOLT = 12Nm  
 M6 BOLT = 15Nm  
 M8 BOLT = 20Nm  
 M10 BOLT = 40Nm

**TOOLS REQUIRED**

- T50 Torx Key/Socket
- Torque Wrench
- Scissor Jack
- 17mm Socket and Ratchet

**LEGEND**

ITEM NO.	DESCRIPTION	QTY
ITEM 1	CRASH BOBBINS (BO576 + CS572)	2
ITEM 2	M10 x 1.5 x 120mm CAP HEAD BOLT - LHS	1
ITEM 3	M10 x 1.5 x 90mm CAP HEAD BOLT - RHS	1
ITEM 4	S1133 54mm SPACER LHS	1
ITEM 5	S0142 24mm SPACER RHS	1
ITEM 6	M10x20mm WASHER	2
ITEM 7	NUT CAP (NC0010)	2

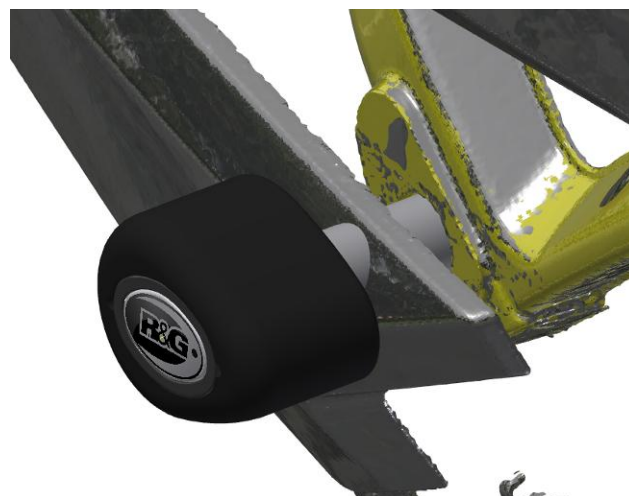
**LHS ASSEMBLY****RHS ASSEMBLY**



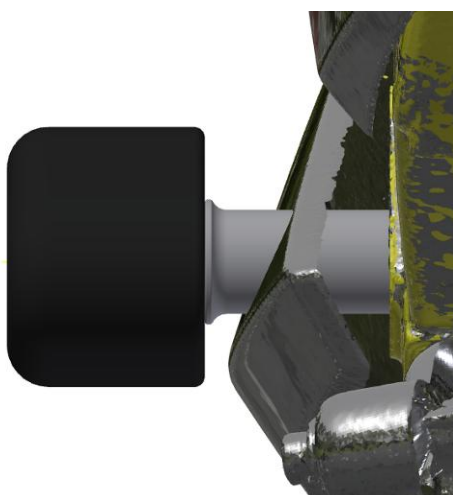
### FITTING IMAGES



**PICTURE 1**



**PICTURE 2**



**PICTURE 3**



**PICTURE 4**

### FITTING INSTRUCTIONS

**NOTE: THIS KIT REQUIRED MODIFICATION TO THE OEM FAIRING TO PROVIDE THE BEST PROTECTIVE SOLUTION FOR RACE & TRACK USE. RACE FAIRINGS MAY VARY. NON-DRILL KITS ARE AVAILABLE FROM RG-RACING.COM**

**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 ONE ENGINE BOLT AT ANY TIME.**



### **Left-Hand Side**

- Begin by removing the LHS fairing piece according to the manufacturers service manual.
- Remove the LHS engine bolt shown in **picture 1** using a T50 Torx tool.
- For OEM fairings, thread the T0032 marking tool into the hole and refit the fairing to the bike ensuring the marking tool touches the fairing – this will mark the area to be removed in the next step.
- You may choose to either drill a circular hole or carefully remove the obstructing section using a Dremel tool. **Pictures 2 & 3** represent where the hole should be located.
- Re-fit the fairing ensuring the engine bolt mount is now visible with a 22mm hole to fit the spacer.
- Assemble the LHS crash protector assembly according to the assembly diagram on page 3.
- Fix the crash protector into the exposed engine mount and torque to the recommended specification.

### **Right-Hand Side**

- Remove the engine bolt arrowed in **picture 4** using a T50 Torx tool.
- Assemble the crash protector assembly referring to the RHS assembly diagram on page 3.
- Fix the crash protector into the frame and engine and tighten to the recommended torque.

Before riding, check both sides are secure, and the crash protectors cannot rotate. Check tightness of each side regularly.

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## **NOTICE DE MONTAGE CP0590 PROTECTIONS CRASH DE COURSE**



**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 REVENEURS 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.

**NOTICE DISPONIBLE AU TÉLÉCHARGEMENT SUR :**

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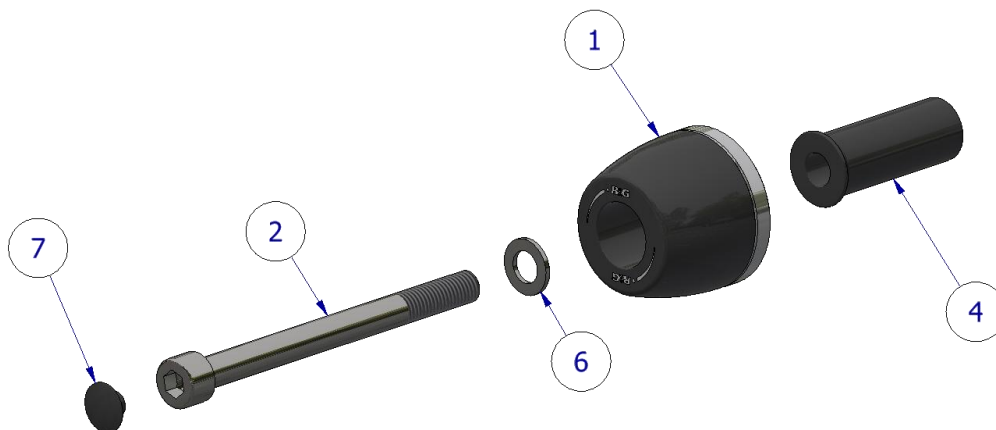


<u>VALEURS DE SERRAGE</u>	<u>OUTILS REQUIS</u>
M4 BOULON = 8Nm	<ul style="list-style-type: none"> <li>• Clé Torx T50</li> <li>• Clé dynamométrique</li> <li>• Cric à ciseaux</li> <li>• Clés Allen</li> </ul>
M5 BOULON = 12Nm	
M6 BOULON = 15Nm	
M8 BOULON = 20Nm	
M10 BOULON = 40Nm	

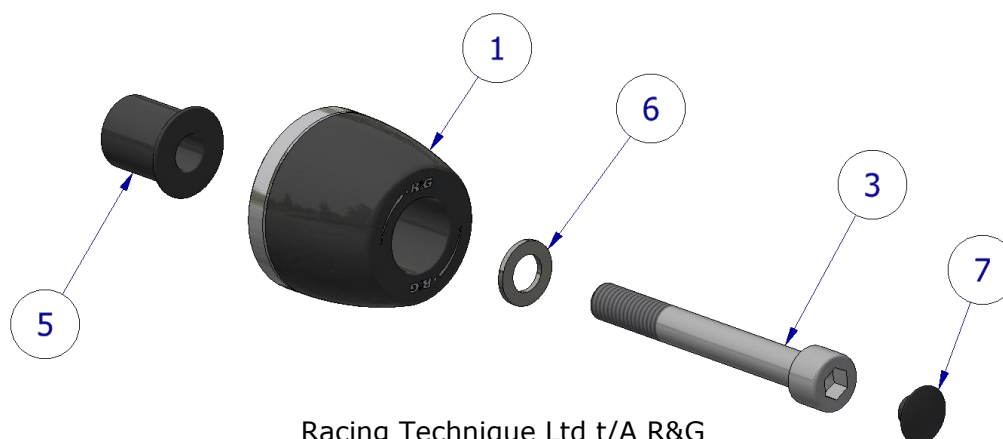
### LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS CRASH (BO576 + CS572)	2
ARTICLE 2	M10 x 1.5 x 120mm BOULON CÔTÉ GAUCHE	1
ARTICLE 3	M10 x 1.5 x 90mm BOULON CÔTÉ DROIT	1
ARTICLE 4	S1133 54mm ENTRETOISE CÔTÉ GAUCHE	1
ARTICLE 5	S0142 24mm ENTRETOISE CÔTÉ DROIT	1
ARTICLE 6	M10x20mm RONDELLE	2
ARTICLE 7	BOUCHON D'ÉCROU (NC0010)	2

### ASSEMBLAGE CÔTÉ GAUCHE



### ASSEMBLAGE CÔTÉ DROIT





## PHOTOS DE MONTAGE



PHOTO 1

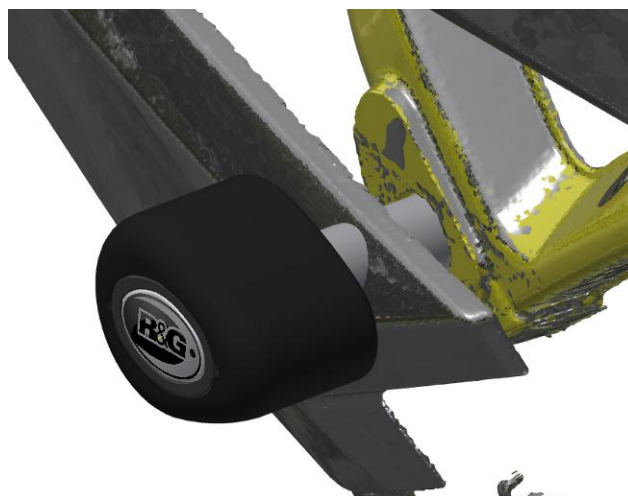


PHOTO 2

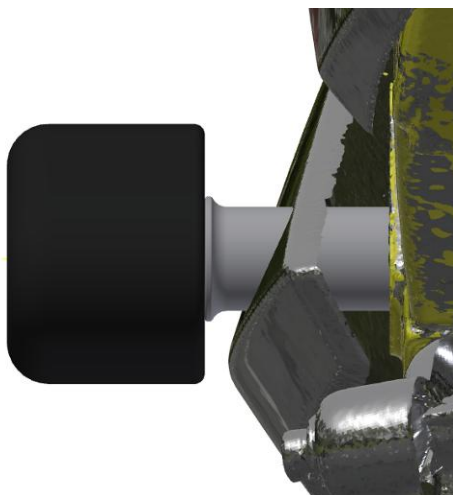


PHOTO 3



PHOTO 4

## NOTICE DE MONTAGE

**REMARQUE : CE KIT NÉCESSITE UNE MODIFICATION DU CARÉPAGE D'ORIGINE AFIN DE FOURNIR LA MEILLEURE SOLUTION DE PROTECTION POUR UNE UTILISATION EN COURSE ET SUR PISTE. LES CARÉNAGES DE COURSE PEUVENT VARIER. DES KITS SANS PERÇAGE SONT DISPONIBLES SUR [RG-RACING.COM](http://RG-RACING.COM)**

**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.**



### **Côté gauche**

- Commencez par retirer la pièce de carénage gauche conformément au manuel d'entretien du fabricant.
- Retirez le boulon du moteur gauche illustré sur la photo 1 à l'aide d'une clé Torx T50.
- Pour les carénages d'origine, vissez l'outil de marquage T0032 dans le trou et réinstallez le carénage sur la moto en vous assurant que l'outil de marquage touche le carénage - cela marquera la zone à retirer à l'étape suivante.
- Vous pouvez choisir de percer un trou circulaire ou de retirer soigneusement la section obstruante à l'aide d'un outil Dremel. Les photos 2 et 3 indiquent l'emplacement du trou.
- Remontez le carénage en vous assurant que le support du boulon du moteur soit maintenant visible avec un trou de 22 mm pour s'adapter à l'entretoise.
- Assemblez l'ensemble de la protection crash gauche conformément au schéma d'assemblage de la page 3.
- Fixez la protection crash dans le support moteur exposé et serrez au couple recommandé.

### **Côté droit**

- Retirez le boulon du moteur indiqué par une flèche sur la photo 4 à l'aide d'une clé Torx T50.
- Assemblez l'ensemble de protection crash en vous référant au schéma d'assemblage côté droit à la page 3.
- Fixez la protection crash au cadre et au moteur et serrez au couple recommandé.

Avant de rouler, vérifiez que les deux côtés soient bien fixés et que les protections crash ne puissent pas tourner. Vérifiez régulièrement le serrage de chaque côté.

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