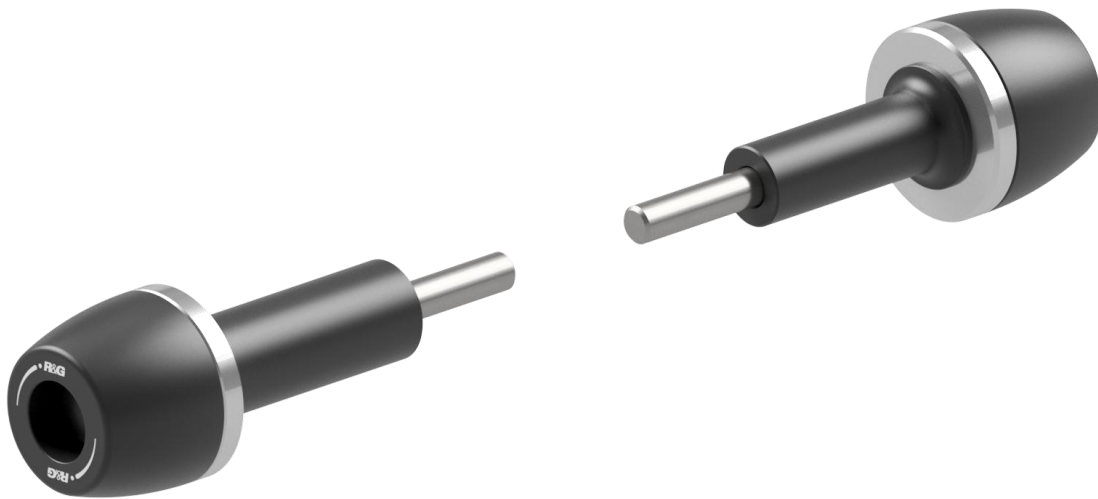




FITTING INSTRUCTIONS FOR CP0592 CRASH PROTECTORS



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

**GENERAL TORQUE SETTINGS**

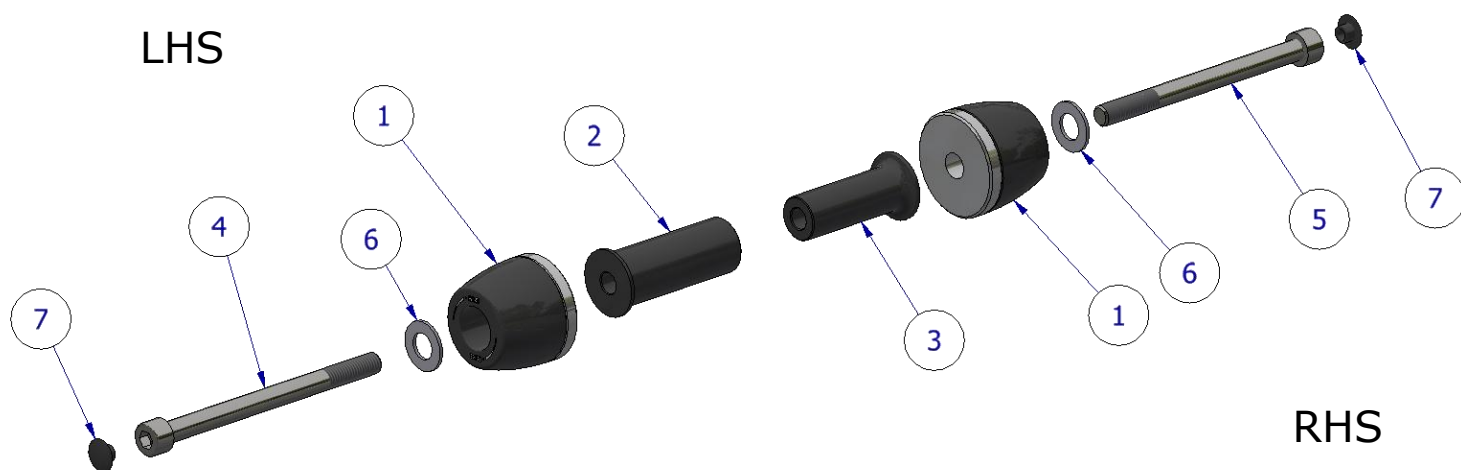
M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

TOOLS REQUIRED

- Metric Allen Key/Socket
- Torque Wrench
- Scissor Jack
- Ratchet

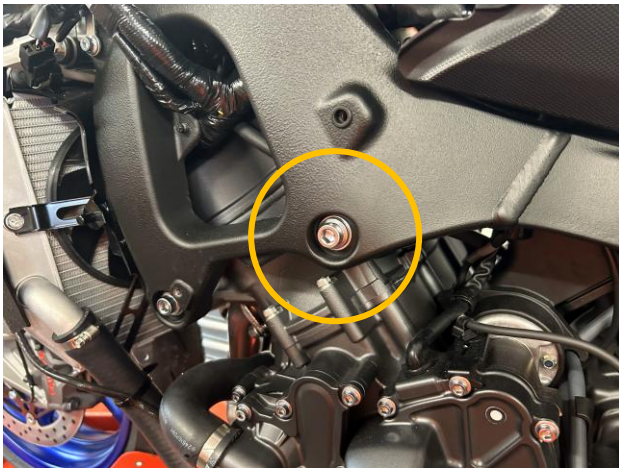
LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	CRASH BOBBINS (BO576 + CS572)	2
ITEM 2	LHS SPACER (70mm) S1604	1
ITEM 3	RHS SPACER (60mm) S1605	1
ITEM 4	M10 x 1.25 x 140mm CAP HEAD BOLT	1
ITEM 5	M10 x 1.25 x 130mm CAP HEAD BOLT	1
ITEM 6	M10x20mm WASHER	2
ITEM 7	NUT CAP (NC0010)	2
ITEM 8	T0034 MARKING TOOL (NOT SHOWN)	1

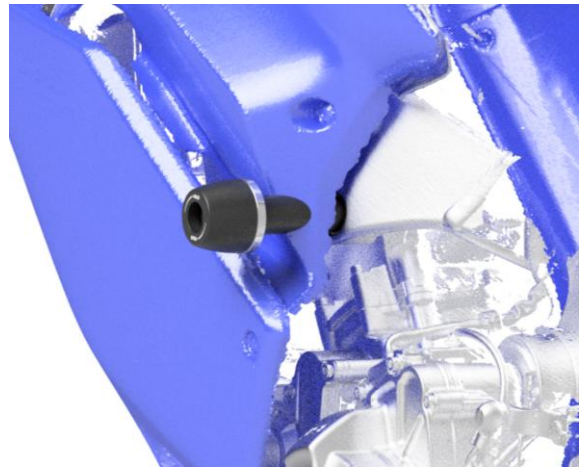
ASSEMBLY DIAGRAM



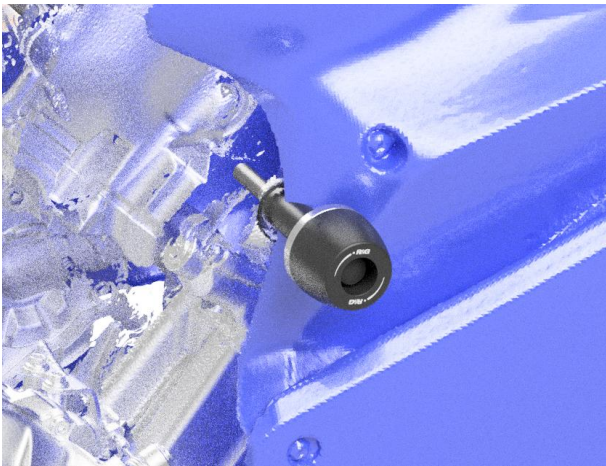
FITTING IMAGES



PICTURE 1



PICTURE 2



PICTURE 3

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**.
- For OEM fairings, thread the T0034 marking tool into the hole (approx. 10-15mm) 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. **Picture 2** represents where the hole should be located.
- Re-fit the fairing ensuring the engine bolt mount is now visible with a 28mm hole to fit the spacer.
- Assemble the LHS crash protector assembly according to the assembly diagram on page 2.
- Fix the crash protector into the exposed engine mount and torque to the recommended specification.
- Fit the Nut cap into the end of the bolt.

Right-Hand Side

- Remove the RHS fairing piece according to the manufacturers service manual.
- Remove the rear engine bolt on the RHS.
- For OEM fairings, thread the T0034 marking tool into the hole (approx. 35-40mm) 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. **Picture 3** represents where the hole should be located.
- Re-fit the fairing ensuring the engine bolt mount is now visible with a 25mm hole to fit the spacer.
- Assemble the crash protector assembly referring to the RHS assembly diagram on page 2.
- Fix the crash protector into the frame and engine and tighten to the recommended torque.
- Fit the Nut cap into the end of the bolt.

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

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CONSUMER NOTICE

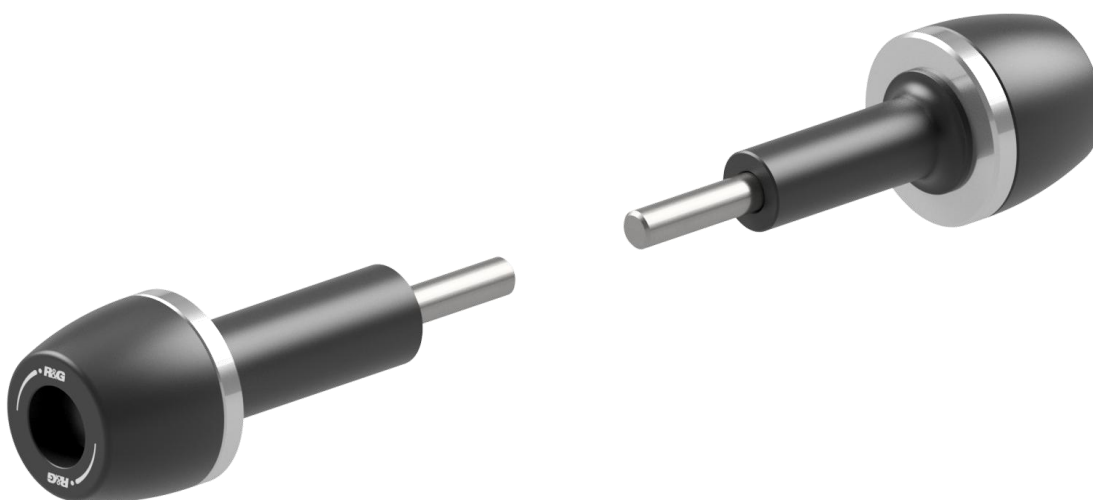
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NOTICE DE MONTAGE CP0592 PROTECTIONS CRASH



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 :

WWW.RG-RACING.COM

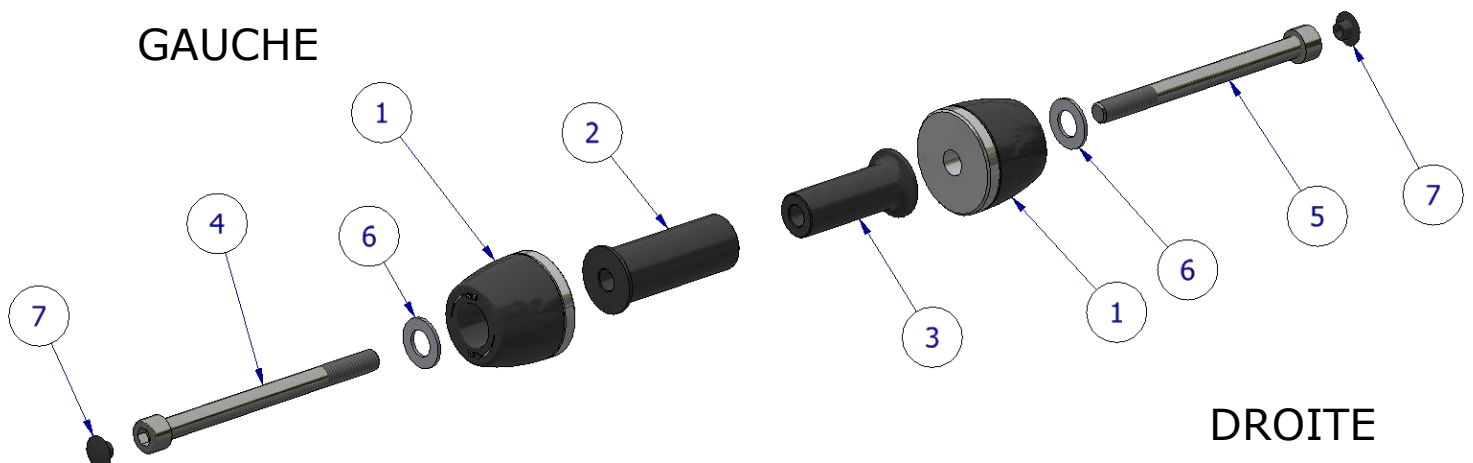


<u>VALEURS DE SERRAGE</u>	<u>OUTILS REQUIS</u>
M4 BOULON = 8Nm	<ul style="list-style-type: none"> • Clés Allen • Clé dynamométrique • Cric à ciseaux • Cliquet
M5 BOULON = 12Nm	
M6 BOULON = 15Nm	
M8 BOULON = 20Nm	
M10 BOULON = 40Nm	

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PROTECTIONS CRASH (B0576 + CS572)	2
ARTICLE 2	ENTRETOISE GAUCHE (70mm) S1604	1
ARTICLE 3	ENTRETOISE DROITE (60mm) S1605	1
ARTICLE 4	M10 x 1.25 x 140mm BOULON	1
ARTICLE 5	M10 x 1.25 x 130mm BOULON	1
ARTICLE 6	M10x20mm RONDELLE	2
ARTICLE 7	BOUCHON D'ÉCROU (NC0010)	2
ARTICLE 8	T0034 OUTIL DE MARQUAGE (NON INDIQUÉ)	1

SCHÉMA D'ENSEMBLE





PHOTOS DE MONTAGE

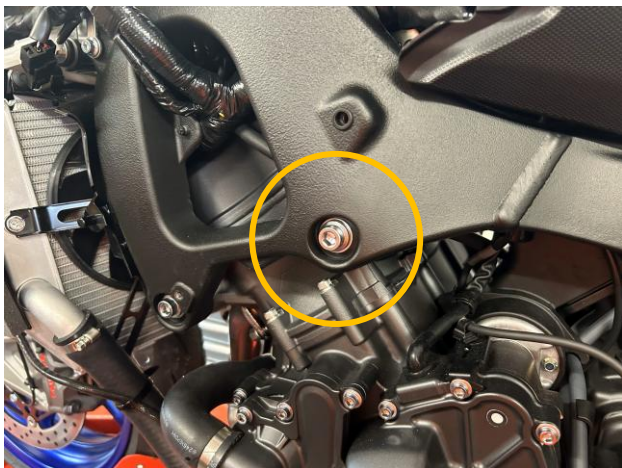


PHOTO 1

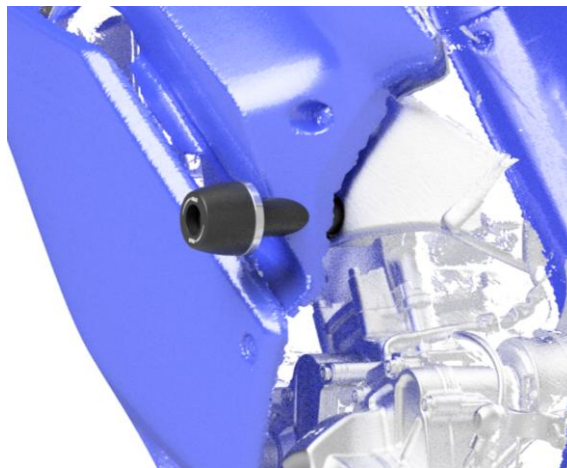


PHOTO 2

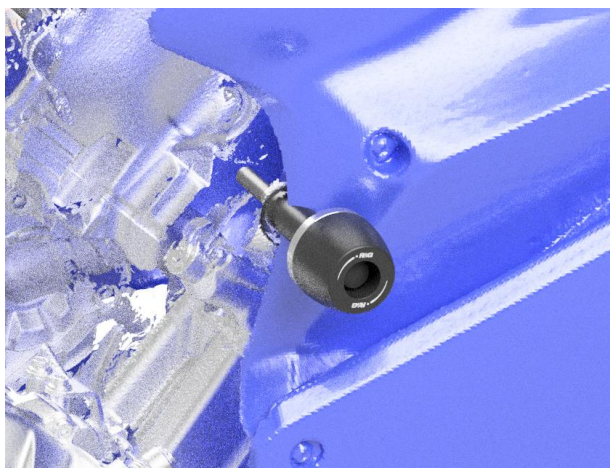


PHOTO 3

NOTICE DE MONTAGE

NOTE : 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

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

Racing Technique Ltd t/A R&G
Unit 1, Shelleys Lane, East Worldham, Alton, Hampshire, GU 34 3AQ
Tel: +44 (0)1420 89007 www.rg-racing.com Email: infor@rg-racing.com



- 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.
- Pour les carénages d'origine, vissez l'outil de marquage T0034 dans le trou (environ 10 à 15 mm) 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. La photo 2 représente l'emplacement du trou.
- Remontez le carénage en vous assurant que le support du boulon du moteur soit maintenant visible avec un trou de 28 mm pour s'adapter à l'entretoise.
- Assemblez l'ensemble de la protection crash gauche conformément au schéma d'assemblage de la page 2.
- Fixez la protection crash dans le support moteur exposé et serrez au couple recommandé.
- Placez le capuchon d'écrou à l'extrémité du boulon.

Côté droit

- Retirez la pièce de carénage côté droit conformément au manuel d'entretien du fabricant.
- Retirez le boulon arrière du moteur du côté droit.
- Pour les carénages d'origine, vissez l'outil de marquage T0034 dans le trou (environ 35-40 mm) 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 partie obstruante à l'aide d'un outil Dremel. La photo 3 indique l'emplacement du trou.
- Remontez le carénage en vous assurant que le support du boulon du moteur soit maintenant visible avec un trou de 25 mm pour insérer l'entretoise.
- Assemblez l'ensemble de protection crash en vous référant au schéma d'assemblage côté droit à la page 2.
- Fixez la protection crash dans le cadre et le moteur et serrez au couple recommandé.
- Placez le capuchon de l'écrou dans l'extrémité du boulon.

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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