



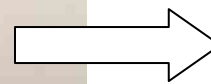
**FITTING INSTRUCTIONS FOR CP0234BL CRASH PROTECTORS
KTM RC8 2008-**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

You will need the following tools to complete this job.

Tool kit from bike for fairing screws and (torx type socket).

Set off metric allen keys.

Socket set to include 17mm A/F socket/wrench and allen/torx sockets.

Torque wrench to be used at 40NM.

28mm hole-saw with pilot drill.

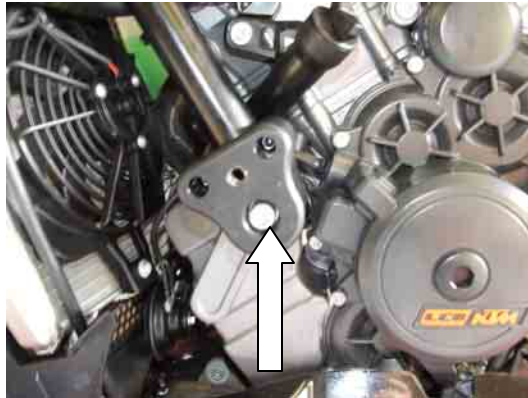
Drill.

Sharp knife or deburring tool.



Left-hand side (as you sit on bike)

- Remove left-hand side fairing.
- Remove the engine bolt arrowed below left. DO NOT REMOVE THE SPACER.



- Offer up the metal block with L-H engraved on the flat (top) surface into position shown above left, the spigot will sit in the recess where the OEM bolt used to be and the semi-circular cut-out will fit over the frame as shown in previous picture.
- Fit one of the larger cap head bolts with washer through metal block into threaded engine mount and lightly tighten.
- Slip one of the half round clamps behind frame and under wiring to line up with smaller holes in metal block, using two of the smaller cap head bolts with washers through the metal block to secure and tighten clamp.
- Tighten larger cap head bolt.
- Screw marking tool (threaded bar with pointed end) into threaded hole in block with point sticking out by approximately 25mm.
- Offer fairing up to bike being careful not to damage fairing with marking tool, fix in position using fairing screws on front half of fairing, locate rear half of fairing to fairing mounting holes, the marking tool should now be unscrewed by approximately another 10mm so it just contacts the inner face of fairing when all fairing screws are tight.
- Gently push on fairing directly over marking tool until the inner face of fairing is marked enough to allow drilling of a pilot hole.
- Remove fairing and using mark from marking tool drill pilot hole from inner face of fairing outwards.
- Offer fairing back up and check pilot hole lines up with point of marking tool.
- Remove fairing and drill hole using a 28mm hole-saw, use pilot hole and drill from outside inwards.
- Remove marking tool.
- Deburr using sharp knife or deburring tool being careful not to mark fairing.
- Refit and tighten fairing.
- Place washer and shake-proof washer from kit onto the hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



- Place black spacer over exposed end of bolt and offer the whole bobbin assembly through hole in fairing and locate bolt in threaded hole in metal block. Tighten the bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ON FIRST PAGE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit bobbin cap and bubble sticker as shown in top pictures.

Right-hand side (as you sit on bike)

- Remove left-hand side fairing.
- Remove the engine bolt arrowed on next page right. **DO NOT REMOVE THE SPACER.**



- Offer up the metal block with R-H engraved on the flat (top) surface into position shown above left, the spigot will sit in the recess where the OEM bolt used to be and the semi-circular cut-out will fit over the frame as shown in previous picture (the coolant hose will have to be lifted slightly to allow the block to sit in frame recess).
- Fit one of the larger cap head bolts with washer through metal block into threaded engine mount and lightly tighten.
- Slip one of the half round clamps behind frame and under wiring to line up with smaller holes in metal block, using two of the smaller cap head bolts with washers through the metal block to secure and tighten clamp.
- Tighten larger cap head bolt.
- Screw marking tool (threaded bar with pointed end) into threaded hole in block with point sticking out by approximately 25mm.
- Offer fairing up to bike being careful not to damage fairing with marking tool, fix in position using fairing screws on front half of fairing, locate rear half of fairing to fairing mounting holes, the marking tool should now be unscrewed by approximately another 10mm so it just contacts the inner face of fairing when all fairing screws are tight.
- Gently push on fairing directly over marking tool until the inner face of fairing is marked enough to allow drilling of a pilot hole.
- Remove fairing and using mark from marking tool drill pilot hole from inner face of fairing outwards.

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- Offer fairing back up and check pilot hole lines up with point of marking tool.
- Remove fairing and drill hole using a 28mm hole-saw, use pilot hole and drill from outside inwards.
- Remove marking tool.
- Deburr using sharp knife or deburring tool being careful not to mark fairing.
- Refit and tighten fairing.
- Place washer and shake-proof washer from kit onto the hex head bolt from kit (ensure plain washer is against bolt head and shake-proof washer will be against bobbin face on assembly), fit through bobbin so bolt head goes into counter-bore.
- Place black spacer over exposed end of bolt and offer the whole bobbin assembly through hole in fairing and locate bolt in threaded hole in metal block. Tighten the bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ON FRONT PAGE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Fit bobbin cap and bubble sticker as shown in top pictures.

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