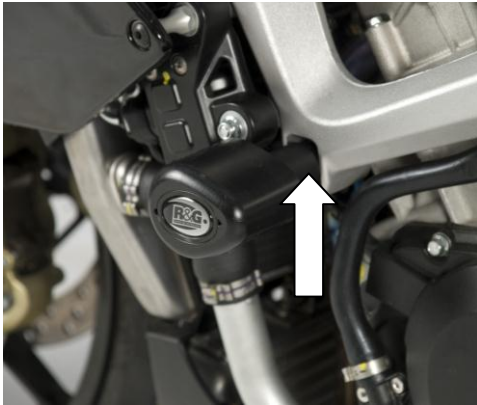


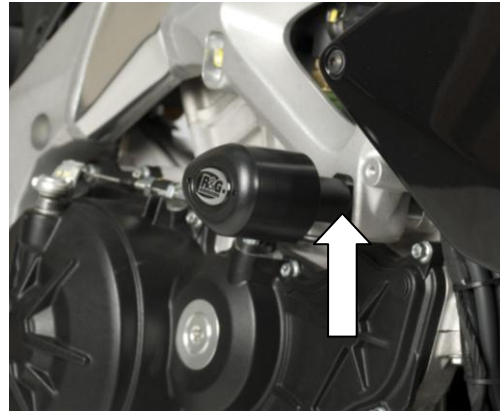


**FITTING INSTRUCTIONS FOR CP0291 CRASH PROTECTORS**  
**APRILIA TUONO V4 2011**

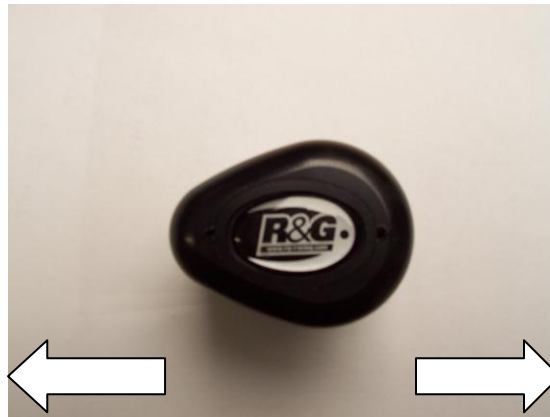
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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

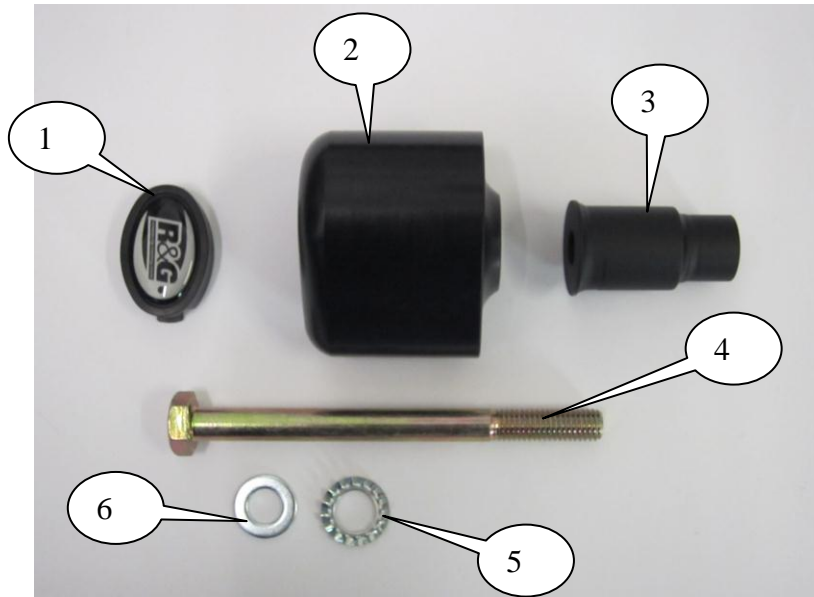
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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

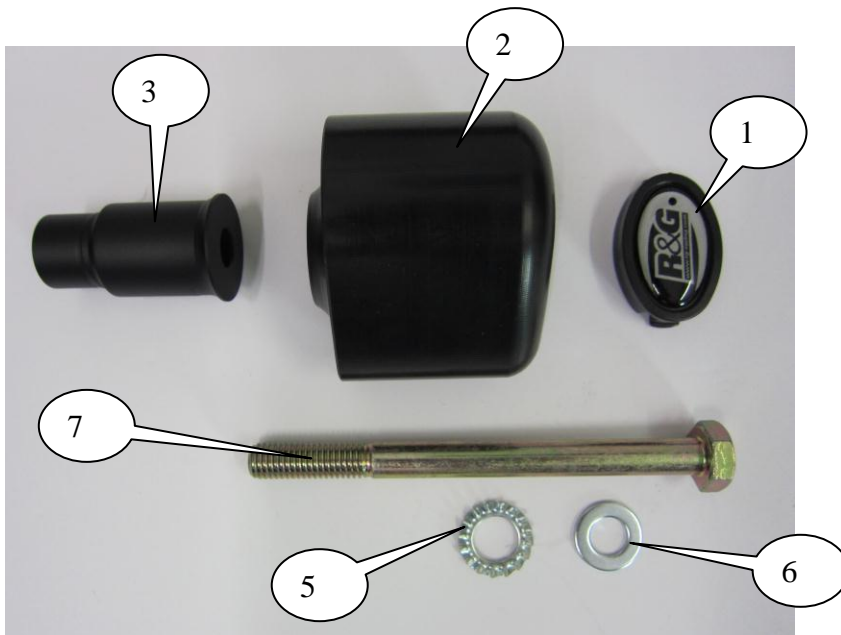
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



**LEFT HAND SIDE**



**RIGHT HAND SIDE**



### **TOOLS REQUIRED**

- Socket set to include 13 and 17mm sockets and wrench
  - Torque wrench (up to 40Nm)

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### **LEGEND**

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).

ITEM 3 = S0450 SPACERS 48mm LONG (BOTH SIDES) (x2).

ITEM 4 = M10x1.5x120mm LONG HEX HEAD BOLT (L-H-S CRASH PROTECTOR BOLT) (x1).

ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

ITEM 6 = M10 PLAIN WASHERS (x2).

ITEM 7 = M10x1.5x135mm LONG HEX HEAD BOLT (R-H-S CRASH PROTECTOR BOLT) (x1).

#### **Near side (left side as you sit on bike)**

- Remove the engine/frame bolt in position arrowed at top of picture 'A' (using 13mm socket).
- Slide one of the 10mm washers (item 6) onto one the shorter M10 hexagon headed bolt (item 4) (120mm long) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through either of the crash protectors (item 2) so head of bolt goes into counter-bore in bobbin.
- Slide one of the tapered spacers (item 4) over the exposed end of bolt with the larger diameter against the flat face of the crash protector.
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

#### **Off side (right side as you sit on bike)**

- Remove the engine/frame bolt in position arrowed at top of picture 'B' (using 13mm socket).
- Slide one of the 10mm washers (item 6) onto one the longer M10 hexagon headed bolt (item 7) (120mm long) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the remaining crash protectors (item 2) so head of bolt goes into counter-bore in bobbin.
- Slide the remaining tapered spacer (item 4) over the exposed end of bolt with the larger diameter against the flat face of the crash protector.
- Offer this assembly up to mounting block and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 1) into crash protector.

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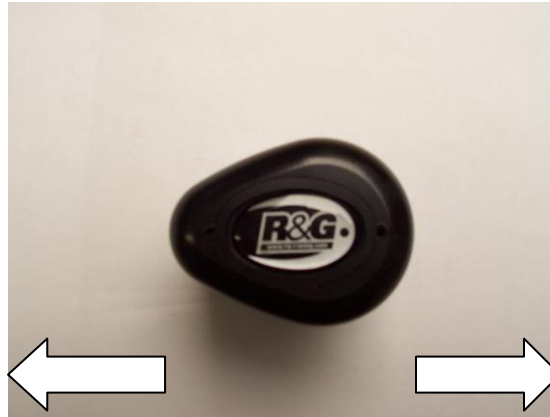
Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DES PROTECTIONS**  
**CP0291 APRILIA TUONO V4 2011**

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ARRIERE DE LA MOTO

AVANT DE LA MOTO

**LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.**

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

**OUTILS NECESSAIRES**

- Clefs de 13 et 17 mm à douille.
- Clef dynamométrique (40Nm).

**LEGENDE**

ART 1 = CAPUCHONS (BC0002) (x2)  
ART 2 = TAMPON DE PROTECTION B0063 AVEC CS066 (10mm) (x2).  
ART 3 = ENTRETOISE S0450 48mm (COTE G ET D) (x2).  
ART 4 = VIS M10x1.5x120mm (VIS TAMPON GAUCHE) (x1).  
ART 5 = RONDELLE CRANTEE LW0001 M12 (x2).  
ART 6 = RONDELLE LISSE M10 (x2).  
ART 7 = VIS M10x1.5x135mm (VIS TAMPON DROIT) (x1).



### **Gauche**

- Desserrez la vis de fixation moteur située en haut du moteur (voir le repère sur la photo « A ») utiliser la clef de 13 mm
- Glissez une rondelle lisse de 10 mm (art 6) sur la vis M10 la plus petite (art 4)
- Glissez une rondelle crantée (art 5) sur la vis positionnez les 2 rondelles contre la tête de la vis M10.
- Glissez ensuite la vis et les rondelles à travers l'un des tampons de protection (art 2), de manière à positionner la tête de la vis dans le renforcement de la protection.
- Glissez ensuite une des deux entretoises sur la vis contre la protection R&G. le diamètre le plus large sera positionné contre le tampon.
- Placez l'ensemble sur la moto dans le trou de fixation moteur.
- Attention au sens de montage de la protection. Voir la photo ci dessus.
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).
- Placez le sticker R&G dans le renforcement du capuchon si nécessaire.

### **Droit**

- Déserrer la vis de fixation moteur située en haut du moteur (voir le repère sur la photo « B ») utiliser la clef de 13 mm
- Glissez une rondelle lisse de 10 mm (art 6) sur la vis M10 la plus grande (art 7)
- Glissez une rondelle crantée (art 5) sur la vis positionnez les 2 rondelles contre la tête de la vis M10.
- Glissez ensuite la vis et les rondelles à travers le tampon de protection restant (art 2), de manière à positionner la tête de la vis dans le renforcement de la protection.
- Glissez ensuite l'entretoise restante sur la vis contre la protection R&G. le diamètre le plus large sera positionné contre le tampon.
- Placez l'ensemble sur la moto dans le trou de fixation moteur.
- Attention au sens de montage de la protection. Voir la photo ci dessus.
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).
- Placez le sticker R&G dans le renforcement du capuchon si nécessaire.