



**FITTING INSTRUCTIONS FOR CP0389BL**  
**AERO CRASH PROTECTORS**  
**DUCATI PANIGALE 1199 '12-, 899 '13-, 1299 '15- & 959 '16-**



Picture A

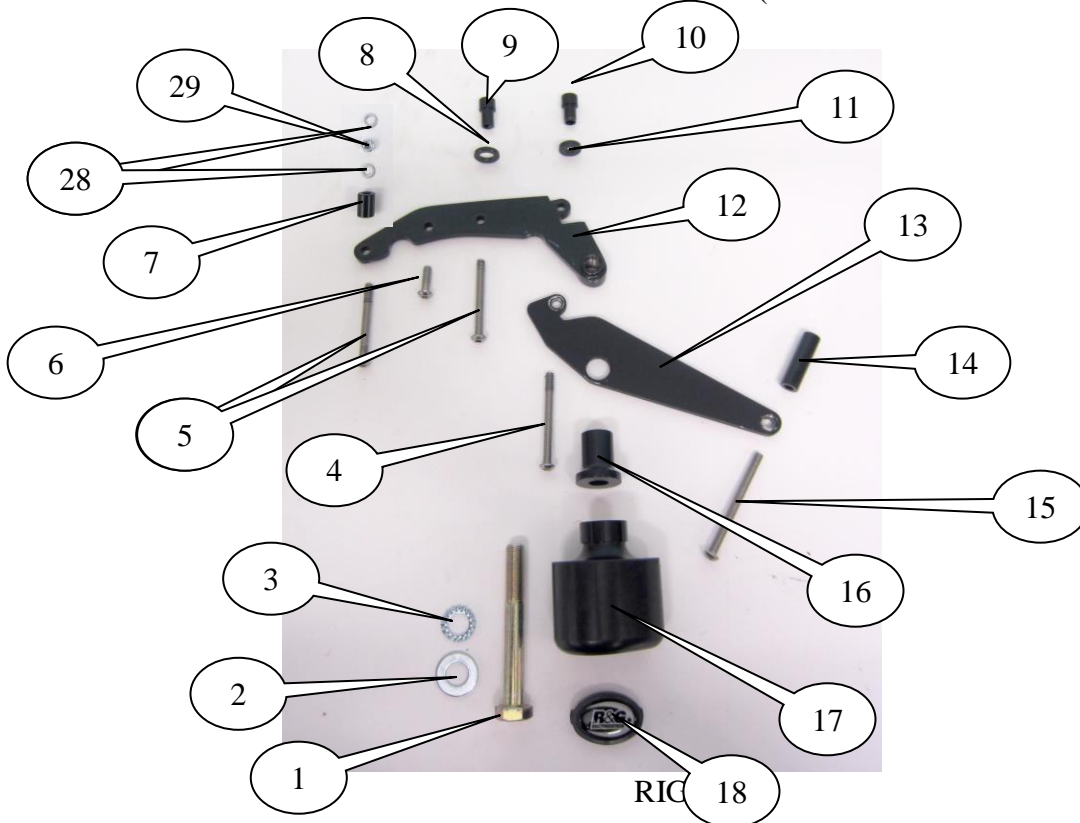


Picture B

**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

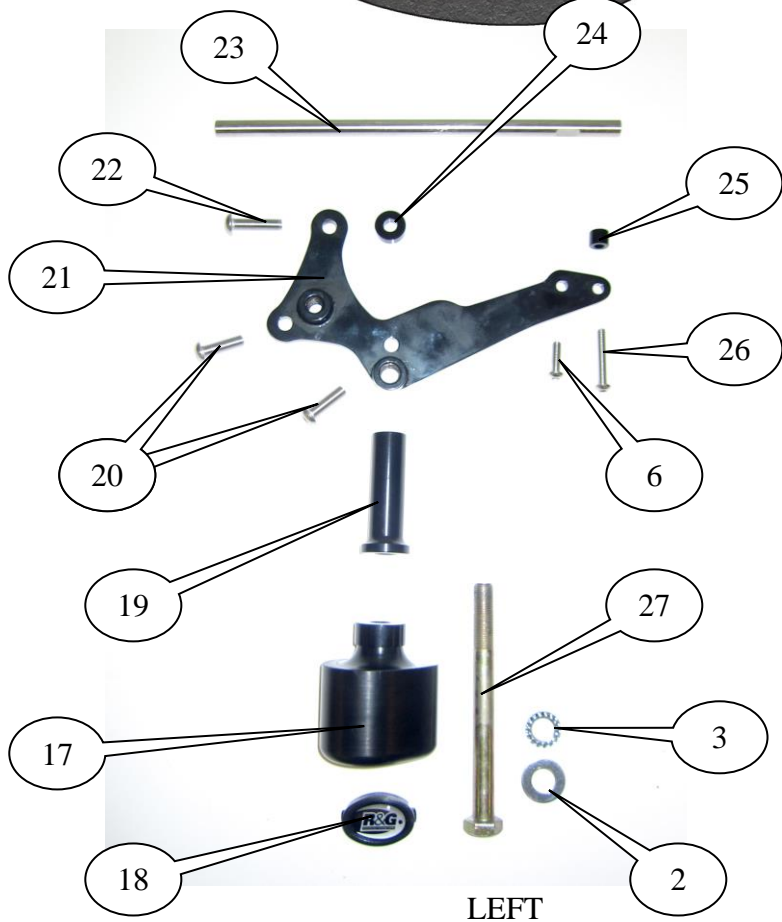
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



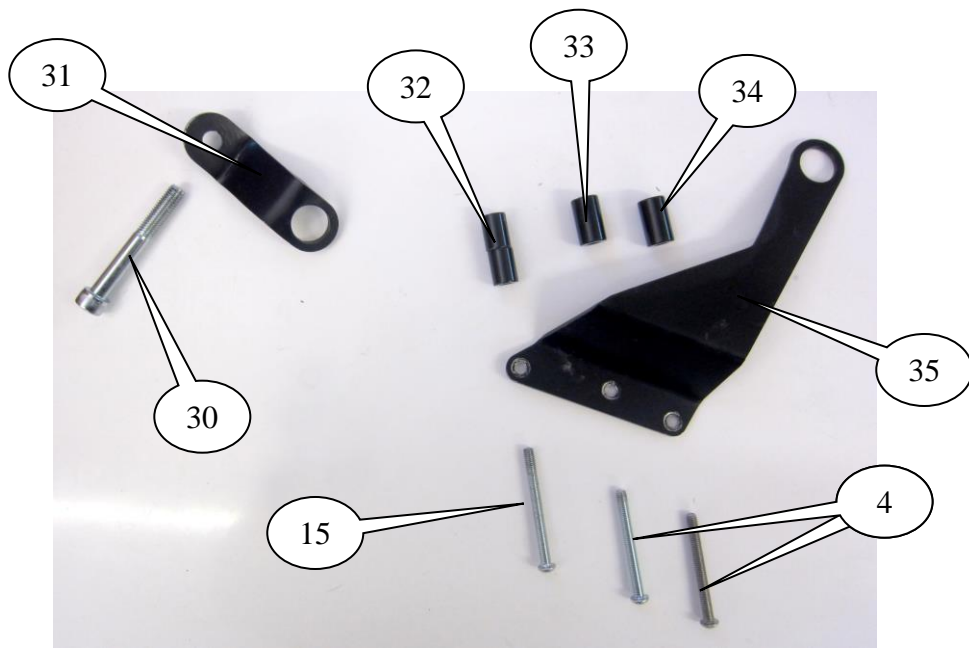
R&G Racing

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LEFT



SUPPORT BRACES



## **LEGEND**

- ITEM 1 = M12x1.25x90mm LONG HEX HEAD BOLT (x1).  
ITEM 2 = M12 WASHERS (x2).  
ITEM 3 = LOCK-WASHERS (LW0001) (x2).  
ITEM 4 = M6x65mm LONG BUTTON HEAD BOLT (x3).  
ITEM 5 = M6x55mm LONG BUTTON HEAD BOLTS (x2).  
ITEM 6 = M6x20mm LONG BUTTON HEAD BOLTS (x2).  
ITEM 7 = PLASTIC SPACER (S0792) (16.5mm long) (x1).  
ITEM 8 = SPACER (S0758) (3mm long – 9.2mm ID) (x1). \*\*\* FOR 1199 '12-'13 ONLY \*\*\*  
ITEM 9 = SPACER (S0737) (23.5mm long - stepped) (x1).  
ITEM 10 = SPACER (S0756) (23.5mm long – double stepped) (x1).  
ITEM 11 = SPACER (S0757) (3mm long – 8.2mm ID) (x1). \*\*\* FOR 1199 '12-'13 & 899 '13- \*\*\*  
ITEM 12 = RIGHT MOUNTING PLATE REAR (M0383 Welded Assembly) (x1).  
ITEM 13 = RIGHT MOUNTING PLATE FRONT (M0384) (x1).  
ITEM 14 = SPACER (S0735) (41.5mm long) (x1).  
ITEM 15 = M6x70mm LONG BUTTON HEAD BOLT (x2).  
ITEM 16 = SPACER (S0739) (31mm long) (x1).  
ITEM 17 = CRASH PROTECTOR (B0431 with CS340) (x2).  
ITEM 18 = CRASH PROTECTOR CAPS (BC0002) (x2).  
ITEM 19 = SPACER (S0738) (72mm long) (x1).  
ITEM 20 = M8x25mm LONG BUTTON HEAD BOLTS (x2).  
ITEM 21 = LEFT MOUNTING PLATE (M0382 Welded Assembly) (x1).  
ITEM 22 = M8x30mm LONG BUTTON HEAD BOLT (x1).  
ITEM 23 = EB077 ENGINE BAR (252.5mm long) (x1).  
ITEM 24 = SPACER (S0736) (6.5mm long) (x1).  
ITEM 25 = SPACER (S0670) (9mm long) (x1).  
ITEM 26 = M6x35mm LONG BUTTON HEAD BOLT (x1).  
ITEM 27 = M12x1.25x130mm LONG HEX HEAD BOLT (x1).  
ITEM 28 = M6 WASHERS (x2).  
ITEM 29 = M6 STAINLESS NUT (x1).  
ITEM 30 = M10 x 1.25 x 50mm LONG 10.9 GRADE CAP HEAD BOLT (x1).  
ITEM 31 = LEFT BRACE PLATE (MP0116) (x1).  
ITEM 32 = SPACER (S0793) (40mm long) (x1).  
ITEM 33 = SPACER (S0794) (36.5mm long) (x1).  
ITEM 34 = SPACER (S0795) (35mm long) (x1).  
ITEM 35 = RIGHT BRACE PLATE (MP0117) (x1).

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!*

## **TOOLS REQUIRED**

- Socket set to include 2.5, 3, 4, 5, 6, 7 & 8mm A/F socket and wrench.
- Socket set to include a deep 8mm & 19mm socket and wrench.
  - 8 & 10mm spanner.
  - Flat headed screwdriver.
  - Torque wrench (up to 40Nm).
- Suitable centre lift stand to support the chassis during rear suspension removal.

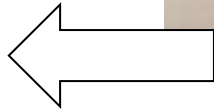
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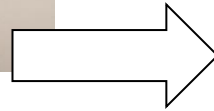
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TOWARDS REAR  
OF BIKE



TOWARDS FRONT  
OF BIKE



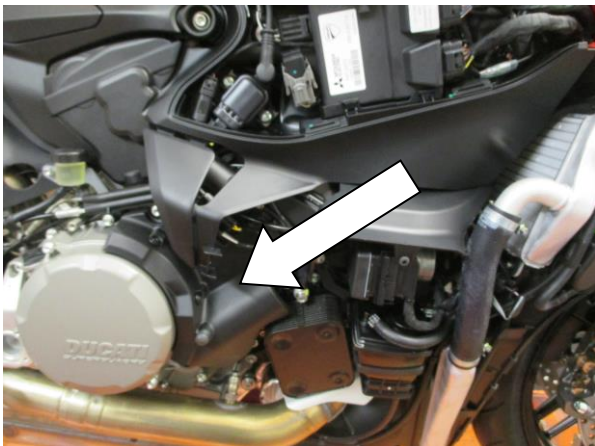
PICTURE C



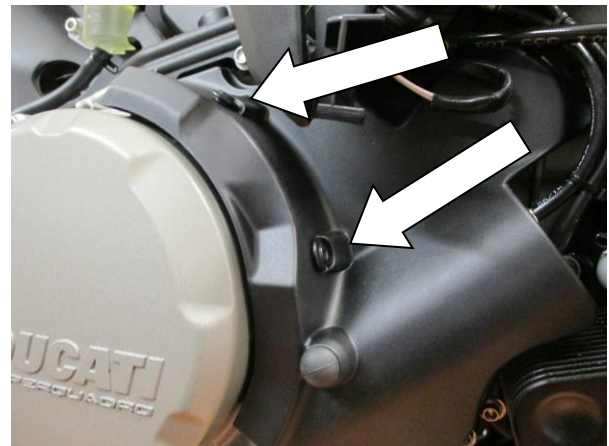
Picture 1



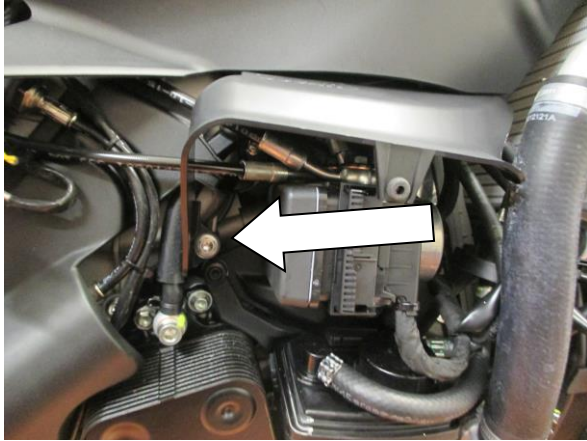
Picture 2



Picture 3



Picture 4



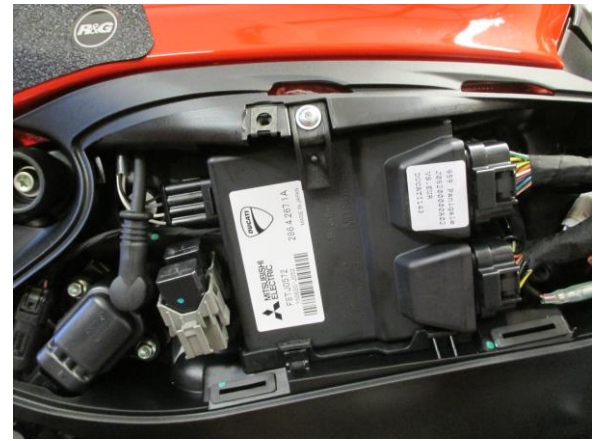
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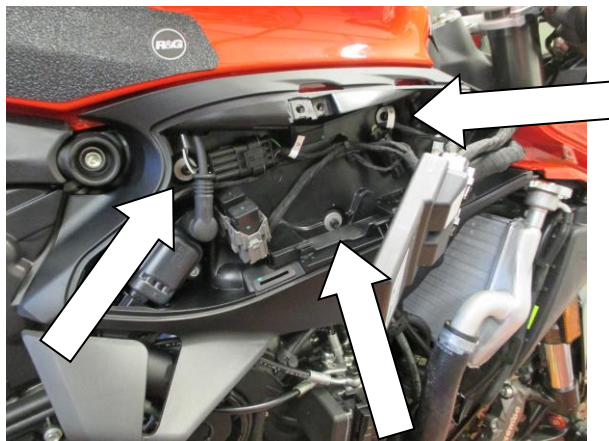
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



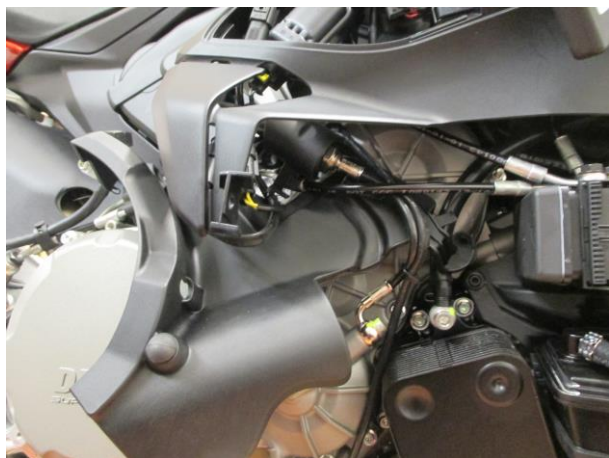
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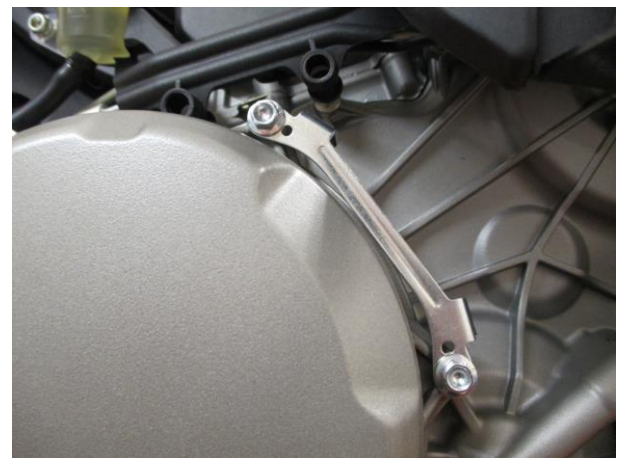
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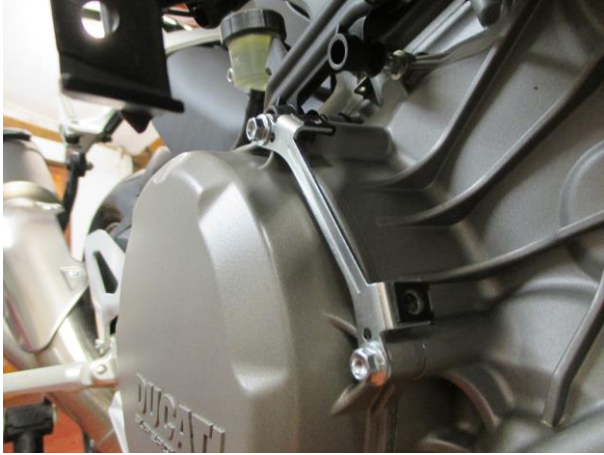
Picture 14



Picture 15



Picture 16



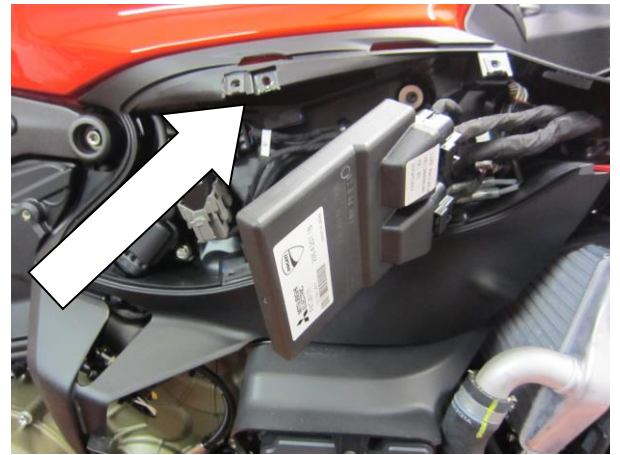
Picture 17



Picture 18



Picture 19



Picture 20



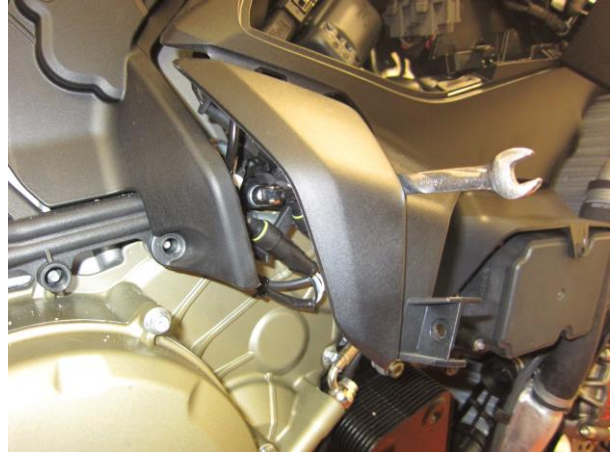
Picture 21



Picture 22



Picture 23



Picture 24



Picture 25



Picture 26



Picture 27



Picture 28

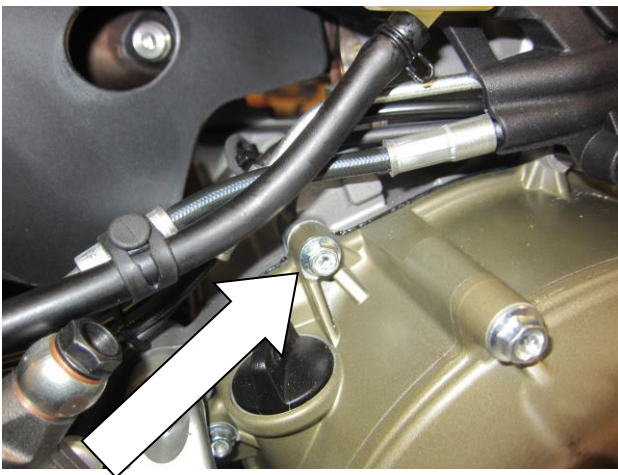




Picture 29



Picture 30



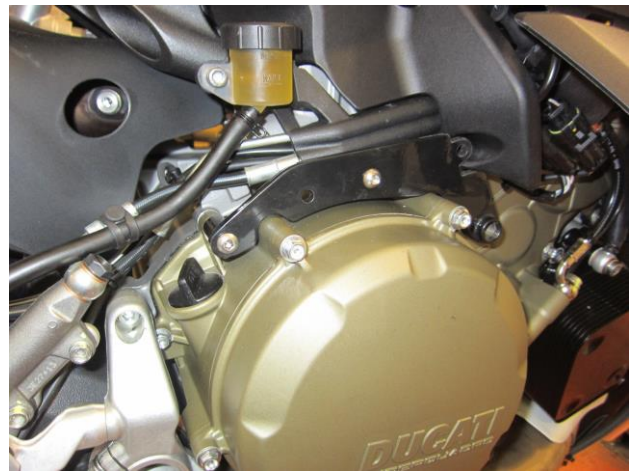
Picture 31



Picture 32



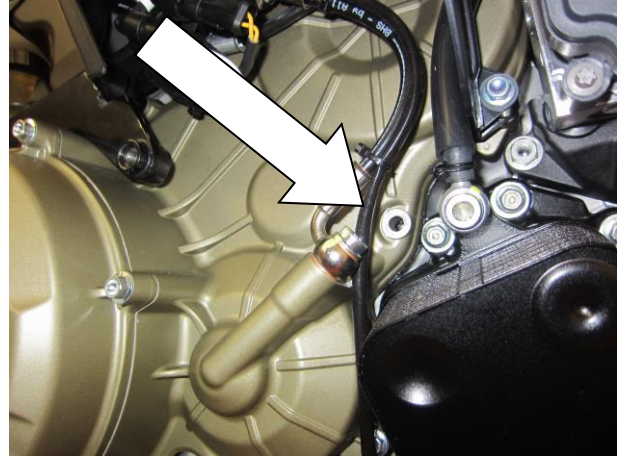
Picture 33



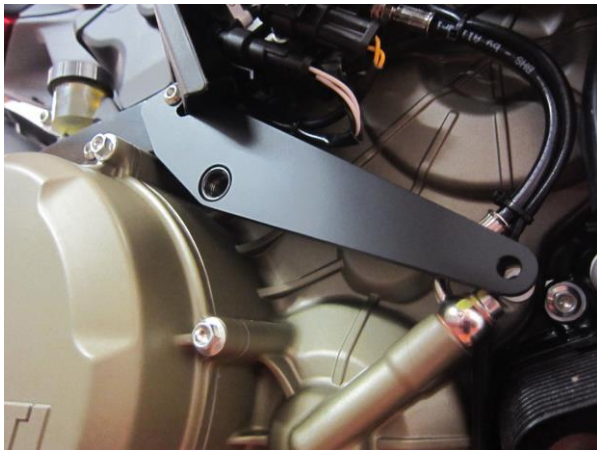
Picture 34



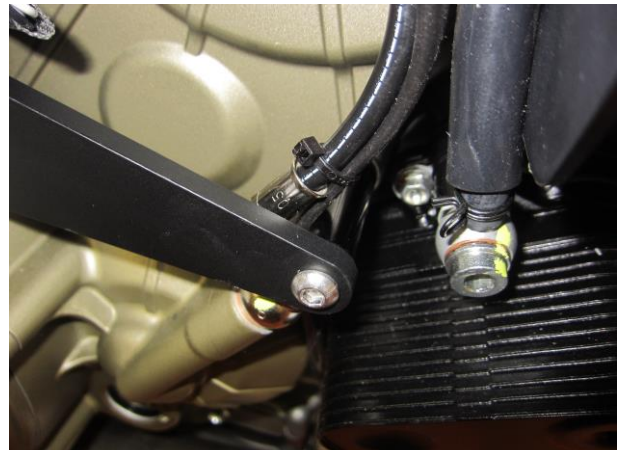
Picture 35



Picture 36



Picture 37



Picture 38



Picture 39



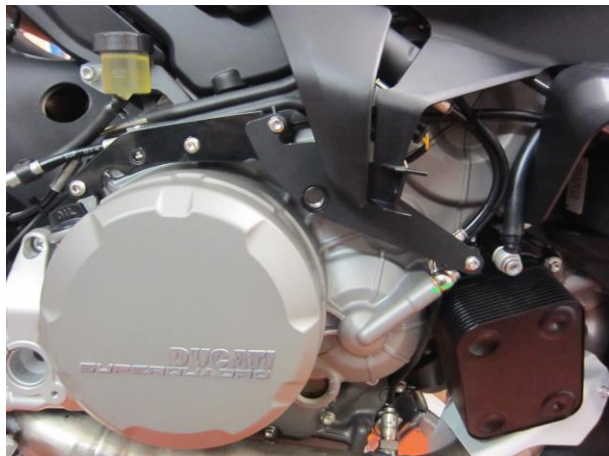
Picture 40



Picture 41



Picture 42



Picture 43



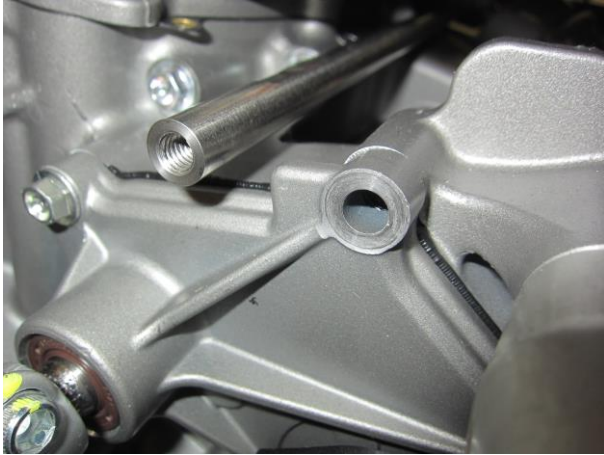
Picture 44



Picture 45



Picture 46



Picture 47



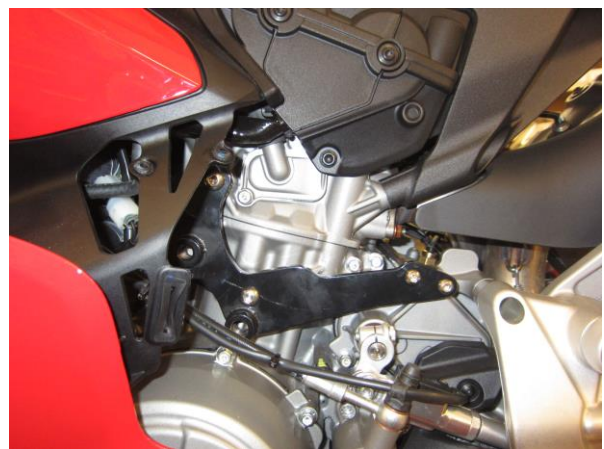
Picture 48



Picture 49



Picture 50



Picture 51



Picture 52



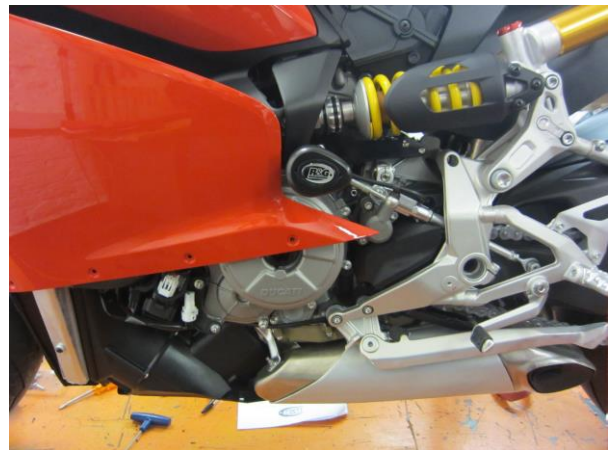
Picture 53



Picture 54



Picture 55



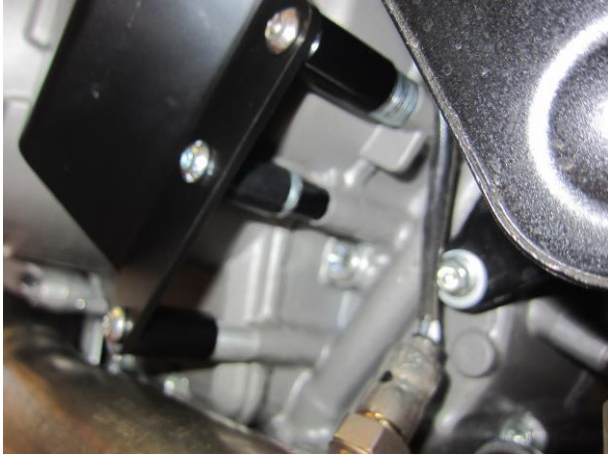
Picture 56



Picture 57



Picture 58



Picture 59



Picture 60



Picture 61



Picture 62



Picture 63



## **FITTING INSTRUCTIONS**

- Remove the lower fairings from both sides of the bike. To do this, remove the row of fairing bolts on either side which attach the lower to the upper fairing, along with the fairing bolts at the rear by the swingarm pivot, the three bolts underneath the bike and the two bolts which are accessible on the inside cowling surrounding the lower radiator, as shown in picture 1.
- On the right side of the bike, the upper fairing also needs to be removed. Remove the five fairings bolts along with the push rivet on the inner cowling (*on the 1299 '15- & 959 '16- this push rivet has been replaced with a 2.5mm button head bolt*) before gently pulling the fairing out of its locating tabs, as shown in picture 2.
- **On the 959 '16- only** – To fit the crash protectors, the plastic cover that is arrowed in picture 3 needs to be permanently removed from the bike.
- Remove the two bolts that secure the cover to the engine case, as arrowed in picture 4.
- Remove the two bolts that secure the front and rear of the cover for the ABS control unit, as arrowed in picture 5 and as shown being accessed with a long Allen key or T-bar in picture 6.
- Remove the plastic cover from the bike, as shown in picture 7.
- Remove the plastic clip which is bolted in place and secures the electronic box in place, allowing the electronic box to be gently pulled clear of the bike, as arrowed in picture 8 & 9.
- Remove the three 4mm bolts that are now accessible that secure the plastic panel in place, as arrowed in picture 9.
- With these items unbolted, they can now be gently pulled away from the immediate work area to gain access for the next step, as shown in picture 10.
- Remove the nut that secures the front of the plastic cover that is being removed, as shown in picture 11.
- Remove the wiring connectors from their plastic mounts by sliding them off, as shown in picture 12.
- Access can now be gained to the hex head bolt cap underneath and can now be removed, as shown in picture 13.
- Remove the two 8mm hex head bolt caps which secure the plastic hose guide in place, as shown in picture 14.
- The plastic cover can now be removed from the bike as shown in picture 15 but is a little tricky. *Both mounts need to be lifted clear of the protruding thread of the engine case studs and towards the front there are hose guides which need to be freed from their hoses. Once clear of the studs, gently pull downwards and twist out from the rear, as shown in picture 15. There is a metal insert in the lower mount of the plastic cover, be careful to avoid this contacting and marking the engine case during removal.*
- With the plastic cover removed, the mounting bracket is clearly visible, as shown in pictures 16 & 17.
- Remove the two engine case bolts that secure this in place and remove the bracket.
- Re-fit the two engine case bolts without the bracket and re-torque the bolts to the manufactures specified amount.
- Re-fit the plastic ABS control unit cover, using the original bolts, as shown in picture 18.
- **On the 1199 '14- only** – *On the right side of the bike, remove the two 8mm hex head bolt caps which secure the plastic hose guide in place, as shown in picture 19.*
- *Remove the plastic clip which is bolted in place and secures the electronic box in place, allowing the electronic box to be gently pulled clear of the bike, as arrowed in picture 20.*
- *Remove the three 4mm bolts that are now accessible that secure the plastic panel in place, as shown in picture 21.*
- *Remove the two bolts that secure the plastic cylinder head cover in place, as shown in picture 22.*
- *With these items unbolted, they can now be gently pulled away from the immediate work area to gain access for the next step, as shown in picture 23.*
- On all model variants, remove the two 8mm hex head bolt caps which secure the plastic hose guide in place, as shown in picture 19, and remove the remaining 8mm hex head bolt cap which secure the hose guide in place at the front, as shown in picture 24. *To make it easier remove the wiring connectors from their plastic mounts by sliding them off.*

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- This will now allow the plastic hose guide to be pulled out and up to gain access to remove the spacers and studs, as shown in picture 25. *Un-clipping the hose from the rear of the plastic may allow for more manoeuvrability of the plastic hose guide.*
- Remove the two spacers and then the studs using a deep 8mm socket, as shown in picture 26 & 27.
- Take the single stepped spacer (item 9 – S0737 – 23.5mm long) and insert it into the rearward hole from behind the plastic hose guide, as shown in picture 28.
- Do the same for the double stepped spacer (item 10 – S0756 – 23.5mm long) on the remaining hole, as shown in picture 29.
- The plastic hose guide should now relocate into place, with both spacers aligning with the bolt holes in the engine case, as shown in picture 29.
- ***On the 1199 '14- the plastic cylinder head cover and electronics box plastics can be relocated into place, with the lower mount of the plastic cylinder head cover locating over the smaller step of spacer S0756, as shown in picture 29.***
- *On the 899 '13- fit the small spacer with the smaller diameter centre (item 11 – S0757 – 3mm long) over the exposed smaller step of spacer S0756, as shown in picture 30..*
- ***On the 1199 '12 – '13 fit the small spacer with the smaller diameter centre (item 11 – S0757 – 3mm long) over the exposed smaller step of spacer S0756 and the remaining small spacer (item 8 – S0758 – 3mm long) over the exposed section of the other spacer, S0737.***
- On all model variants, remove the remaining 8mm head engine case bolt, as arrowed in picture 31.
- Take the right side rearward mounting plate (item 12 – M0383) and fit one M6 x 55 long button head bolt (item 5) through the rearward hole and then through the plastic spacer (item 7 – S0792 – 16.5mm long). Now fit one M6 washer (item 28), followed by the M6 nut (item 29) and then the remaining M6 washer (item 28), as shown in picture 32.
- Tighten the nut onto the bolt so that it just begins to tighten onto the plastic spacer.
- Now the right side rearward mounting plate with the rearward bolt can be offered up to the bike as shown in picture 33.
- Take the remaining M6 x 55mm long button head bolt (item 5) and place through the third hole from the rear, locating through the set of spacers already fitted which secure the rear of the plastic hose guide in place, before loosely tightening into the engine case, as shown in picture 34.
- To ensure the rear bolt is correctly mounted into the engine case, tighten the bolt into the casing and then lock it using the M6 nut which is already fitted. This will allow the plastic spacer to be slightly pinched in place and will help absorb forces in the event of a crash.
- ***On the 1199 '14- the cut-out on the front of the plate should fit around the plastic, as shown in picture 35.***
- Re-fit the front 8mm hex head bolt cap to secure the front of the plastic hose guide in place, as shown in picture 35 and relocate any wiring connectors that were previously un-mounted.
- Remove the engine case bolt from behind the hydraulic hose, as arrowed in picture 36.
- Offer the right side forward mounting plate (item 13 – M0384) into place, ensuring the large hole locates over the threaded boss of the previously installed mounting plate, before fitting the M6 x 65mm long button head bolt (item 4) through the top mounting hole, then the other mounting plate and spacers before loosely tightening into the engine case, as shown in picture 37.
- Take the long spacer (item 14 – S0735 – 41.5mm long) and position it between the mounting plate and engine case in alignment with the front mounting hole, before inserting the M6 x 70mm long button head bolt (item 15) and loosely tightening, as shown in picture 38.
- With all four mounting bolts now in place and the mounting plates correctly mounted, tighten the bolts to the manufacturers recommended torque settings, as shown in picture 39.

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- **On the 1199 '14- only** - ensure the plastic electronics box is correctly located before re-fitting the three bolts which secure it in place, as shown in picture 40. Re-fit the electronics box in place along with the small plastic clip and bolt, before tightening. Also re-fit the two bolts that secure the plastic cylinder head cover in place.
- From the left side of the bike, insert the engine bar (item 23 – EB077 – 252.5mm long) behind the rear cylinder, allowing the other end to locate with the remaining hole on the right side mounting plate. *Please note: insert the engine bar so that the end with the 8mm spanner flats sits on the left side of the bike, as shown in picture 41.* Fit one M6 x 20mm long button head bolt (item 6) through the mounting plate and loosely tighten into the engine bar.
- Picture 42 shows how the mounted assembly should look on the Panigale 1199 '14-.
- Picture 43 shows how the mounted assembly should look on the Panigale 899 '13-.
- The motorcycle now needs to be mounted onto a suitable stand which supports the bike from the swingarm pivot to allow for the rear suspension to be removed, as shown in picture 44. The rear wheel will also need to be supported to prevent it from dropping when the shock absorber is removed.
- Remove the small plastic panel which mounts in front of the front shock absorber mount, before removing the two bolts which secure the shock absorber in place, as shown in picture 45.
- With the shock absorber removed, remove the three bolts which secure the front mounting plate in place to the rear cylinder head, as shown in picture 46.
- Remove the engine case bolt which sits near the previously installed engine bar and above the rear shock linkage, as shown in picture 47.
- Take the left side mounting plate (item 21 – M0382) and offer it up to the bike as shown in picture 48. Insert one M8 x 25mm long button head bolt (item 20) through the front hole of the mounting plate and into the threaded boss on the side of the cylinder head, also shown in picture 48.
- On the top mounting hole, place the M8 x 30mm long button head bolt (item 22) through the mounting plate, then through the short spacer (item 24 – S0736 – 6.5mm long) and loosely tighten into the thread boss on the side of the rear cylinder head, as shown in picture 49.
- Fit the remaining M8 x 25mm long button head bolt (item 20) into the remaining of the three mounting holes, above the threaded boss.
- At the rear of the mounting plate, fit the M6 x 35mm long button head bolt (item 26) through the mounting plate hole, then through the small spacer (item 25 – S0670 – 9mm long) and loosely tighten into the engine case, as shown in picture 50.
- The previously fitted engine bar should now be in a location where it can align with the remaining hole on the mounting plate. Fit the remaining M6 x 20mm long button head bolt (item 6) and loosely tighten into the engine bar, as shown also in picture 50.
- With the mounting plate correctly mounted it should look like picture 51. Tighten all the bolts to the manufacturers recommended torque settings. For the bolt that tightens into the engine bar, hold the engine bar in place using an 8mm open ended spanner on the flats of the bar, whilst tightening the button head bolt, as shown in picture 41. *Please ensure to tighten the button head bolt on the other end of the engine bar as well.*
- Re-fit the shock absorber to the bike using the OEM bolt on the rear mount but using the M10 x 1.25 x 50mm long 10.9 grade cap head bolt supplied in the kit (item 30) on the front mount. When fitting, first place through the recessed OEM spacer and then fit through the smaller hole of the left brace plate (item 31 – MP0116) so that the bend in the plate comes out from the bike, as shown in pictures 52 & 53. *Tighten this loosely, so that the brace can still be moved.*
- The crash protector can now be fitted. Slide one of the 12mm washers (item 2) onto the M12 x 1.25 x 130mm long hex head bolt (item 27) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 3) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 17) so head of bolt and washers goes into counter-bore in bobbin.
- Locate the longer crash protector spacer (item 19 – S0738 – 72mm long) over the exposed end of the bolt, ensuring the larger diameter end sits against the crash protector, as shown in picture 54.

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- Offer the crash protector up to the mounting plate by locating the spacer through the larger hole in the left brace plate and tighten the bolt into the main mounting plate, as shown in picture 55, taking care to ensure the wiring runs above the spacer.
- Tighten the bolt until you feel some compression from inside the protector using a 19mm socket and wrench, as shown in picture 56. **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.
- Tighten the front shock bolt. Do not exceed 40Nm of torque.
- On the right side of the bike, remove the three M6 bolts which mount into the lower casing, as shown in picture 57.
- Take the right brace plate (item 35 – MP0117) and offer it up to the bike as shown in picture 58.
- Fit two M6 x 65mm long button head bolts (item 4) through the two forward holes on the bottom of the plate and the remaining M6 x 70mm long button head bolt (item 15) through the remaining rear hole, as shown in picture 59.
- On the back of the plate locate the 40mm long spacer (item 32 – S0793 – 40mm long) over the exposed thread of the rearward bolt, the 36.5mm long spacer (item 33 – S0794 – 36.5mm long) over the central bolt and the 35mm long spacer (item 34 – S0795 – 35mm long) over the front bolt, as shown in picture 59.
- The brace plate should now be securely located in place as shown in picture 58.
- Take one of the 12mm washers (item 2) and slide onto the M12 x 1.25 x 90mm long hex head bolt (item 1) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 3) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 17) so head of bolt and washers goes into counter-bore in bobbin.
- Locate the remaining crash protector spacer (item 16 – S0739 – 31mm long) over the exposed end of the bolt, ensuring the larger diameter end sits against the crash protector, as shown in picture 60.
- Locate the crash protector and spacer through the upper hole of the brace plate and tighten the bolt into the main mounting plate, as shown in picture 61.
- Tighten the bolt until you feel some compression from inside the protector using a 19mm 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.
- Re-fit the small plastic cover by the rear shock on the left side of the bike.
- Re-fit the upper fairing on the right and lower fairings on both sides of the bike, as shown in pictures 62 & 63.
- Ensure the fairings are correctly fitted with all bolts fully tightened.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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#### CONSUMER NOTICE

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