



FITTING INSTRUCTIONS FOR CP0487
AERO CRASH PROTECTORS ROAD KIT
DUCATI V4 2020-



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



| <u>TOOLS REQUIRED</u> | <u>GENERAL TORQUE SETTINGS</u> |
|---|---|
| <ul style="list-style-type: none"> • Socket set to include 14, 17, 19mm A/F socket and wrench. • Allen head set to include 3mm, 4mm allen keys. • Torque wrench (up to 90Nm). • Wire cutters or alternative for cable tie removal. • Suitable jack to support the engine during fitting. | M4 BOLT = 8Nm M5 BOLT = 12Nm M6 BOLT = 15Nm M8 BOLT = 20Nm M10 BOLT = 40Nm M12 BOLT = 40Nm |

LEGEND

| ITEM NO. | DESCRIPTION | QTY |
|-----------------|--------------------------------------|------------|
| ITEM 1 | B0061 M12 CRASH PROTECTOR | 2 |
| ITEM 2 | M0604 LHS BRACKET ASSEMBLY | 1 |
| ITEM 3 | M0605 RHS BRACKET ASSEMBLY | 1 |
| ITEM 4 | E0064 REPLACEMENT ENGINE BOLT | 2 |
| ITEM 5 | S1114 25.5MM SPACER | 1 |
| ITEM 6 | S0026 SPACER 8MM | 2 |
| ITEM 7 | SELF ADHESIVE FOAM PAD | 6 |
| ITEM 8 | 75MM LENGTH OF SPIRAL HOSE PROTECTOR | 1 |
| ITEM 9 | M10 x 1.25 x 20MM HEX BOLT | 1 |
| ITEM 10 | M10 x 1.25 x 35MM HEX BOLT | 1 |
| ITEM 11 | M12 x 1.25 x 60MM HEX BOLT | 2 |
| ITEM 12 | M10 19MM OD WASHER | 2 |
| ITEM 13 | M12 25MM OD WASHER | 2 |
| ITEM 14 | LW0001 LOCK WASHER | 2 |
| ITEM 15 | NC0001 M10 RUBBER HEX HEAD CAP | 2 |
| ITEM 16 | BC0002 CRASH PROTECTOR CAP | 2 |

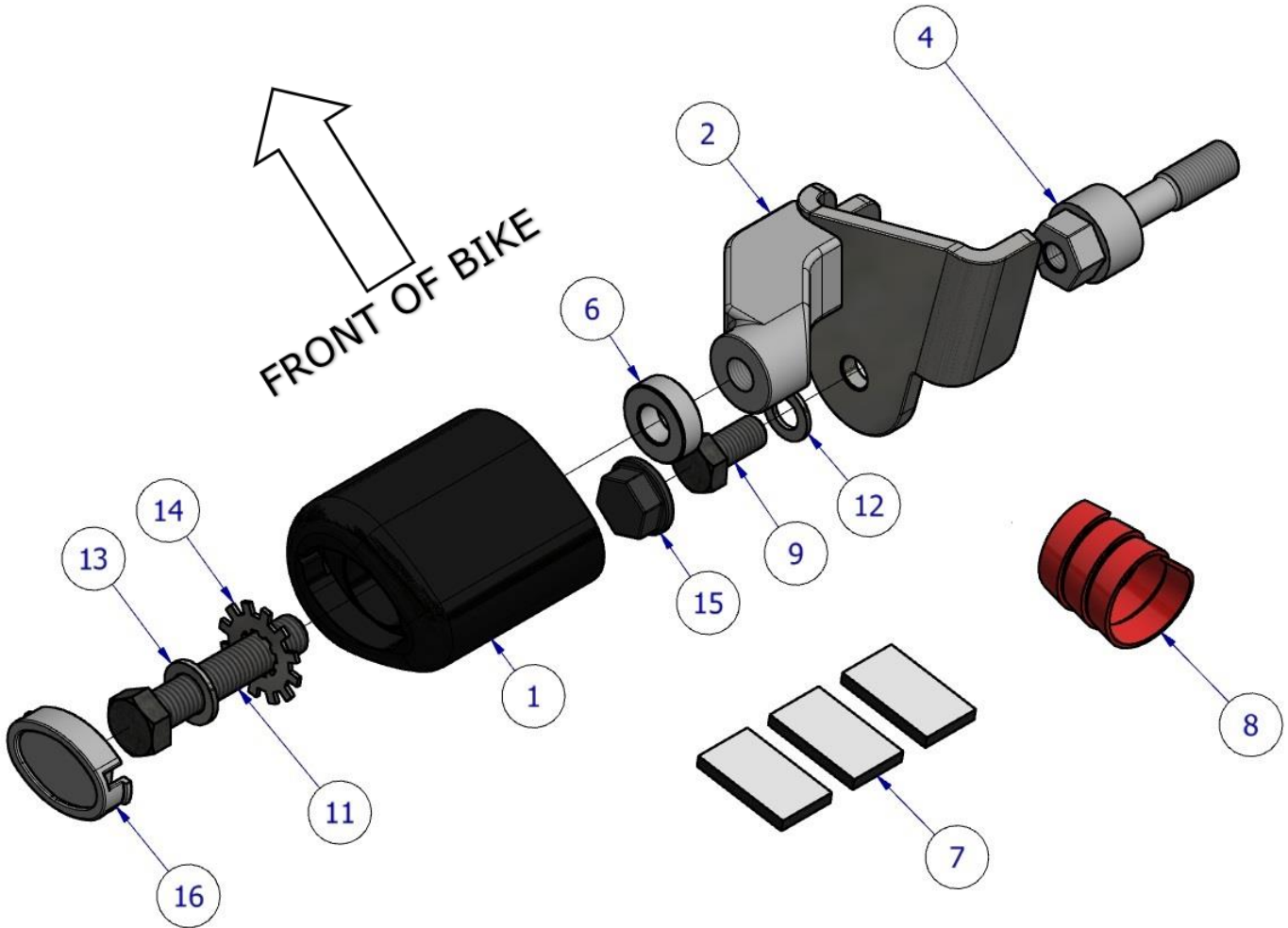
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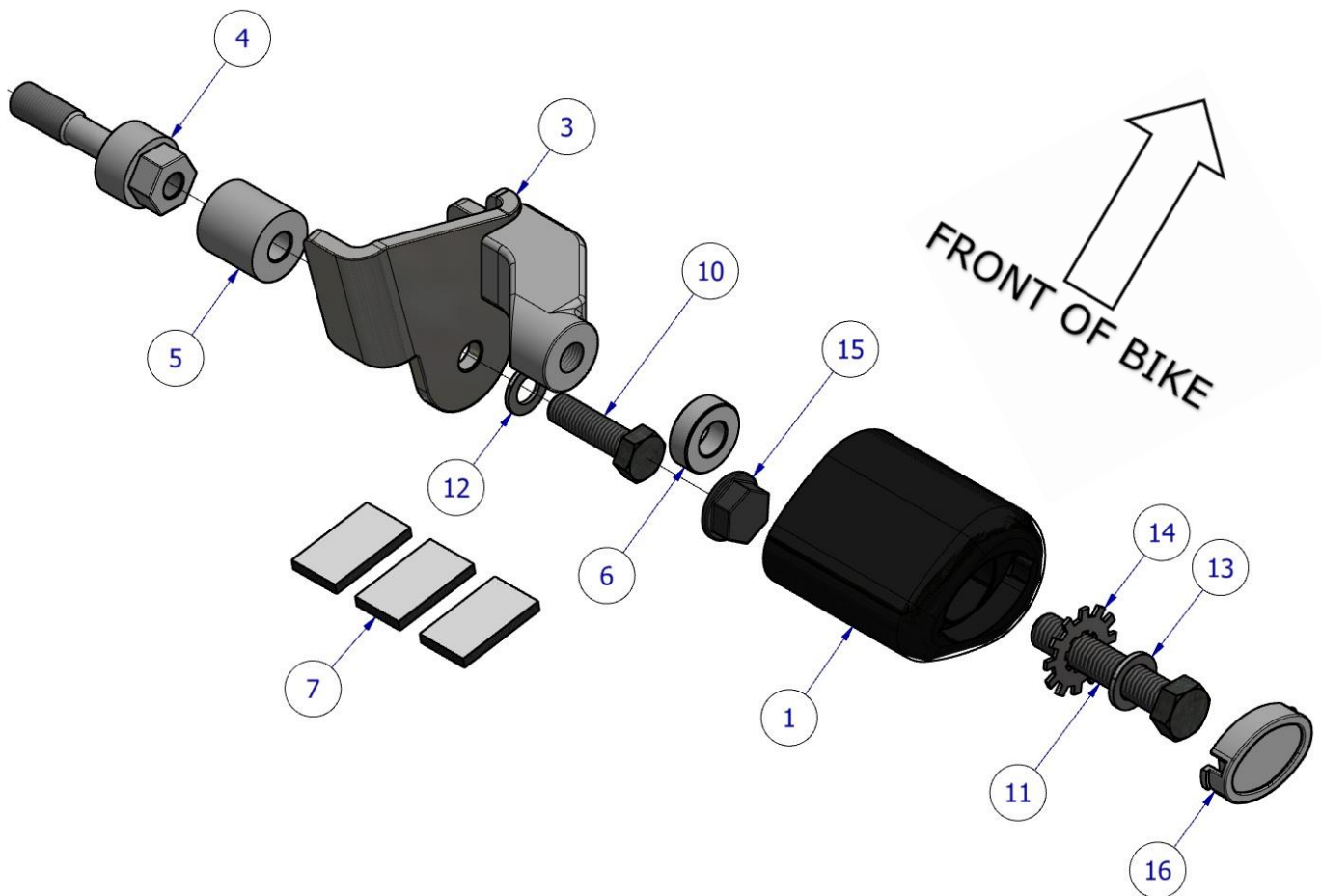


LHS ASSEMBLY DIAGRAM 1





RHS ASSEMBLY DIAGRAM 2



AERO-STYLE CRASH PROTECTOR ORIENTATION

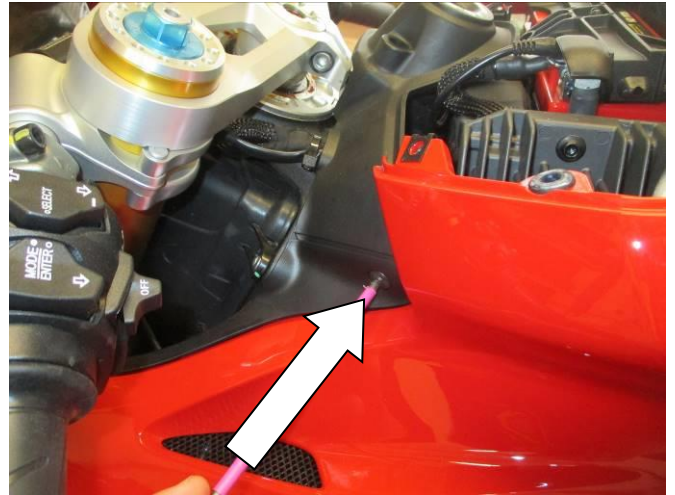




Fitting Pictures



Picture 1



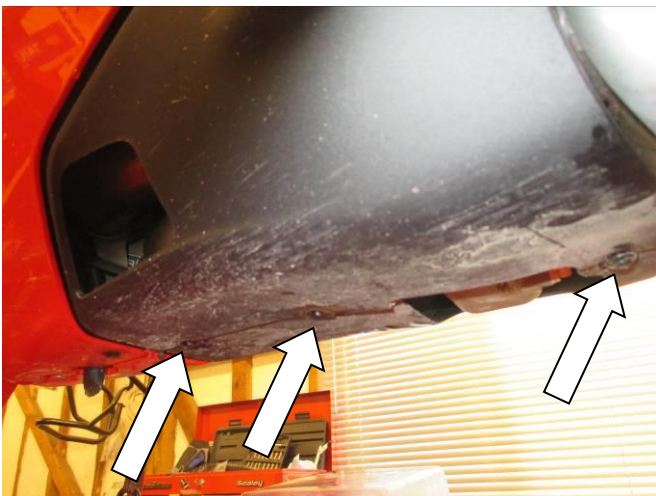
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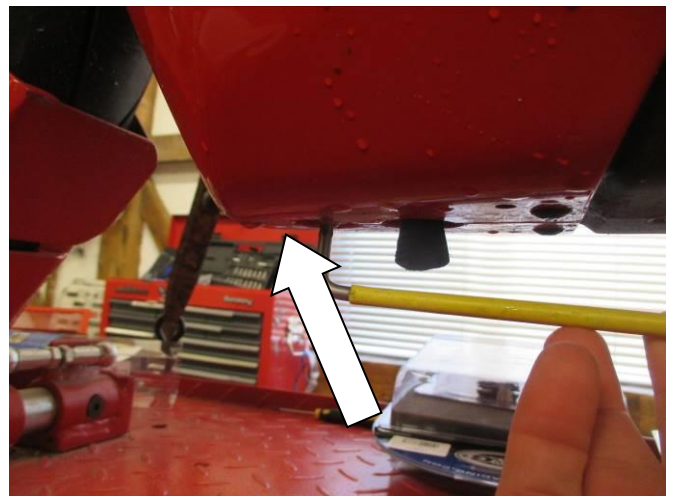
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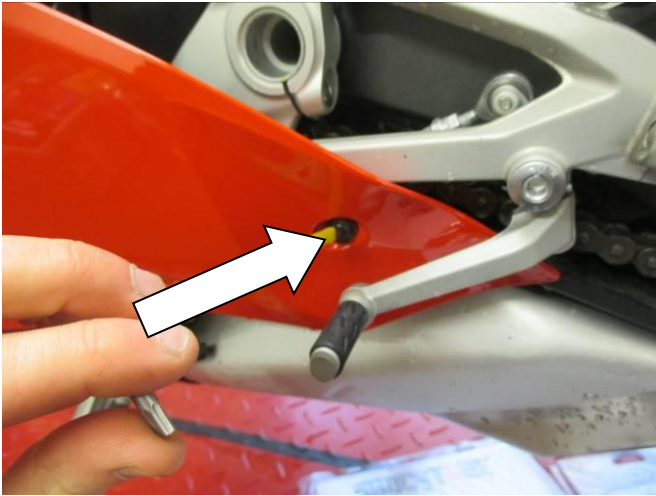
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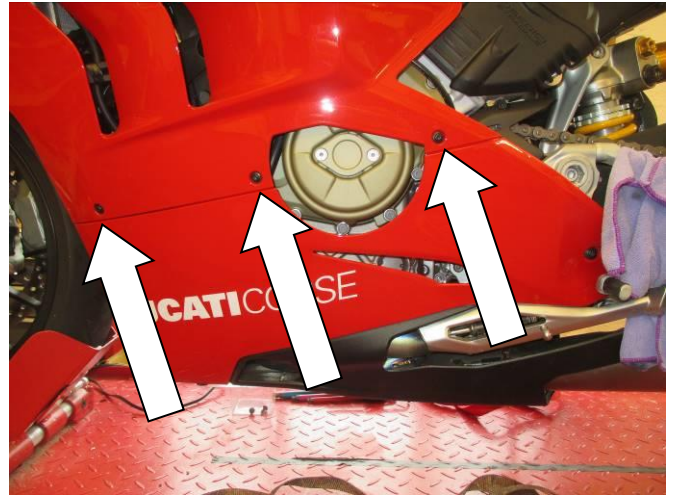
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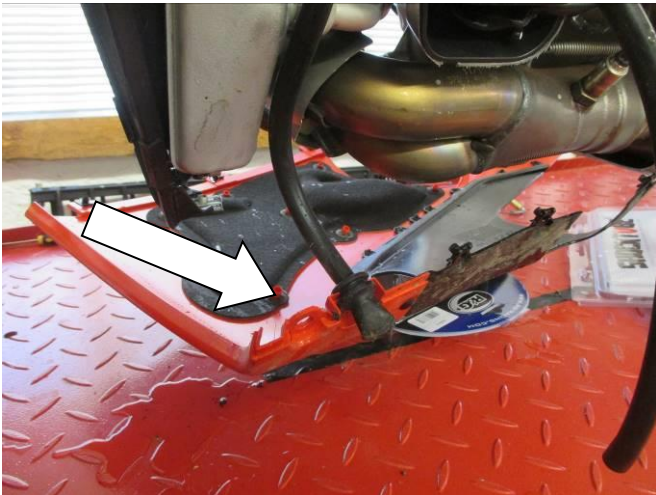
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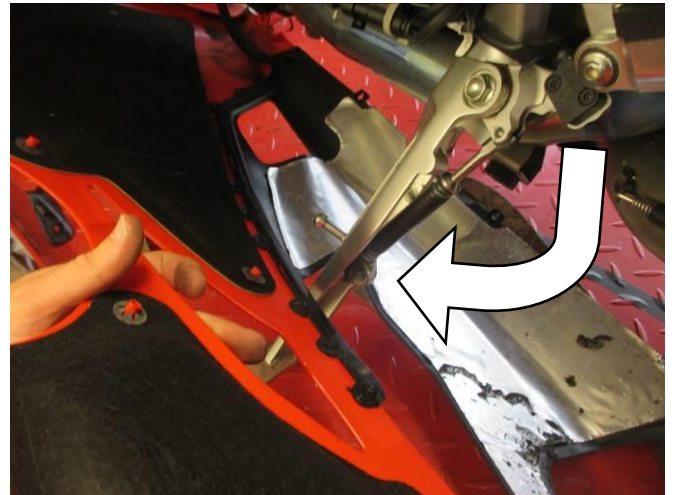
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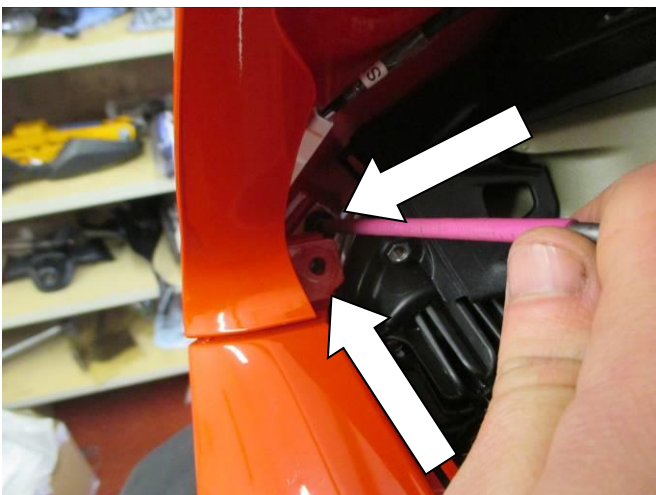
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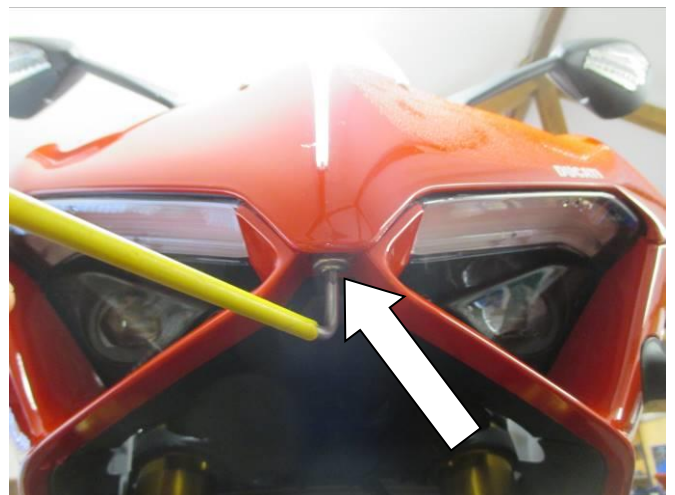
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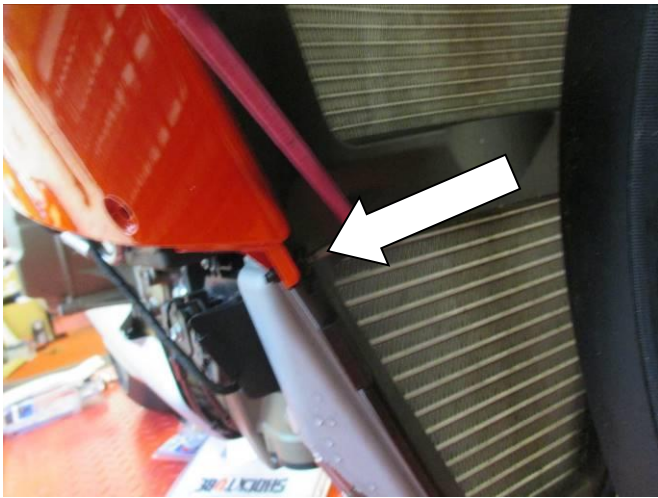
Picture 10



Picture 11



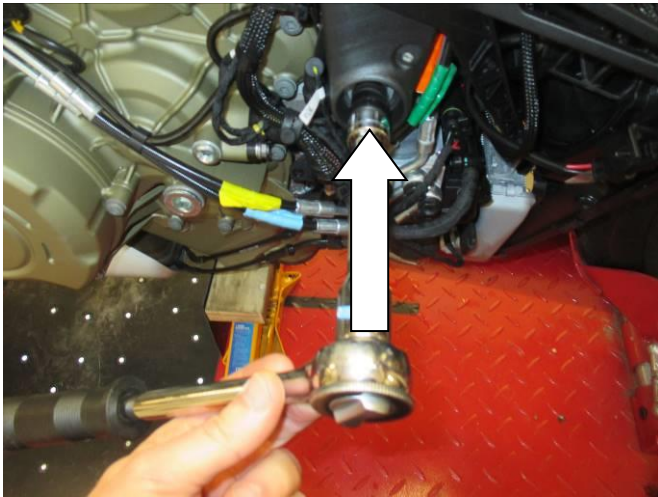
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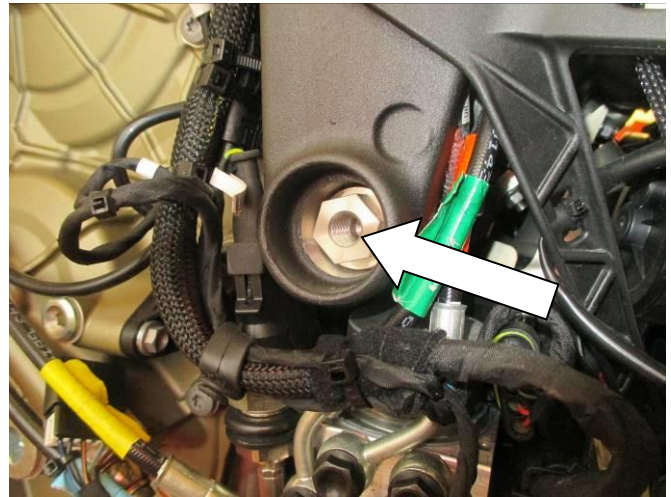
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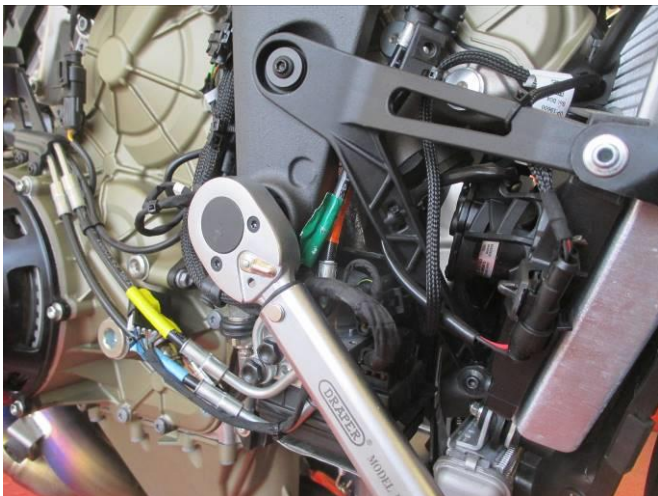
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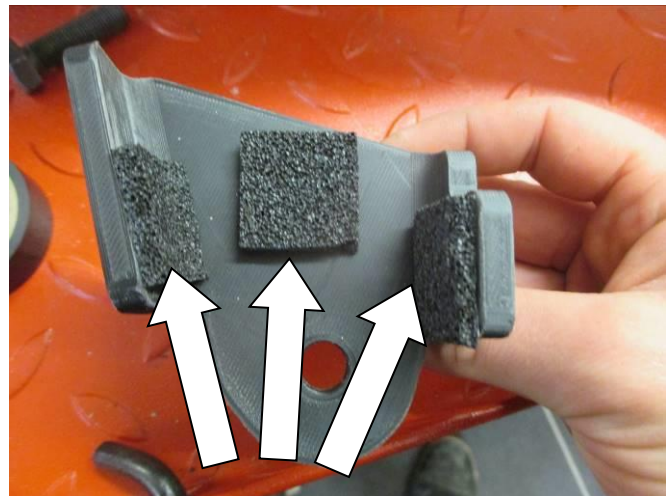
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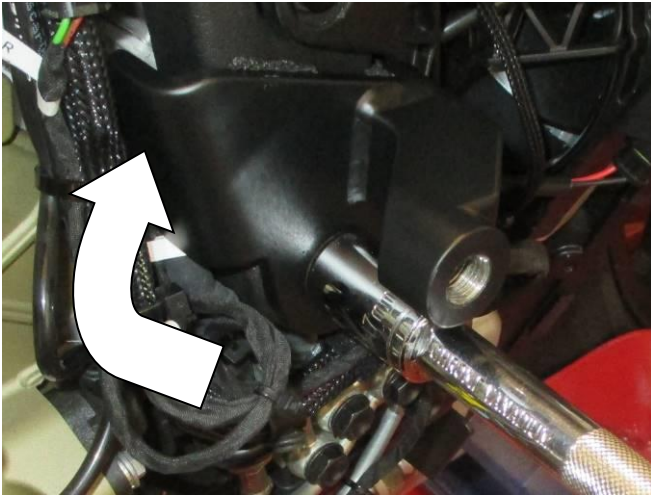
Picture 16



Picture 17



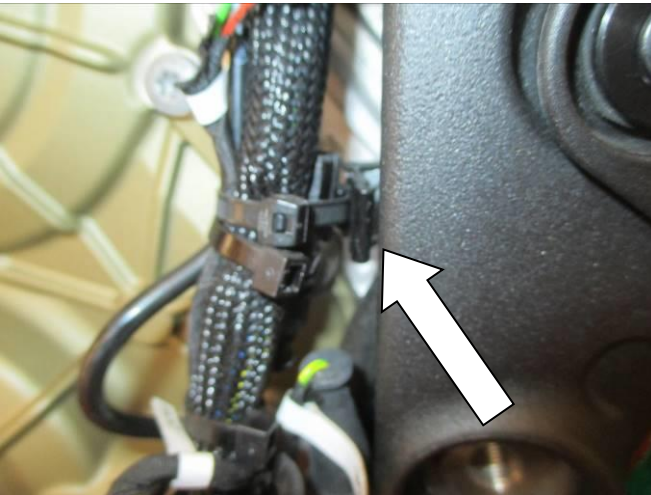
Picture 18



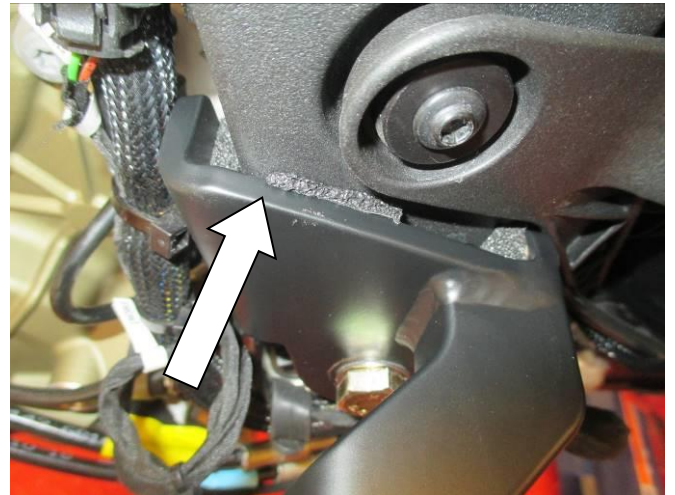
Picture 19



Picture 20



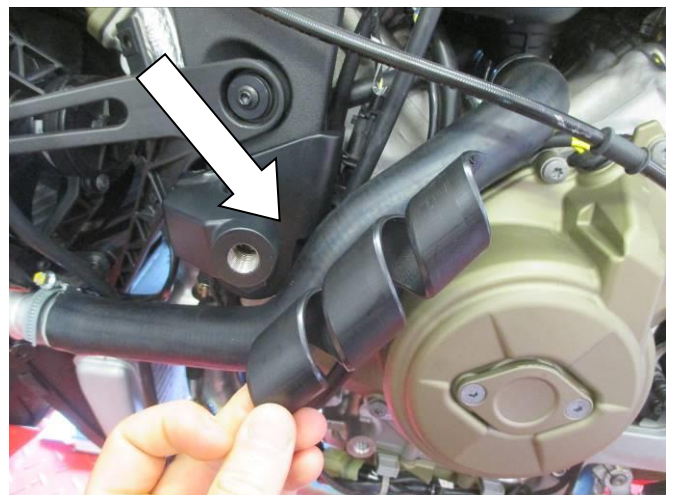
Picture 21



Picture 22



Picture 23



Picture 24



Picture 25



Picture 26

FITTING INSTRUCTIONS

PLEASE NOTE THAT BEFORE BEGINNING, YOU WILL NEED A SUITABLE JACK TO SUPPORT THE ENGINE WHEN REMOVING OEM ENGINE BOLTS. IF YOU ARE NOT COMFORTABLE, HAVE FITTED BY A QUALIFIED TECHNICIAN. READ ALL STEPS BEFORE PROCEEDING.

- Begin by removing the upper fuel tank cover panel following the steps below:
 - Remove 4 x 3mm Allen head bolts from the top panel as arrowed in **picture 1**.
 - Once bolts are removed gently pry the panel upwards from the centre of both sides, this will release 2 x rubber grommets holding the panel in place. Remove and store in a safe place.
- Remove the LHS and RHS inner nose panels, for each side:
 - Remove the 3mm allen bolt from the rear of the panel as shown in **picture 2**.
 - Remove the 3mm allen bolt from the front of the panel as shown in **picture 3**.
 - To remove the inner panels, you should push forwards to disengage 3 plastic hooks linking the fairing to the inner panel.
 - Next lift the panel to release the hooks and lift the back upwards to disengage the panel.
 - *As an added precaution use a cloth between the panel and fairing panels as shown in **picture 4** when removing.* Carefully manipulate each panel outwards from the top and remove completely.
- Starting with the LHS, remove the lower belly panels from the bike. For each side:
 - Remove the 3 x 3mm allen bolts from the underside of the belly pan as shown in **picture 5**.
 - Remove the forward 4mm allen bolt from the underside of the belly pan as shown in **picture 6**.
 - Remove the 4mm allen bolt from the rear of the belly panel found near the foot controls as shown in **picture 7**.
 - While supporting the belly fairing, remove the 3 x 3mm allen bolts connecting to the upper fairing as shown in **picture 8**.
 - For the LHS, a breather tube will need to be removed, which can simply be gently pulled from the securing pipe on the belly pan as shown in **picture 9**.
 - When removing LHS, you will need to make sure the side stand is in the downward position as shown in **picture 10** to thread the panel over the stand.
- To access the required engine mount bolts, both fairing panels should be removed, for each side:

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- Remove the 2 x 3mm allen bolts in the upper forward section of the main fairing panel as shown in **picture 11**.
- Remove the central 4mm allen bolt, in the underside of the nose fairing as shown in **picture 12**.
- Remove the bolt from the radiator surround at the front of the bike in **picture 13**.
- **At this point the fairing is free to be removed and should be supported at all times during the next steps.**
 - Gently pry the upper rearward section of the fairing away from the bike, this will release 3 x Velcro pads arrowed in **picture 14**. Also carefully release the horizontal mount connected to the fuel tank. *Note the vertical pin keeping the fairing in place towards the front upper section of the panel before proceeding.*
 - Carefully release the 2 x remaining rubber grommets from the bike, pry the lower central mount away from the bike and lift the panel slightly to disengage the vertical pin grommet. Carefully lower the panel down and towards the rear of the bike, noting 2 x curved tabs at the front of the panel to be guided out of position.

THE NEXT STEPS INVOLVE REMOVAL OF ENGINE BOLTS. PLEASE ENSURE THAT THE ENGINE IS SUPPORTED FROM BELOW USING A SUITABLE STAND UNDER THE SUMP. DO NOT REMOVE MORE THAN ONE ENGINE BOLT AT ANY TIME DURING INSTALLATION. ONLY PROCEED IF YOU ARE CONFIDENT AND HAVE THE REQUIRED TOOLS FOR REINSTALLATION.

- With the fairing panels now removed on both sides, the engine bolts are now accessible. Starting with the LHS, using a 14mm socket, remove the engine bolt shown in **picture 15**.
- Ensure that the engine and frame are still correctly aligned before replacing this engine bolt with a replacement engine bolt extension (item 4) using a 19mm socket as shown in **picture 16**. Torque this bolt to 90Nm as shown in **picture 17**.
- Now repeat the engine bolt replacement for the opposing RHS engine bolt.
- Referring to the **LHS assembly diagram 1**, affix the LHS protector mount bracket (item 2):
 - Place 3 x foam pads (item 7) in the positions shown on the inside face of the M604 LHS bracket assembly (item 2) as shown in **picture 18**.
 - Offer up the assembly to the frame, the locating tabs should surround the frame and the mount hole should sit against the extended engine bolt hole.
 - Fix the bracket in place using the shorter M10 x 1.25 Hex bolt (item 9) and one M10 washer (item 12). Before torquing the hex bolt, rotate the bracket so the forward face is back against the frame upright as shown in **picture 19**. This will help keep both sides even when fitting the opposing side.
 - Torque the bracket securing bolt to 40Nm.
 - Add the M10 nut cap (item 15) to finish the bracket installation.
- Referring to the **RHS assembly diagram 2**, affix the RHS protector mount bracket (item 3):
 - Place 3 x foam pads (item 7) in the positions shown on the inside face of the M605 RHS bracket assembly (item 3) as shown in **picture 18**.
 - Thread the remaining M10 bolt (item 10) through the second M10 washer (item 12) followed by the mount bracket and S1114 spacer (item 5) with the recessed section facing away from the bracket as shown in **picture 20**.
 - Offer up the assembly to the frame, the locating tabs should surround the frame and the mount hole should sit against the extended engine bolt hole. *The cable clip shown in **picture 21** attached to the frame will need to be relocated by pushing the spring clip off the frame and sliding further up to clear the mount bracket.*
 - Fix the assembly in place by threading the M10 bolt into the engine mount extension, ensuring the head of the engine bolt extension fits into the recess of the spacer.
 - Before torquing the hex bolt, rotate the bracket so the forward face is against the frame upright to match the opposing side before tightening ensure that the foam pad fills the gap between the frame and bracket and frame as shown in **picture 22** and that there is no direct contact between the bracket and frame.



- Torque the bracket securing bolt to 40Nm. *To keep the bracket from spinning away from the frame, you can temporarily install one M12 bolt to the bracket to provide leverage to keep the bracket in position when torqueing.* The bracket should be fixed in place as shown in **picture 23**.
- Add the M10 nut cap (item 15) to finish the bracket installation.
- On the LHS, there may be contact between the bracket and large coolant pipe in the area shown in **picture 24**. To prevent rubbing, wind the protective spiral hose wrap (item 8) around the coolant pipe.
- The upper fairing can now be refitted in the reverse of the way it was fitted, ensuring the crash protector mount brackets protrude through the lower section of the rear air vent. *Note: It may be useful to have a helper guide the rear of the fairing over the R&G mount bracket when affixing the front of the fairing.*
- Double check both sides that there is no contact between the brackets and fairing. If this occurs, remove the fairing, loosen the mounting bolt and adjust the bracket position and re-torque.
- With the upper fairing re-fitted, the crash protectors can now be fitted. For each side, take one M12 x 60mm bolt (item 11) and slide over one M12 washer (item 13) followed by a locking washer (item 14) and place through one crash protector (item 1) so the head of the bolt sits into the recess of the crash protector.
- Fit one S0026 8mm spacer (item 6) over the protruding threads.
- Fix the crash protector assembly to the exposed bracket mount hole using a 19mm socket and wrench. Tighten the bolt until you feel some compression from inside the protector,
- **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS AERO-STYLE CRASH PROTECTOR ORIENTATION DIAGRAM ON PAGE 4, WITH LARGE 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. The fitted crash protector should be clear of any fairing and resemble **picture 25**.
- Refit the remaining fairing panels. *When re-fitting the belly fairing remember to reattach the breather tube.*
- Ensure all fairings are correctly fitted with all bolts fully tightened.
- Fit crash protector caps (item 16) into both crash protectors as shown in **picture 26**.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
- Check tightness of each side regularly.

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