



**FITTING INSTRUCTIONS**  
**CP0548BL RACE CRASH PROTECTORS (Drill Kit)**



**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](http://WWW.RG-RACING.COM)



<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• 3/8" or 1/2" HEX KEY BIT SET</li> <li>• 17mm A/F SOCKET &amp; WRENCH</li> <li>• TORQUE WRENCH (UP TO 50Nm)</li> <li>• SUITABLE SUPPORT JACK</li> </ul>	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

### **LEGEND**

<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QTY</b>
ITEM 1	SPANNING PLATE - 10mm ALUMINIUM BLACK ANODISED - BOTH SIDES	2
ITEM 2	BOBBIN SPACER BOTH SIDES	2
ITEM 3	Ø11.5mm - LHS SPANNING PLATE SPACER	2
ITEM 4	Ø15mm - RHS SPANNING PLATE SPACER	2
ITEM 5	ROUND BOBBIN	2
ITEM 6	HEX HEAD BOLT - BOBBIN	2
ITEM 7	M12 - SHAKE PROOF WASHER - BOBBIN	2
ITEM 8	M10 FLAT WASHER - BOBBIN	2
ITEM 9	FLAT WASHER	4
ITEM 10	45mm BUTTON HEAD BOLT - LHS SPANNING PLATE	2
ITEM 11	50mm BUTTON HEAD BOLT - RHS SPANNING PLATE	2
ITEM 12	FAIRING MARKING TOOL	1

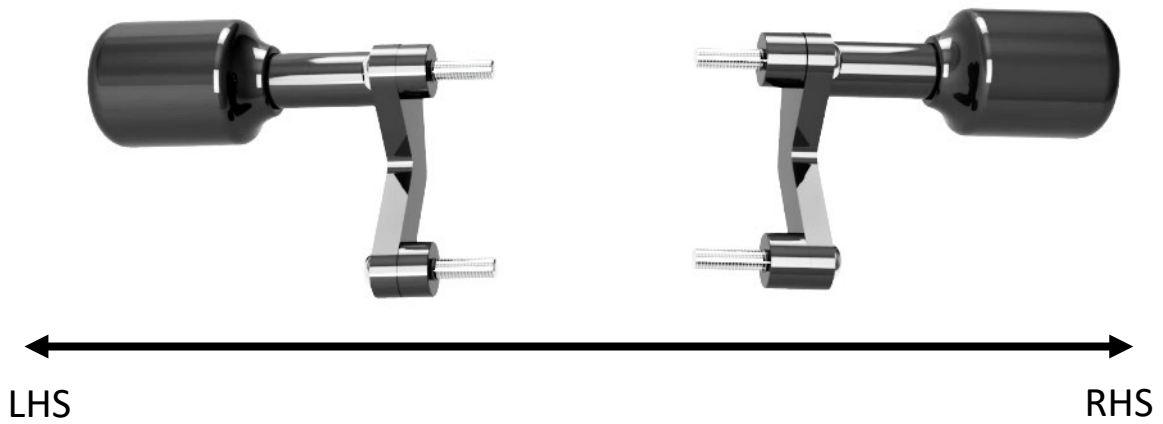
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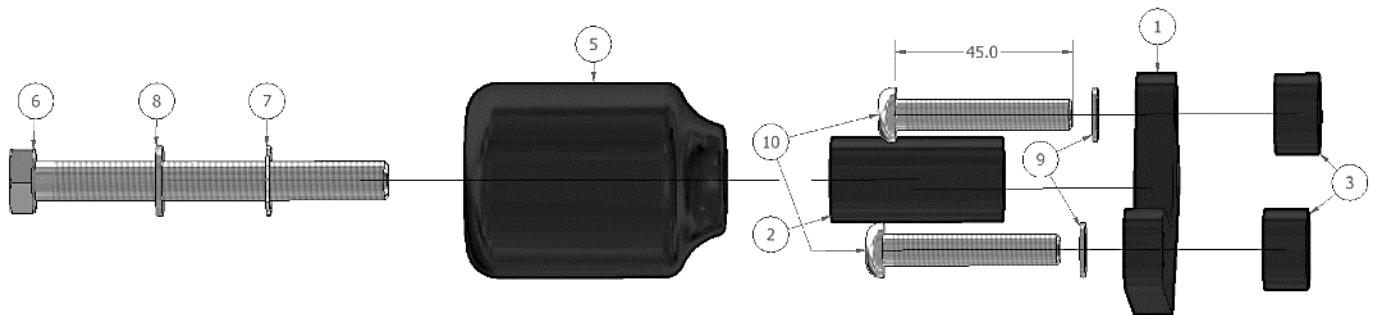


**CRASH PROTECTOR ORIENTATION**

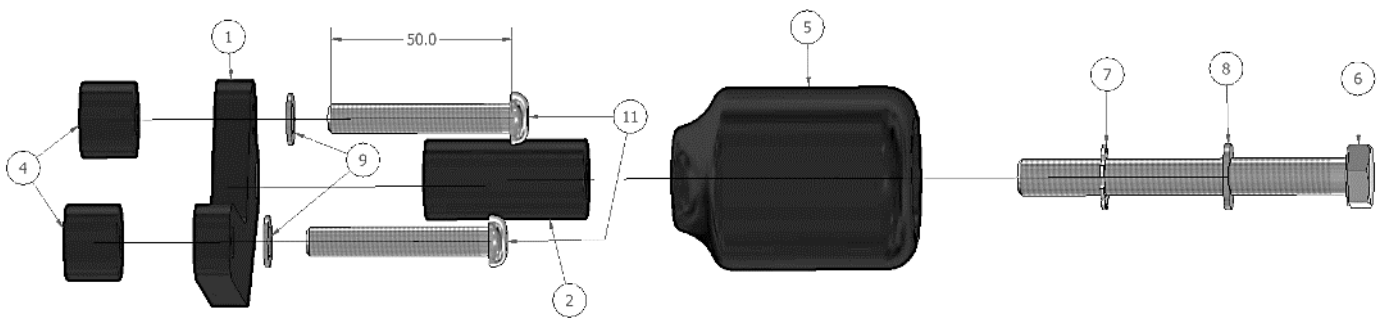


**LHS & RHS EXPLODED ASSEMBLY VIEW**

**LHS**



**RHS**



**MARKING TOOL**  
**(ITEM 12)**



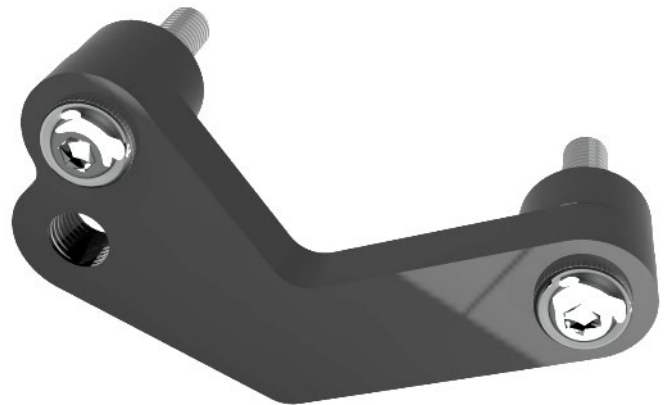


**FITTING PICTURES**

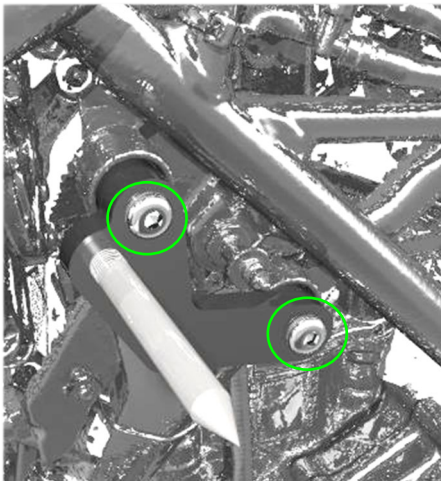
**Picture 1**



**Picture 2**



**Picture 3**



**Picture 4**





**Picture 5**





## FITTING INSTRUCTIONS

**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 1 ENGINE BOLT AT ANY TIME.**

### PREPARATION:

- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.

**Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.**

- Following the exploded diagrams on **Page 3**, place one of the flat washers (**ITEM 8**) over the hex head bolts (**ITEM 6**) followed by the shake proof washer (**ITEM 7**).
- Insert the hex head bolts with washers into the bobbins (**ITEM 5**) followed by the spacers (**ITEM 2**).
- Add the flat washers (**ITEM 9**) to the button head bolts (**ITEMS 10 & 11**) and insert into the the spanning plates (**ITEM 1**)
  - 45mm bolts (**ITEM 10**) on one plate (LHS) and 50mm bolts (**ITEM 11**) on the other (RHS).
- Then apply the 11.5mm spacers (**ITEM 3**) to the LHS assembly, and the 15mm spacers (**ITEM 3**) to the RHS.
- The assemblies should look similar to **Picture 2**.
- Keep the marking tool (**ITEM 12**) to hand.

### INSTALLATION:

- Remove one of the top LHS engine bolts, highlighted red in **Picture 1**.
- Offer up the LHS assembly you prepared earlier into the engine mount hole and thread by hand to avoid cross threading.

**NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard then begin to turn clockwise & tighten.**

- Remove the other bolt highlighted in red (**Picture 1**), insert the spacer into the engine mount bracket and rotate the assembly to bring it into rough alignment and push/thread the bolt in.
- Using a torque wrench, tighten the bolt to the torque setting specified by the manufacturer in the service manual.
- Repeat the process for the right hand side.

**Please note:** *the torque setting of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

### Fairing Modification:

- The assembly should now look similar to **Picture 3**.
- Loosely thread the marking tool (**ITEM 12**) into the threaded holes on the spanning plates. (**Picture 3**)
- Then completely re-attach the fairings as they would be when full assembled.
- Loosen the marking tool until it makes contact with the inside face of the fairings and apply light pressure from the outside in order to mark the center point of the drill/cut. (**Picture 4**)
- Once both fairings have been marked, remove and dismantle the fairing panels and remove material from the fairings around the center point to fit the bobbins through using a drill (with drill bits/hole saw) & dremel tool.

**Please note:** *The bobbin diameter is 50mm, it is recommended a reasonable gap around the bobbin is left in case of flexing during a crash which could crack/damage fairings.*

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- Once cut, the fairings can re-attached and the pre-prepared bobbin assemblies passed through the holes in the fairings and tightened into the brackets. **(Picture 5)**  
(It is recommended thread locking compound is used on the bobbin bolts)

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**NOTICE DE MONTAGE POUR CP0548BL**  
**PROTECTIONS CRASH DE COURSE (kit de perçage)**



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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 REVENDEURS 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.

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<b><u>TOOLS REQUIRED</u></b>	<b><u>GENERAL TORQUE SETTINGS</u></b>
<ul style="list-style-type: none"> <li>• CLÉ HEXAGONALE 3/8" ou 1/2"</li> <li>• CLÉ À CLIQUET + DOUILLE 17mm</li> <li>• CLÉ DYNAMOMÉTRIQUE (jusqu'à 50Nm)</li> <li>• PRISE ADAPTÉE</li> </ul>	<ul style="list-style-type: none"> <li>• M4 BOULON = 8Nm</li> <li>• M5 BOULON = 12Nm</li> <li>• M6 BOULON = 15Nm</li> <li>• M8 BOULON = 20Nm</li> <li>• M10 BOULON = 40Nm</li> <li>• M12 BOULON = 40Nm</li> </ul>

### **LÉGENDE**

<b>ARTICLE NO.</b>	<b>DESCRIPTION</b>	<b>QTÉ</b>
ARTICLE 1	SPANNING PLATE - 10mm ALUMINIUM ANODISÉ NOIR - DES DEUX CÔTÉS	2
ARTICLE 2	ESPACEUR DE PROTECTION DES DEUX CÔTÉS	2
ARTICLE 3	∅11.5mm - ENTRETOISE DE PLAQUE D'ENTRAÎNEMENT GAUCHE	2
ARTICLE 4	∅15mm - ENTRETOISE DE PLAQUE D'ENTRAÎNEMENT DROITE	2
ARTICLE 5	PROTECTION RONDE	2
ARTICLE 6	BOULON HEXAGONAL - PROTECTION	2
ARTICLE 7	M12 - RONDELLE ANTI-VIBRATIONS - PROTECTION	2
ARTICLE 8	M10 RONDELLE PLATE - PROTECTION	2
ARTICLE 9	RONDELLE PLATE	4
ARTICLE 10	45mm BOULON À TÊTE BOUTON - PLAQUE DE TRAVERSE GAUCHE	2
ARTICLE 11	50mm BOULON À TÊTE BOUTON - PLAQUE D'ENTRAÎNEMENT DROITE	2
ARTICLE 12	OUTIL DE MARQUAGE DU CARÉNAGE	1

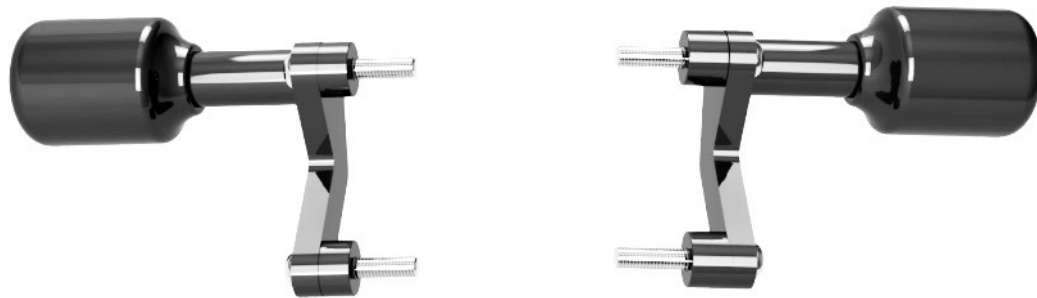
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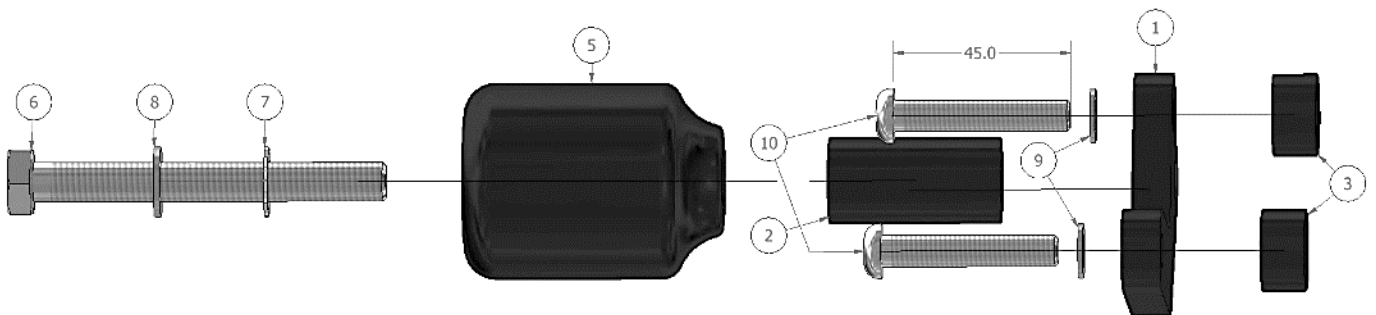
**ORIENTATION DE LA PROTECTION CRASH**



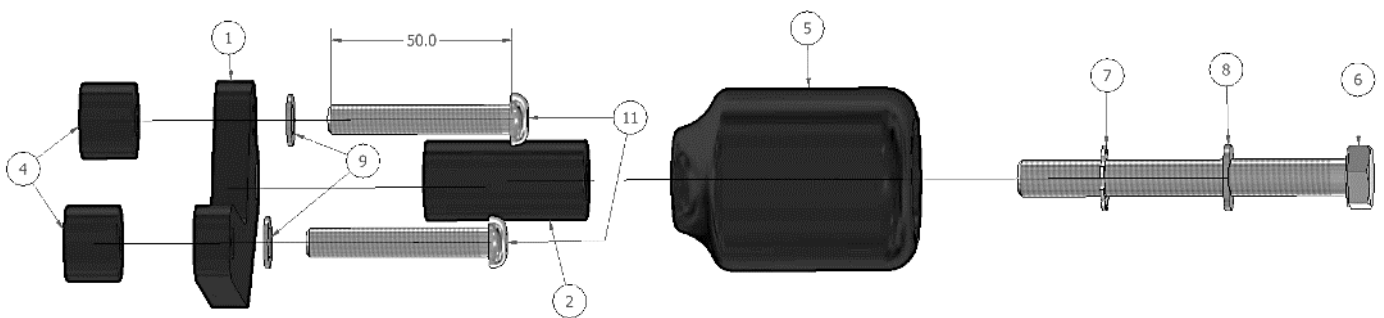
← GAUCHE DROITE →

**VUE D'ENSEMBLE DU CÔTÉ GAUCHE ET CÔTÉ DROIT**

**GAUCHE**



**DROITE**



**OUTIL DE MARQUAGE**  
**(ARTICLE 12)**



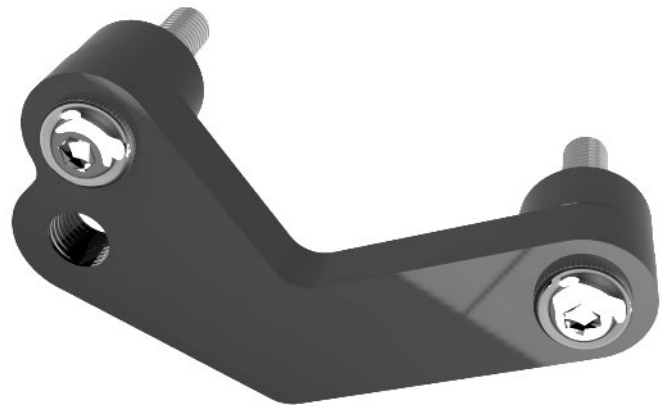


**PHOTOS DE MONTAGE**

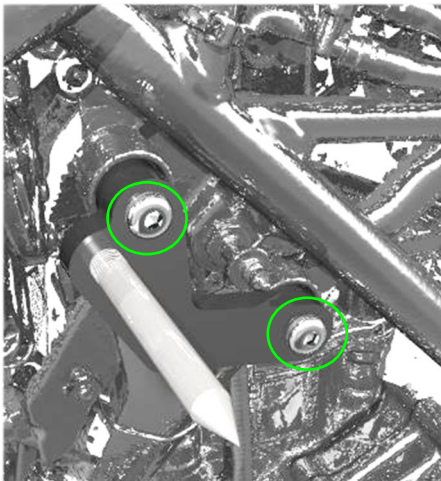
**Photo 1**



**Photo 2**



**Photo 3**



**Photo 4**





**Photo 5**





## NOTICE DE MONTAGE

**Avant de retirer les boulons du moteur, assurez-vous que la moto soit droite 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 PAS RETIRER PLUS D'UN BOULON DE MOTEUR À LA FOIS.**

### PRÉPARATION :

- Placez un cric approprié sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage.

**Assemblez les protections contre les collisions avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement non pris en charge.**

- En suivant les schémas éclatés de la page 3, placez une des rondelles plates (ARTICLE 8) sur les boulons à tête hexagonale (ARTICLE 6) suivie de la rondelle anti-vibrations (ARTICLE 7).
- Insérez les boulons à tête hexagonale avec rondelles dans les protections (ARTICLE 5) puis les entretoises (ARTICLE 2).
- Ajouter les rondelles plates (ARTICLE 9) aux boulons à tête ronde (ARTICLES 10 & 11) et les insérer dans les plaques de portée (ARTICLE 1)
- Boulons de 45mm (ARTICLE 10) sur une plaque (gauche) et boulons de 50mm (ARTICLE 11) sur l'autre (côté droit).
- Appliquer ensuite les entretoises de 11,5 mm (ARTICLE 3) sur l'ensemble côté gauche, et les entretoises de 15 mm (ARTICLE 3) sur le côté droit.
- Les assemblages doivent ressembler à la Photo 2.
- Gardez l'outil de marquage (ARTICLE 12) à portée de main.

### INSTALLATION:

- Retirez l'un des boulons supérieurs du moteur côté gauche, mis en évidence en rouge sur la photo 1.
- Présentez l'assemblage côté gauche que vous avez préparé précédemment dans le trou de montage du moteur et vissez-le à la main pour éviter de fausser le filetage.

**REMARQUE : Pour éviter de fausser le filetage, appliquez une pression vers l'avant sur le boulon et tournez dans le sens antihoraire jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens horaire et serrez.**

- Retirez l'autre boulon surligné en rouge (Photo 1), insérez l'entretoise dans le support de montage du moteur et faites pivoter l'ensemble pour l'aligner grossièrement et poussez/vissez le boulon.
- À l'aide d'une clé dynamométrique, serrez le boulon au couple de serrage spécifié par le fabricant dans le manuel d'entretien.
- Répétez le processus pour le côté droit.

**Note :** *le réglage du couple des boulons du moteur/de la protection doit être vérifié à intervalles réguliers lors de l'entretien/de la maintenance de routine.*

### Modification du carénage :

- L'assemblage devrait maintenant ressembler à la Photo 3.
- Enfilez sans serrer l'outil de marquage (ARTICLE 12) dans les trous filetés des plaques couvrantes (Photo 3).
- Ensuite, rattachez complètement les carénages comme ils le seraient une fois entièrement assemblés.

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- Desserrez l'outil de marquage jusqu'à ce qu'il touche la face interne des carénages et appliquez une légère pression depuis l'extérieur afin de marquer le point central du perçage/coupe (Photo 4).
- Une fois que les deux carénages ont été marqués, retirez et démontez les panneaux de carénage et retirez le matériau des carénages autour du point central pour insérer les protections à l'aide d'une perceuse (avec forets/scie cloche) et d'un outil Dremel.  
**Note :** *Le diamètre de la bobine est de 50 mm, il est recommandé de laisser un espace raisonnable autour de la bobine en cas de flexion lors d'un crash qui pourrait fissurer/endommager les carénages.*
- Une fois coupés, les carénages peuvent être remis en place et les assemblages de bobines préparés passés à travers les trous des carénages et serrés dans les supports (**Photo 5**). (Il est recommandé d'utiliser un composé de blocage de filetage sur les boulons de protection).

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