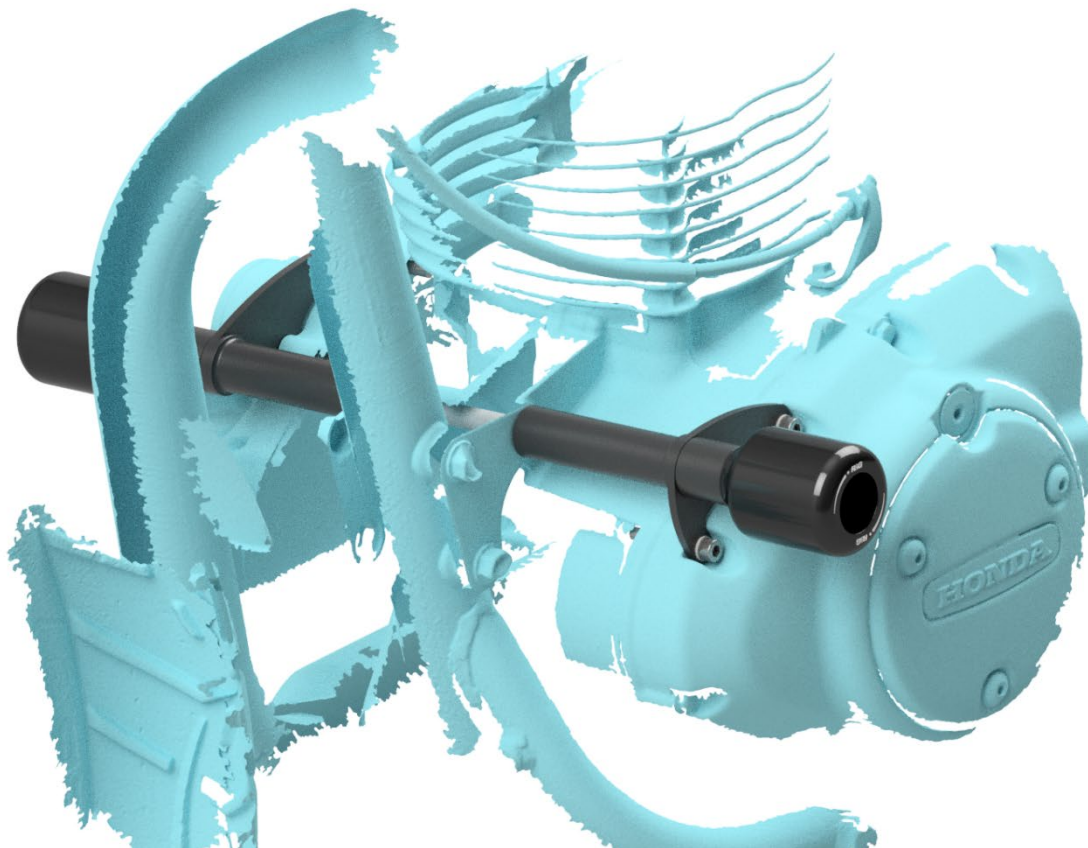




FITTING INSTRUCTIONS FOR CP0595 CRASH PROTECTORS



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.



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> METRIC SOCKET & WRENCH TORQUE WRENCH (UP TO 40Nm) SUITABLE BIKE ENGINE SUPPORT JACK METRIC SPANNER SET METRIC ALLEN KEY SET 	<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

ITEM NO.	DESCRIPTION	QTY
ITEM 1	ENGINE BAR	1
ITEM 2	LHS SPACER (87mm)	1
ITEM 3	RHS SPACER (99mm)	1
ITEM 4	LHS MOUNTING PLATE	1
ITEM 5	RHS MOUNTING PLATE	1
ITEM 6	LHS BOBBIN SPACER (25mm)	1
ITEM 7	RHS BOBBIN SPACER (30mm)	1
ITEM 8	CRASH BOBBINS	2
ITEM 9	M6 WASHER	4
ITEM 10	M6 x 40mm BOLT	4
ITEM 11	M10 WASHER	2
ITEM 12	M10 NUT	2

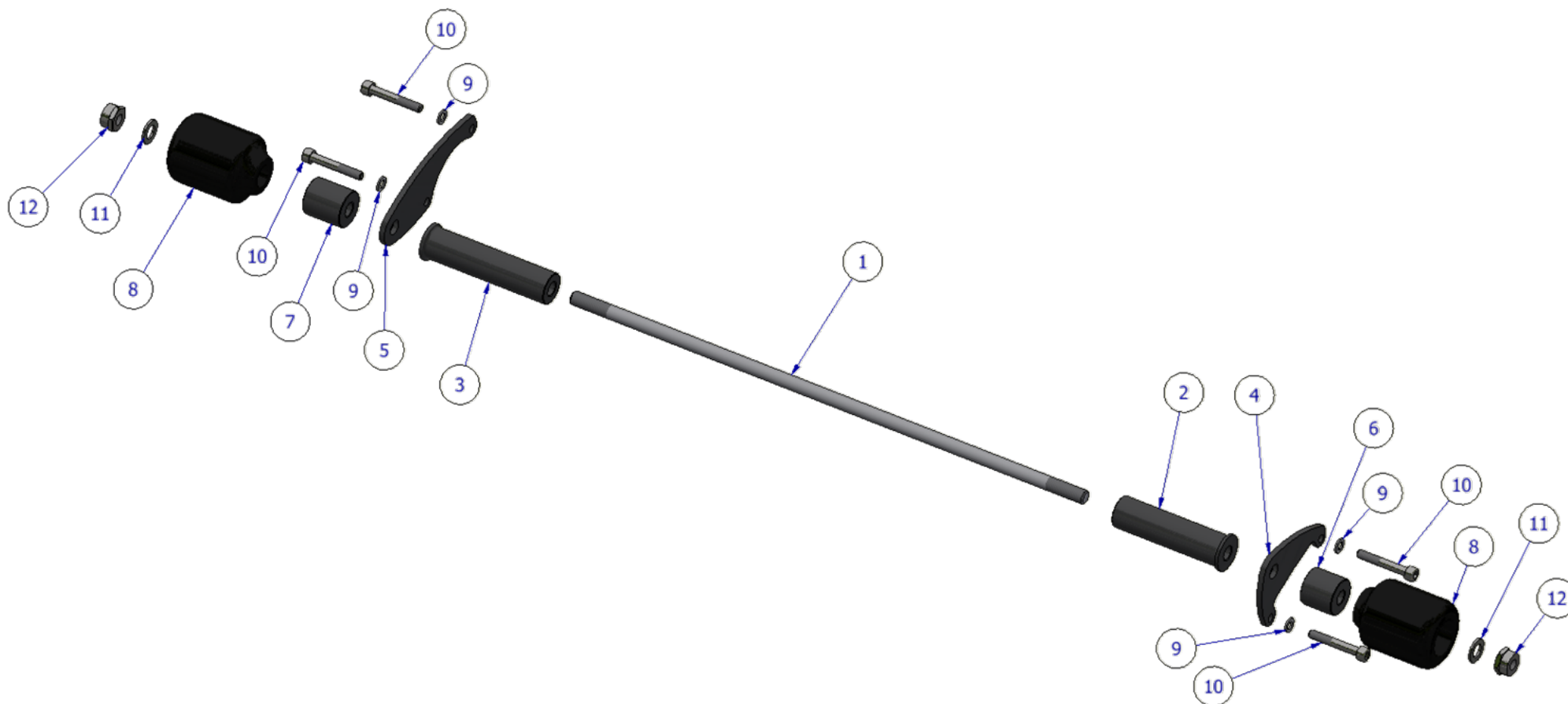
R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com

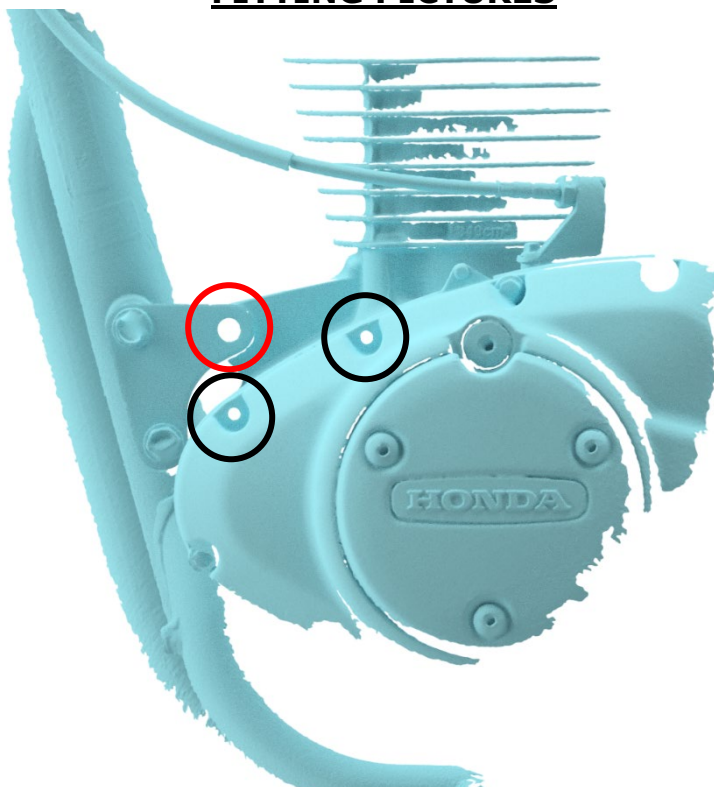


EXPLODED ASSEMBLY VIEW

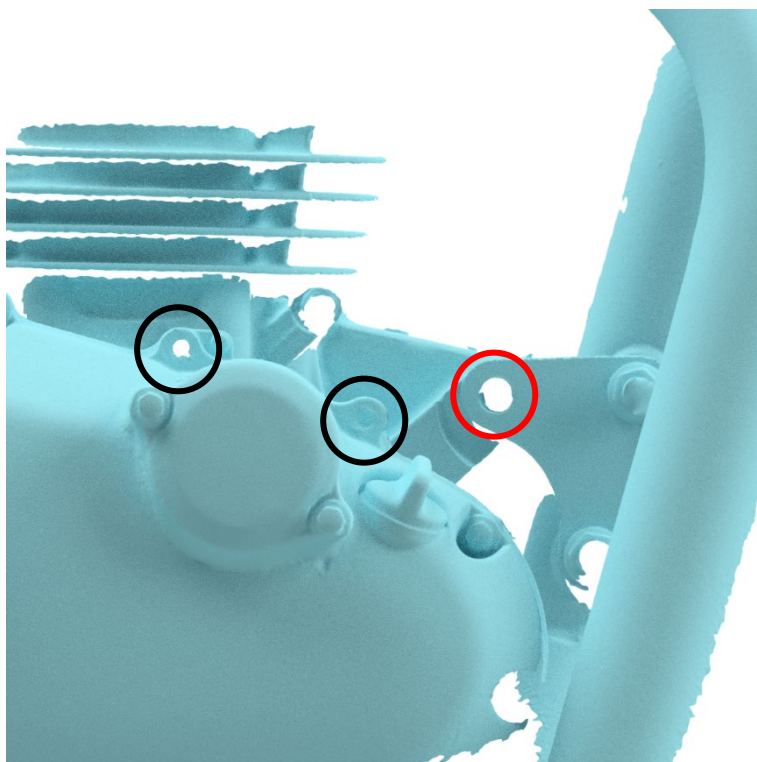




FITTING PICTURES



Picture 1



Picture 2



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 WEIGHT OF THE ENGINE, THIS WILL PREVENT THE ENGINE FROM MOVING DURING FITTING. ENSURE THE BIKE IS SWITCHED OFF DURING FITTING.

1. Place a jack under the engine with a flat piece of wood or other soft material between the jack and the sump.
Apply only gentle pressure with the jack or you risk the engine coming out of alignment with the frame once the bolts are removed.
2. Remove the front engine mounting bolt/bar (circled red in **Pictures 1 & 2**), by holding one side still with the appropriate size socket or spanner while loosening the other, then gently tap through with a mallet, using the R&G engine bar to push it through if necessary.
3. Once removed replace the original engine bar with the R&G engine bar (**Item 1**).
4. Remove the 2x engine case bolts circled in black in **Picture 1**, then fit the LHS spacer (**Item 2**) and LHS mounting plate (**Item 4**) onto the left-hand side of the engine using the supplied M6 bolts and washers (**Items 9 & 10**).
5. Slide the LHS bobbin spacer (**Item 6**) onto the bar and loosely fit the left-hand side bobbin, washers and nyloc nut (**Items 8, 11 & 12**).
6. Repeat on the right-hand side of the bike, referring to **Picture 2** for the bolt locations (circled in black) and the **Assembly Diagram**, tapping the engine bar through to allow more of the thread to protrude if necessary.
7. Tighten the nuts a few turns, once both nylocs have engaged (when the thread is through the blue nylon inside of the nut) check that the thread is protruding roughly an equal length on both sides.
8. If one side is not protruding enough loosen the nut off again and apply a small amount of thread locking compound or super glue to the side with more thread protruding through the nut.
9. Leave to set the re-tighten and torque to 40Nm

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