



FITTING INSTRUCTIONS FITTING INSTRUCTIONS FOR MW0013
MIRROR WIDENERS FOR M8x1.25 RIGHT HAND THREADS
50mm lift and 45mm extra width



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

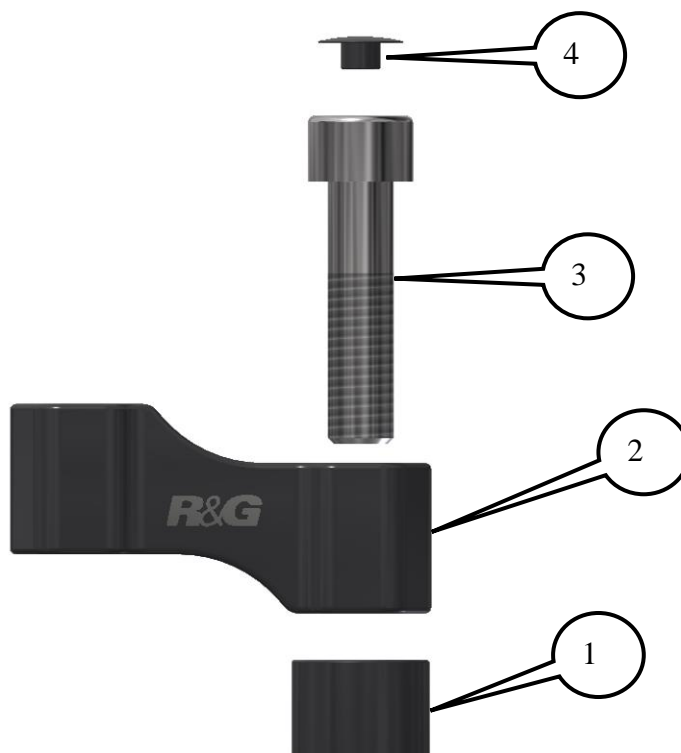


<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • ALLEN TOOL SET TO INCLUDE 6mm A/F SIZE. • SPECIFIC TOOLS REQUIRED TO REMOVE AND REFIT OEM MIRRORS, IF APPLICABLE. 	<p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p>

LEGEND

ITEM NO.	DESCRIPTION	QTY
ITEM 1	15mm SPACERS (S1392)	2
ITEM 2	MIRROR WIDENERS (M0681=M8x1.25)	2
ITEM 3	M8 x 1.25 x 40.00mm CAP-HEAD BOLTS	2
ITEM 4	NC0009 M8 FLAT CAP	2

EXPLODED ASSEMBLY VIEW





FITTING INSTRUCTIONS

- Remove the original mirrors.
- Place one of the cap head bolts (**item 3**) into the counter-bore of one of the mirror wideners (**item 2**), then place one of the spacers (**item 1**) over the exposed thread as shown in the **exploded assembly view**.
- Engage the thread into the original mirror mount and position to suit your riding style/position and tighten.
- Refit the original mirror and adjust/tighten for operation.
- Finally, push the flat cap (**item 4**) into the head of the cap-head bolt to give a clean look.
- Repeat the above steps for the opposite mirror.

IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.

FAILURE TO CHECK THE ABOVE COULD RESULT IN SERIOUS INJURY OR DAMAGE.

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