



FITTING INSTRUCTIONS FOR CP0550BL 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.

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"> • 17mm & 19mm A/F SOCKET & WRENCH • TORQUE WRENCH (UP TO 40Nm) • SUITABLE BIKE ENGINE SUPPORT JACK • SET OF METRIC ALLEN KEYS • 10mm SPANNER | <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 | MOUNTING BRACKET - BOTH SIDES | 2 |
| ITEM 2 | BOBBIN SPACER - BLACK ANODISED - BOTH SIDES | 2 |
| ITEM 3 | BOBBIN | 2 |
| ITEM 4 | BOBBIN CAP | 2 |
| ITEM 5 | 80mm HEX HEAD BOLT - MOUNTING PLATE | 4 |
| ITEM 6 | 90mm HEX HEAD BOLT - BOBBINS | 2 |
| ITEM 7 | FLAT WASHER | 6 |
| ITEM 8 | SHAKE PROOF WASHER | 2 |
| ITEM 9 | HEX HEAD BOLT CAPS | 5 |

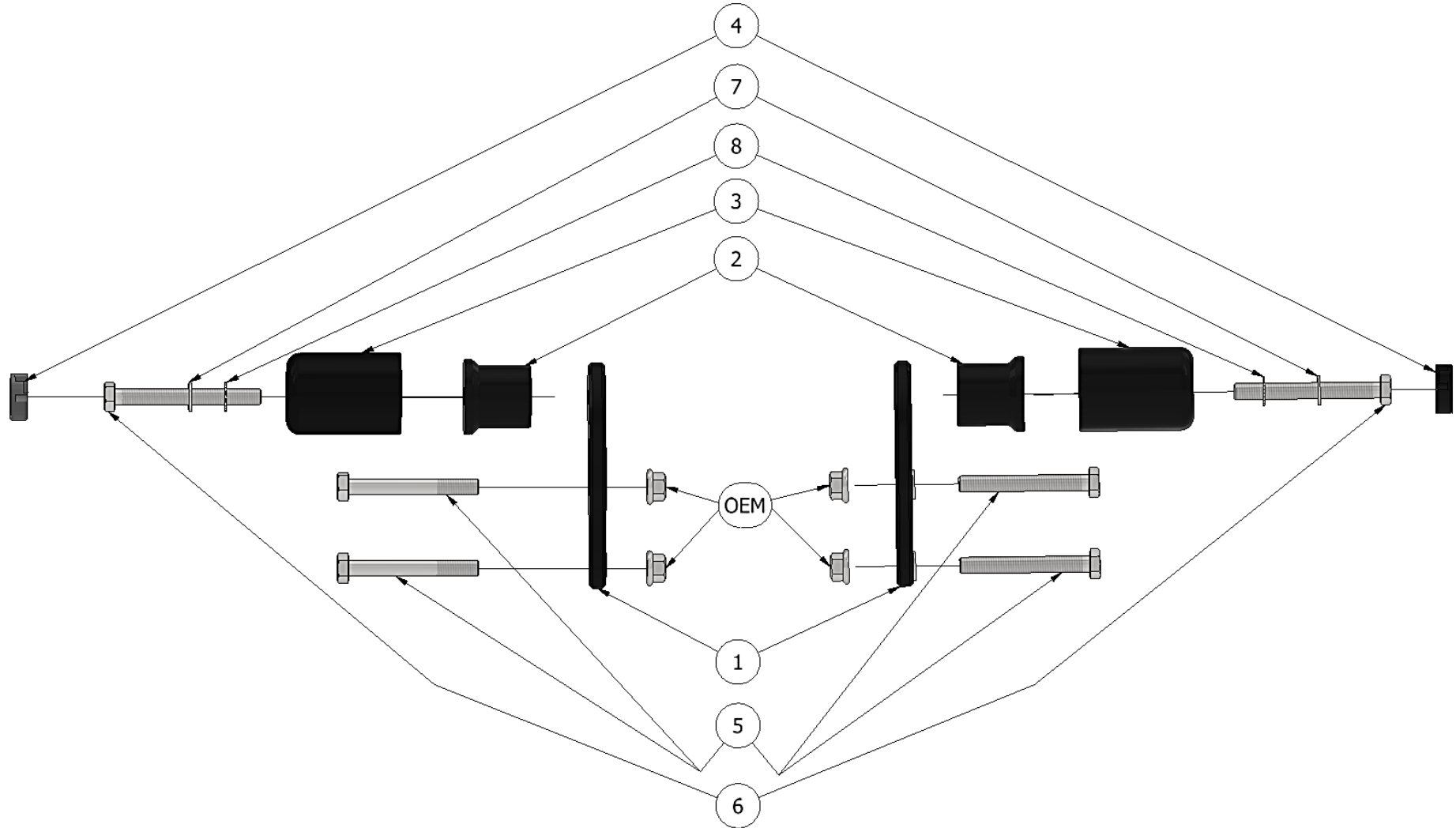
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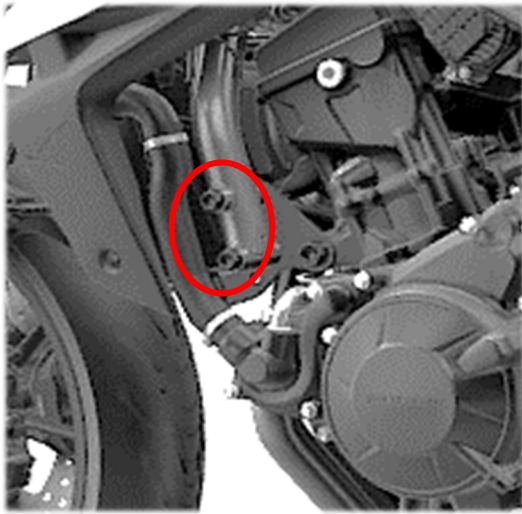


EXPLODED ASSEMBLY VIEW

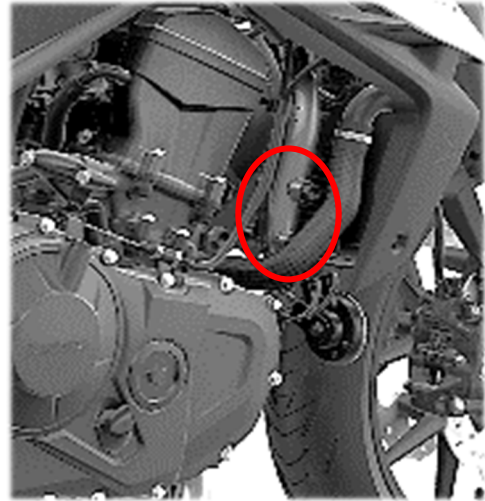




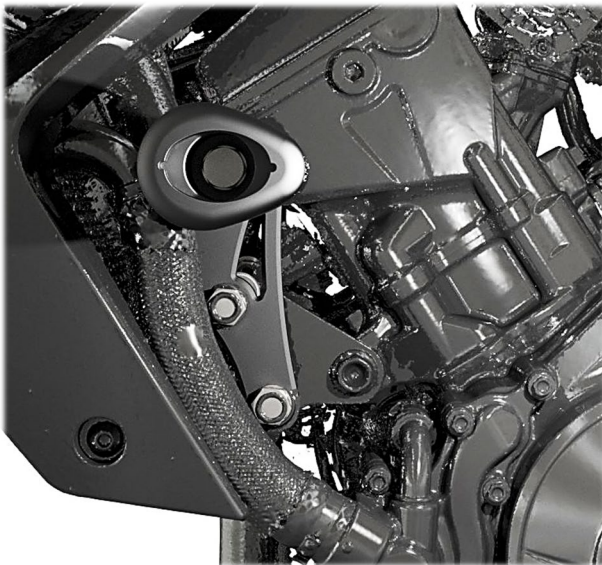
FITTING PICTURES



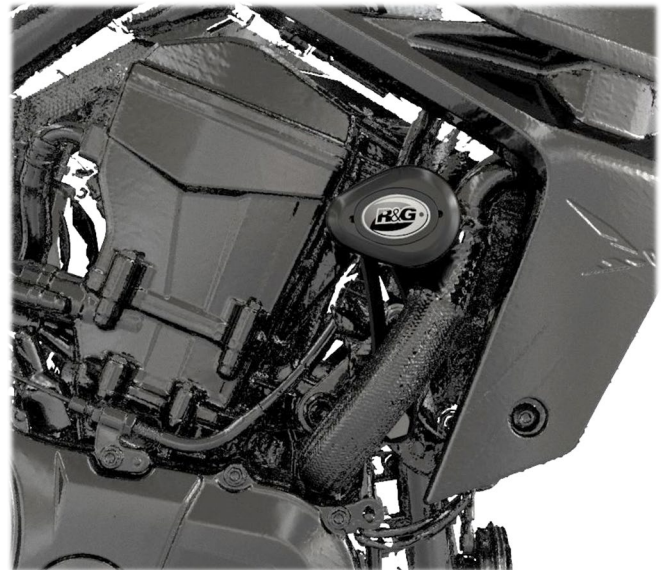
Picture 1



Picture 2



Picture 3



Picture 4



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.
2. Apply only gentle pressure with the jack or you risk the engine coming out of alignment with the frame once the bolts are removed.
3. Remove the two engine mounting bolts from one side of the bike, circled red in **Pictures 1 & 2**. (There are 2X nuts on the back side of the bolts that will need to be held in place – once removed keep them to one side for use the R&G kit)
4. Place 2x washers (**Item 7**) over 2X engine mounting bolts (**Item 5**), then pass both through the mounting bracket (**Item 1**).
5. Maneuver the bracket into position then push the bolts all the way through the frame and engine, then thread on the OEM nuts that were removed earlier and tighten to the manufacturer recommended torque setting.
Please refer to the exploded diagram and fitting pictures above for the mounting plate and bobbin orientation.
6. Follow the same process on the other side of the bike.
7. Once both brackets are secure, pass the flat washer & shake proof washer (**Items 7 & 8**) over each of the bobbin mounting bolts (**Item 6**) then push them through the bobbins & spacers (**Items 3 & 2**).
8. Tighten the bolts until the bobbin no longer spins freely, adjust the angle of the bobbin so that the larger diameter is facing towards the front of the motorcycle, then while holding the bobbin in position tighten the bolt fully and repeat on the other side of the motorcycle.
9. Double check all bolts are torqued correctly then apply the supplied bolt caps to each of the mounting bracket bolts then the bobbin caps.

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