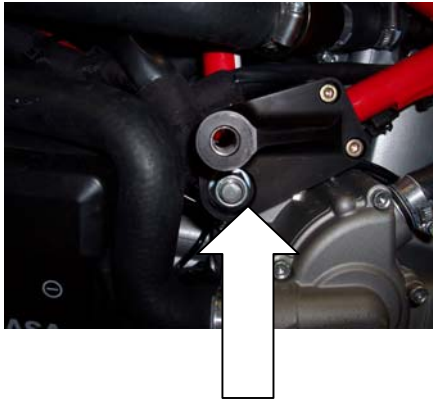




FITTING INSTRUCTIONS FOR CP0196BL AERO CRASH PROTECTORS DUCATI 848 / 1098 / 1198-

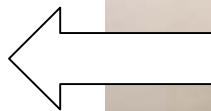


LEFT HAND VIEW



RIGHT HAND VIEW

TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike
Please read all instructions before commencing work

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

- Remove both fairings
- Undo engine bolt do not remove bolt (only nut and washer) position shown above with arrow.
- Take R&G replacement bar and one nyloc nut
- Hold bar in vice (or with grips) and do up nyloc nut, with end with shortest thread, until two threads show through nut
- Take one 12mm washer and slide over bar up to the nut
- Take the R&G block shown above right (it has a larger frame mounting diameter and larger clamp using M8 bolts) and offer up to right hand side of frame
- Fit R&G bar through block and, with a soft hammer, tap through engine mount knocking the OEM bolt out as you go
- Take the remaining block and fit over bar and onto frame
- Place one 12mm washer onto bar and fit nyloc onto bar – **DO NOT TIGHTEN AT THIS STAGE**

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



- Fit clamps to either side using M6 and M8 cap head bolts (**NOTE THE CLAMPS BOTH HAVE TAPERED BORES AND THIS MUST MATCH THE FRAME OR DAMAGE WILL OCCUR**)
- Ensure the no wires are trapped, tighten clamps and then the engine bar
- Insert M12 bolt (used as a marking tool) into 12mm tapped hole as far as possible on outside of aluminium block on one side
- Paint middle of the bolt head
- Refit fairing
- Gently push fairing against the bolt head to leave a small paint mark on the inside of the fairing
- Remove fairing
- Centre drill on mark left by paint, working from inside of fairing outwards drill pilot hole in fairing and check position by offering fairing back up and looking through hole (you may have to remove a small amount of cladding)
- Remove fairing and cut using 28mm hole saw (work from outside inwards)
- Clean up the hole to leave it looking smooth. Trim the cladding on the inside of the fairing around the hole .
- Repeat for other side, using the same bolt as marking tool as before
- Replace fairings.
- Place a washer behind the head of one of the M12 bolts followed by a shake proof washer and pass through one of the protectors into counter bore.
- Place one of the spacers provided over threaded end of the above bolt.
- Pass assembly through the hole in the fairing and locate into tapped hole of aluminium block.
- Tighten the assembly. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Do not overtighten. Just tighten until you feel some resistance from the compression sleeve inside the protector. Then 'nip' it up with a quarter turn on your wrench. **Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.**
- Insert bobbin cap so logo is as shown above.
- Repeat on other side.

Please note the OEM bolt maybe installed in the opposite direction in which case you may have to reverse block installation order.

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.

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Notice de montage

CP0196 DUCATI 848/1098/1198

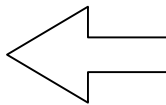
MOTEUR, Percage droite et gauche

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

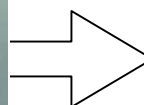
Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.



ARRIERE DE LA
MOTO



AVANT DE LA
MOTO



Conseil de montage:

- Démontez le carénage moteur.
- Déserrez l'écrou de fixation et retirez l'écrou et la rondelle. Laissez l'axe dans le cadre.
- Prenez la barre R&G et un écrou nilstop.
- Placez l'écrou sur la barre (côté filetage court), aidez vous d'un étau pour serrer l'écrou. Vous devrez faire dépasser environ deux filets de l'écrou autobloquant.

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- Mettez une rondelle M12 contre l'écrou
- Prenez le bloc d'aluminium le plus large et placez le sur le côté gauche de la fixation moteur. (les deux trous M8 se placeront vers l'avant de la moto).
- Ensuite placez la barre R&G à travers le trou de fixation du bloc d'alu, et à l'aide d'un maillet, vous devrez chasser l'axe d'origine en frappant sur l'axe R&G.
- Une fois avoir passé l'axe, vous pouvez placez le second bloc sur la moto (les deux trous M6 se placeront vers l'avant de la moto).
- Placez une rondelle M12 sur le bloc et positionnez l'écrou sur la barre. **NE PAS BLOQUER LES ECROUS.**
- Placez les vis M6, et M8 sur les blocs en alu, puis serrez les blocs à l'aide des pattes de serrage livrées dans le kit .
ATTENTION, les pattes de serrage sont spécifiques à chaque côté, vous devez faire attention au sens de montage, sinon cela peut endommager le cadre de la moto.
Veillez également à ne pas « pincer » un câble électrique lors de la fixation des blocs.
- Serrez les écrous autobloquants.
- Placez ensuite une vis M12 dans le trou de fixation des tampons (cette vis vous permettra de définir le centre de perçage du carénage.)
- Peignez le centre de la tête de vis (partie hexagonale)
- Repositionnez le carénage sur la moto (attention, vous devrez pouvoir fixer quelques vis de fixation de cérénage ceci afin d'être en bonne position d'origine.)
- Pressez légèrement le carénage à l'endroit de la vis.
- Retirez le carénage, et vérifiez que la marque de peinture soit visible
- Retirez la vis M12.
- Percez le carénage au centre de la marque de peinture ceci de l'intérieur vers l'extérieur et à l'aide d'un fôret diam 6 mm.
- Repositionnez le carénage et vérifiez le bon alignement du perçage par rapport au trou taraudé M12.
- Si l'alignement est correcte , vous devrez perçer le carénage à l'aide d'une perceuse et d'une scie cloche diamètre 28 mm. Utilisez le trou diam 6 mm comme repère et perçez le carénage de l'extérieur vers l'intérieur.
- Retirez les éventuelles « bavures » de plastique.
- Refaire les mêmes opérations pour le perçage du carénage opposé.
- Remontez le carénage sur la moto
- Prenez une rondelle M12 et placée la sur l'une des vis M12. Placez ensuite l'ensemble dans l'un des tampons R&G.
- Placez une entretoise en aluminium sur la vis M12. Cette entretoise sera placé entre le bloc en alu et la colerette du tampons R&G.
- Fixez ensuite le tout sur le support de protection R&G.

ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.

- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la pièce en aluminium Ne pas exéder 40nm de couple de serrage.
- Pour finir, fixez les clips R&G dans les protections attention au sens de montage.

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