



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

**Fitting Instructions for CP0160BL Crash Protectors  
Ducati 600SS/750SS/900SS/1000DS '01-onwards**



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 fairing panels and expose engine
- Undo nut on engine bolt, located mid engine.
- Paint/tippex other end (head end), in order to make a mark on the inside of the fairing.
- Refit fairing panel for each side.
- Push engine bolt until it touches fairing (inside and makes a mark).
- Remove fairing.
- Pilot drill from inner to outer fairing.
- Refit and make sure hole lines up with centre of bolt.
- Remove fairing and drill 28 mm dia hole (tank cutter/cone cutter), working from outside towards the inside.
- Use sharp knife to deburr hole.
- Remove engine bolt and repeat for other side.
- Now both fairings have been drilled, remove engine bolt completely.
- Take R&G tie bar, remove bobbins, then remove one end (22mm spanner fits) on the stainless steel extension.
- The two stainless steel ends are different - the longer, turned-down section goes on the right hand side of the engine (as you sit on the bike) and sits down into the frame.
- Push bar right the way through engine (in bolt's original position).
- Put on end of tie bar and tighten extension.
- Refit fairings
- Fit bobbins. Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

*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

**CP0160** DUCATI 600SS/750SS/900SS/1000DS '01-

PERCAGE GAUCHE ET  
DROITE

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.

### Conseil de montage:

- Démontez les carénages latéraux.
- Démontez l'écrou de fixation au milieu du moteur.
- Mettez un peu de peinture ou de tippex sur l'extrémité de l'axe, ceci afin de faire une marque à l'intérieur du carénage.
- Remettez un flanc de carénage.
- Poussez l'axe de manière à laisser une marque de peinture à l'intérieur du carénage.
- Retirez le carénage.
- Percez le centre de la marque de peinture à l'aide d'un forêt diam.5 mm (percez de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- Repositionnez le carénage et vérifiez que le perçage soit au milieu de l'axe de fixation.
- Retirez le carénage et percez le carénage à l'aide d'une scie cloche diam. Entre 25 et 28 mm  
Conseil: percez de l'extérieur vers l'intérieur du carénage.
- Refaire la même opération pour l'autre coté.
- Retirez l'axe d'origine et remplacez le par l'axe R&G.
- Placez ensuite les deux entretoises en Inox sur la barre R&G.
- Serrez l'ensemble
- Remplacez les carénages sur la moto.
- Fixez les tampons R&G sur les entretoises inox.

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