



FITTING INSTRUCTIONS FOR CP0043 CRASH PROTECTORS R1 '00-'01 UPPERS

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*

TOP FAIRING NEARSIDE

- Remove existing engine bolt
- Insert aluminium bush into recess
- Assemble bolt through crash protector (with no neck)
- 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.

TOP FAIRING OFFSIDE

- Remove fairing panel
- Unscrew offside engine bolt enough to enable contact with inside of fairing to establish a mark so that the whole is drilled in correct place. (suggest marking head of engine bolt with paint). Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint, check correct alignment
- Using 1 inch tank cutter pick up on pilot hole and drill slowly
- Replace fairing
- Assemble crash protector (with neck) and bolt, 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.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0043
R1 '00-'01 POSITION HAUTE

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

GAUCHE

- Enlever la vis de fixation moteur
- Insérer l'entretoise dans le renforcement du cadre.
- Glisser une rondelle sur une vis R&G et glisser le tout dans le tampon R&G (n'ayant pas de colerette)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.

DROIT

- Enlever le carénage
- Desserrer la vis de fixation moteur, ceci afin de la faire toucher l'intérieur du carénage.
- A l'aide de peinture ou de tippex, couvrir l'extrémité de la vis d'origine.
- Remonter le carénage de ce côté
- Pousser la vis d'origine contre l'intérieur du carénage, de manière à marquer le carénage et faire le point de repère pour le perçage du carénage.
- Enlever le carénage
- PERÇAGE DU CARENAGE:
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Remonter le carénage
- Glisser une rondelle sur une vis R&G et glisser le tout dans le tampon R&G (ayant une colerette)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.