



FITTING INSTRUCTIONS FOR CP0292BL CRASH PROTECTORS
APRILIA RS4 125 2011-

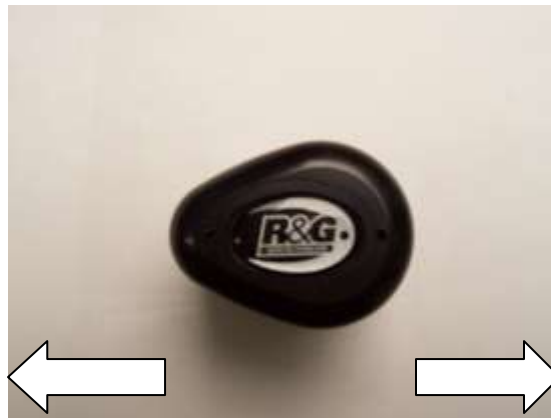
Page | 1



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

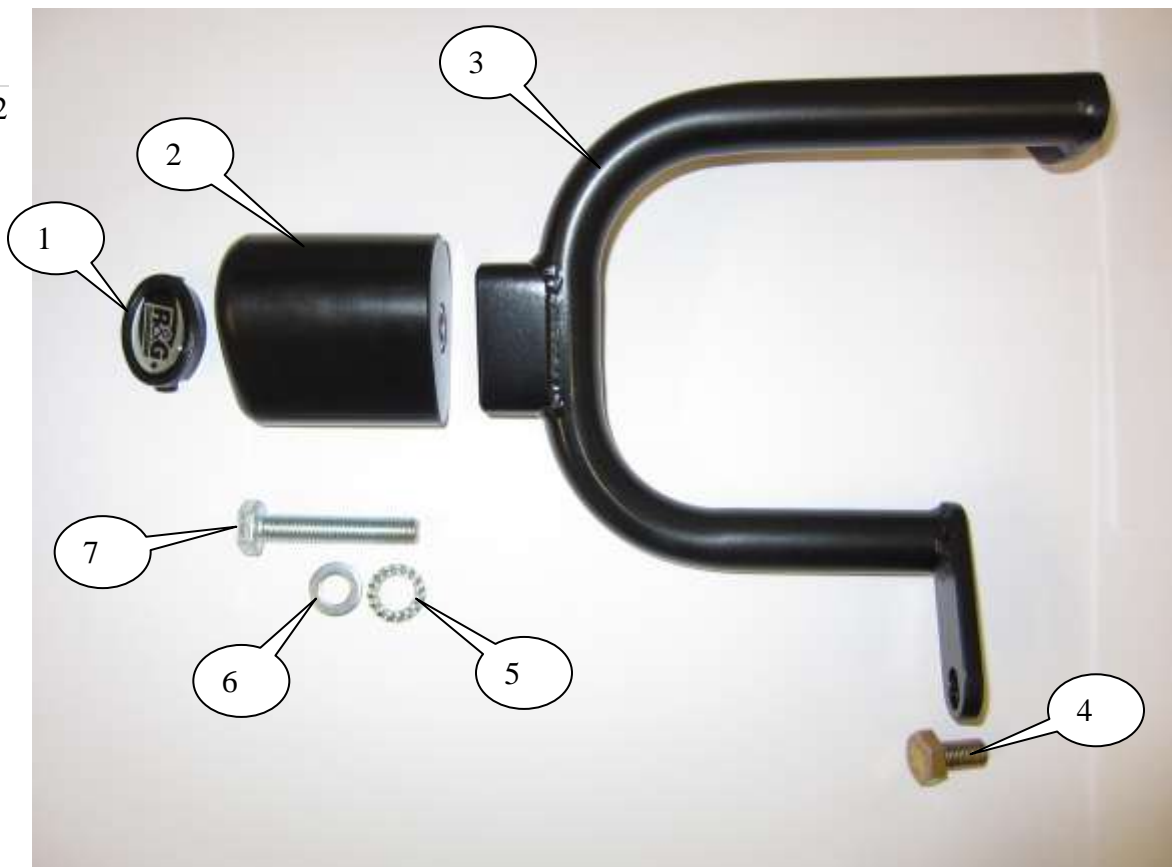
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*



THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

Page | 2



LEFT HAND SIDE



MARKING TOOL

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.

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DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Page | 3



RIGHT HAND SIDE

TOOLS REQUIRED

- Socket set to include 17mm sockets and wrench.
- Set of metric Allen keys 3, 4 and 8mm A/F.
 - Torque wrench (up to 40Nm).
 - 17mm open ended spanner.

LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0061 with CS341 (10mm) (BOTH CRASH PROTECTORS) (x2).
ITEM 3 = RS4 LHS (LEFT HAND ASSEMBLY) (x1).
ITEM 4 = M10x1.5x20mm LONG HEX HEAD BOLTS (x1).
ITEM 5 = LW0001 (SHAKE PROOF WASHERS) (x2).
ITEM 6 = M10 PLAIN WASHERS (x2).
ITEM 7 = M10x1.5x55mm LONG HEX HEAD BOLTS (x2).
ITEM 8 = RS4 RHS (RIGHT HAND ASSEMBLY) (x1).
ITEM 9 = M10x1.5x110mm LONG CAP HEAD BOLT (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6



FITTING INSTRUCTIONS

NEAR SIDE (LEFT SIDE AS YOU SIT ON BIKE)

- REMOVE LOWER SIDE/BELLY PAN FAIRINGS BOTH SIDES.
- REMOVE CENTRAL ENGINE MOUNTING BOLT AS SHOWN IN PICTURE 1.
- REMOVE UPPER ENGINE MOUNTING BOLT AS SHOWN IN PICTURE 2.
- OFFER THE LEFT HAND SIDE ASSEMBLY (ITEM 3) INTO POSITION AS SHOWN IN PICTURES 3 AND 4.
- PLACE THE LONG CAP HEAD BOLT FROM KIT (ITEM 9) THROUGH THE LOWER MOUNTING PLATE OF THE ASSEMBLY AND THROUGH ENGINE (AS THE ORIGINAL WAS), DO NOT FIT NUT OR WASHER AT THIS STAGE.
- FIT THE SHORTER HEX HEADED BOLT (ITEM 4) THROUGH THE UPPER MOUNTING PLATE OF THE ASSEMBLY AND INTO THE UPPER MOUNT AND TIGHTEN.
- SLIDE ONE OF THE PLAIN WASHERS (ITEM 6) ONTO ONE OF THE LONGER HEX HEADED BOLTS (ITEM 7).
- SLIDE THE SERRATED WASHER (ITEM 5) OVER THE BOLT SO IT SITS AGAINST THE PLAIN WASHER JUST FITTED.
- PLACE THE BOLT WITH WASHERS THROUGH EITHER CRASH PROTECTOR (ITEM 2) SO THE HEAD OF THE BOLTS GOES INTO THE COUNTER-BORE OF THE CRASH PROTECTOR.
- FIT THE WHOLE CRASH PROTECTOR ASSEMBLY INTO THE THREADED HOLE IN THE MOUNTING PLATE OF THE LEFT HAND SIDE ASSEMBLY.
- TIGHTEN BOLT UNTIL YOU FEEL SOME COMPRESSION FROM INSIDE THE PROTECTOR USING A 17mm SOCKET. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** DO NOT OVER TIGHTEN AS DAMAGE CAN OCCUR. DO NOT EXCEED 40 Nm TORQUE.
- IF NOT ALREADY FITTED FIT THE BUBBLE STICKER INTO THE RECESS OF THE CRASH PROTECTOR CAP (ITEM 1).
- FIT CRASH PROTECTOR CAP INTO CRASH PROTECTOR.

OFF SIDE (RIGHT SIDE AS YOU SIT ON BIKE)

- REMOVE UPPER ENGINE MOUNTING BOLT AS SHOWN IN PICTURE 5.
- OFFER THE LEFT HAND SIDE ASSEMBLY (ITEM 8) INTO POSITION AS SHOWN IN PICTURE 6.
- REUSE THE ORIGINAL UPPER ENGINE MOUNTING BOLT TO SECURE THE ASSEMBLY INTO POSITION AND TIGHTEN.
- FIT THE ORIGINAL NUT AND WASHER OVER THE EXPOSED END OF THE LONGER CAP HEADED BOLT (ITEM 9) FITTED FROM LEFT HAND SIDE EARLIER AND TIGHTEN.
- SLIDE ONE OF THE PLAIN WASHERS (ITEM 6) ONTO THE REMAINING LONGER HEX HEADED BOLTS (ITEM 7).
- SLIDE THE SERRATED WASHER (ITEM 5) OVER THE BOLT SO IT SITS AGAINST THE PLAIN WASHER JUST FITTED.



- PLACE THE BOLT WITH WASHERS THROUGH THE REMAINING CRASH PROTECTOR (ITEM 2) SO THE HEAD OF THE BOLTS GOES INTO THE COUNTER-BORE OF THE CRASH PROTECTOR.
- FIT THE WHOLE CRASH PROTECTOR ASSEMBLY INTO THE THREADED HOLE IN THE MOUNTING PLATE OF THE RIGHT HAND SIDE ASSEMBLY.
- TIGHTEN BOLT UNTIL YOU FEEL SOME COMPRESSION FROM INSIDE THE PROTECTOR USING A 17mm SOCKET. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** DO NOT OVER TIGHTEN AS DAMAGE CAN OCCUR. DO NOT EXCEED 40 Nm TORQUE.
- IF NOT ALREADY FITTED FIT THE BUBBLE STICKER INTO THE RECESS OF THE CRASH PROTECTOR CAP (ITEM 1).
- FIT CRASH PROTECTOR CAP INTO CRASH PROTECTOR.
- REFIT AND TIGHTEN BOTH LOWER SIDE/BELLY PAN FAIRINGS AS ORIGINAL.

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INSTRUCTIONS DE MONTAGE

CP0292BL PROTECTION CRASH LATÉRALE APRILIA RS4 125 2011

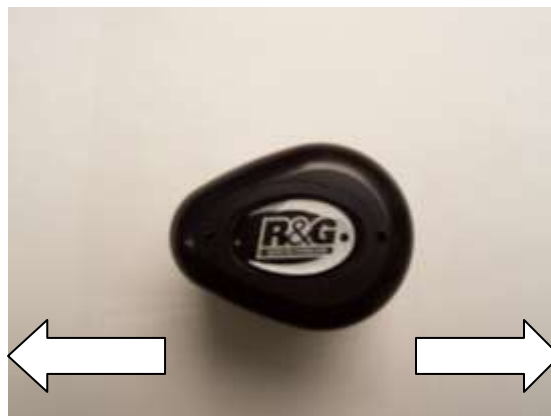
Page | 7



Image 'A'



Image 'B'



Arrière de la moto

Avant de la moto

Image 'C'

Vérifier le contenu de la boîte avant de déballer les pièces

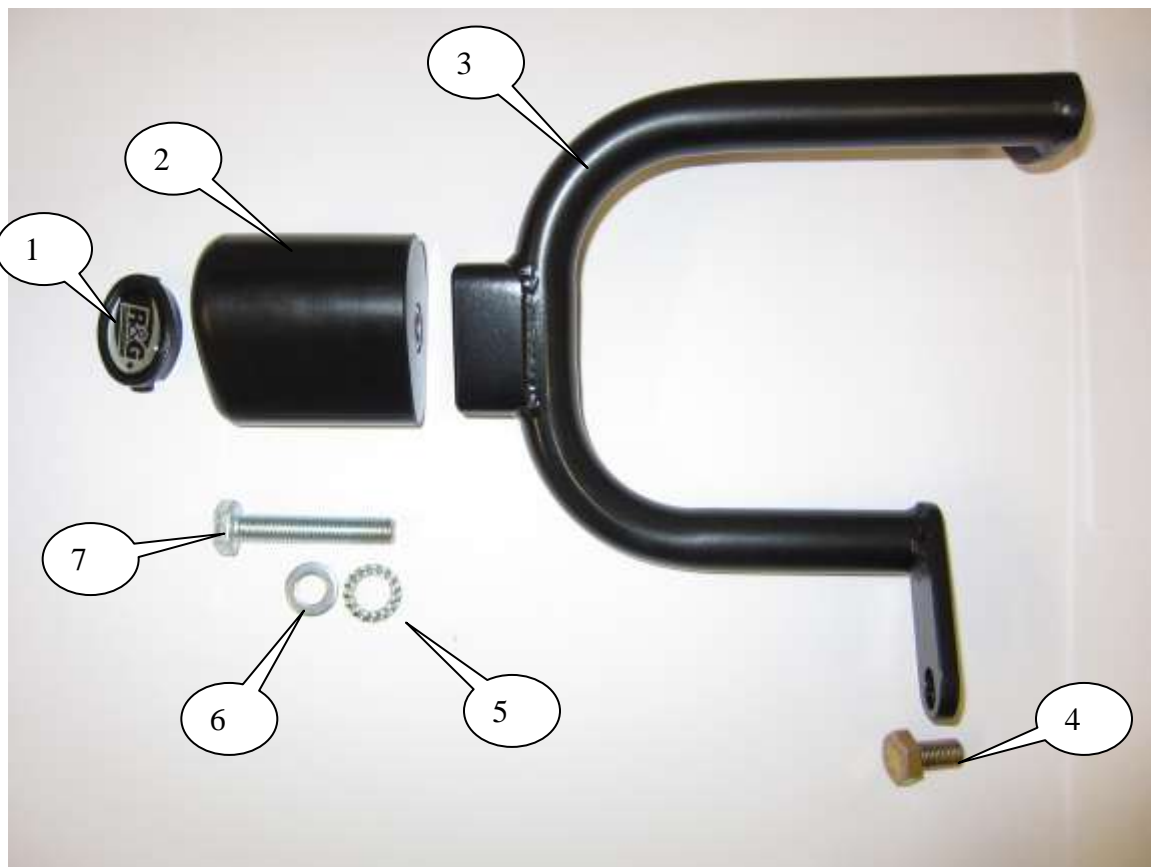
La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto.

Les parties représentées peuvent parfois être uniquement représentatives
(Pour la clarté des explications)

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COTE GAUCHE

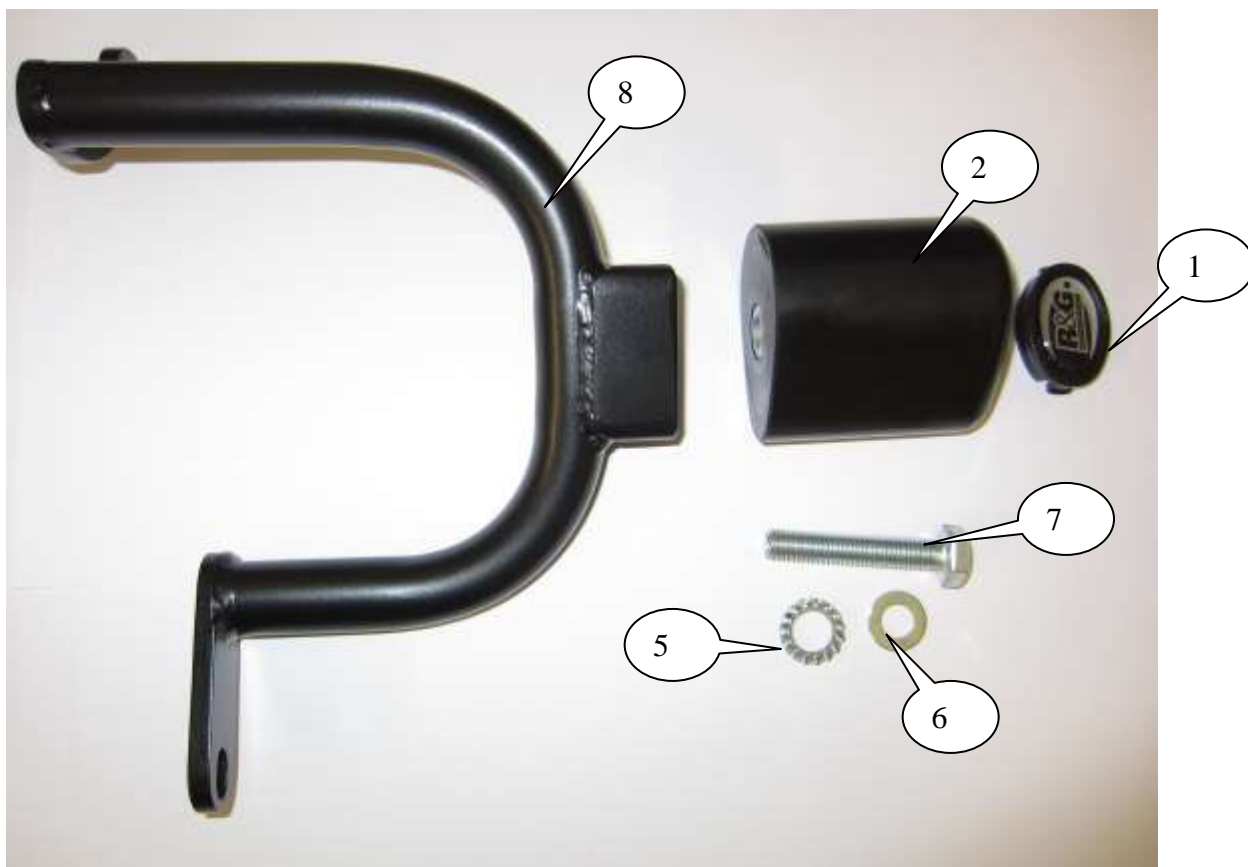


OUTIL DE MARQUAGE



Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessous soient bien présents.

Page | 9



COTE DROIT

Outils requis

- Socket set to include 17mm sockets and wrench.
 - Clefs Allen de 3, 4 et 8mm A/F.
 - Clef Dynamométrique (+ de 40Nm)
 - Clef à molette 17mm

LEGENDE

ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).

ARTICLE 2 = B0061 avec CS341 (10mm) (LES 2 PROTECTIONS CRASH) (x2).

ARTICLE 3 = RS4 LHS (ASSEMBLAGE COTE GAUCHE) (x1).

ARTICLE 4 = M10x1.5x20mm LONG BOULON A TETE HEXAGONALE (x1).

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ARTICLE 5 = LW0001 (RONDELLES SHAKE PROOF) (x2).

ARTICLE 6 = M10 RONDELLES PLATES (x2).

ARTICLE 7 = M10x1.5x55mm LONGS BOULONS A TETE HEXAGONALE (x2).

ARTICLE 8 = RS4 RHS (ASSEMBLAGE COTE DROIT) (x1).

ARTICLE 9 = M10x1.5x110mm LONG BOULON A TETE EN CAPUCHON (x1).

Page | 10



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6

INSTRUCTIONS DE MONTAGE

Côté gauche assis sur la moto

- Enlever la partie la plus basse du carénage des 2 cotés.
- Retirer le boulon central du moteur comme sur la photo 1.
- Retirer le boulon le plus haut présent sur le moteur comme le montre la photo 2.
- Mettre l'assemblage côté gauche (article 3) dans la position indiquée sur les images 3 et 4.
- Placer le long boulon à tête en forme de capuchin du kit (article 9) à travers la plus petite plaque inférieure de l'assemblage et le moteur (comme c'était le cas à l'origine), Ne pas installer d'écrou ou de rondelle à ce stade du montage.
- Installer le boulon court à tête hexagonale (article 4) à travers la plaque de montage supérieure de l'assemblage et dans la partie supérieure puis serrer.
- Faire glisser une des rondelles plates (article 6) sur l'un des plus longs boulons à tête hexagonale (article 7).
- Faire glisser la rondelle dentelée (article 5) autour du boulon de manière à ce que celle ci vienne se loger contre la rondelle plate qui vient juste d'être installée.
- Placer le boulon avec les rondelles à travers l'une des 2 protections crash, au choix (article 2) pour que la tête du boulon aille dans le contre alésage de la protection crash.
- Installer l'ensemble de la protection dans le trou fileté dans la plaque de montage de l'assemblage coté gauche.
- Serrer le boulon à l'aide de la clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **NOTEZ QUE LA PROTECTION CRASH DOIT**

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ETRE POSITIONNEE COMME DANS 'C'AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO. NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME → NE PAS SERRER A PLUS DE 40nm.

- Si cela n'a pas déjà été fait, mettre le logo (en gomme) « R&G Racing » dans le creux de la protection (article 1).

Page | 12

Coté droit assis sur la moto

- Enlever le boulon le plus haut situé sur le moteur comme sur l'image 5.
- Mettre l'assemblage côté droit (article 8) dans la position indiquée sur l'image 6.
- Réutiliser le boulon de moteur original supérieur pour fixer l'ensemble en position, puis serrer.
- Monter l'écrou d'origine et la rondelle sur l'extrémité du plus long boulon à tête en capuchon (article 9) installé à partir du côté gauche (auparavant) puis serrer.
- Faire glisser une des rondelles plates (article 6) sur le boulon à tête hexagonale restant. (article 7).
- Faire glisser la rondelle dentelée (article 5) autour du boulon de manière à ce que celle-ci vienne se loger contre la rondelle plate qui vient juste d'être installée.
- Placer le boulon avec les rondelles à travers la protection crash restante (article 2) pour que la tête du boulon aille dans le contre alésage de la protection crash.
- Installer l'ensemble de la protection dans le trou fileté dans la plaque de montage de l'assemblage côté droit.
- Serrer le boulon à l'aide de la clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME DANS 'C'AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO. NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME → NE PAS SERRER A PLUS DE 40nm.**
- Si cela n'a pas déjà été fait, mettre le logo (en gomme) « R&G Racing » dans le creux de la protection (article 1).
- Remettre puis serrer les parties basses du carénage des 2 cotés comme à l'origine.

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