



FITTING INSTRUCTIONS FOR CP0376BL
AERO CRASH PROTECTORS
EBR 1190 SX & RX '14- NON-DRILL KIT



Picture A

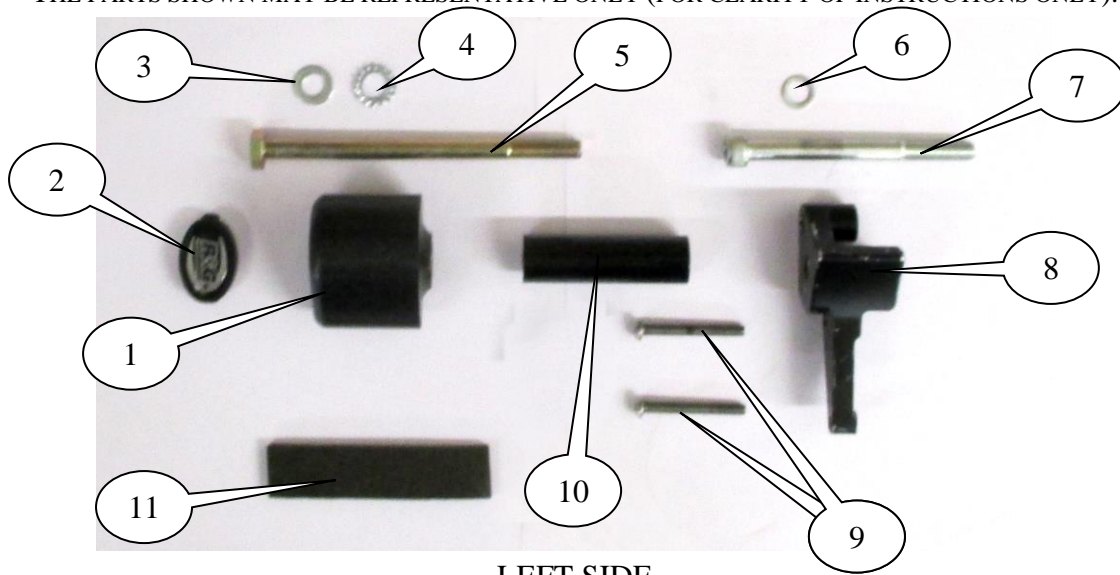


Picture B

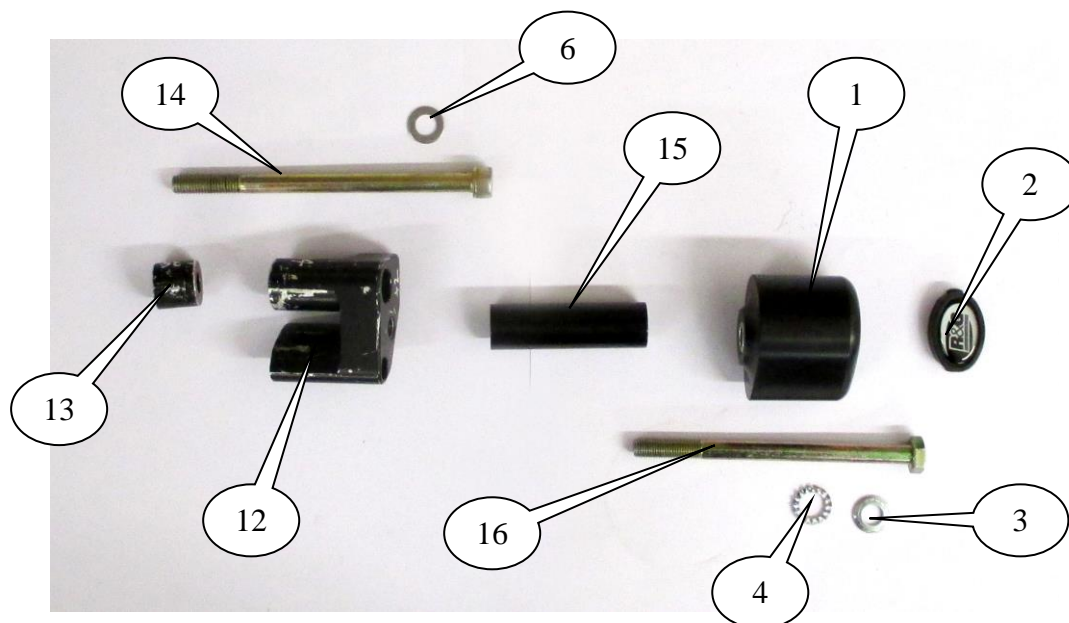
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

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



LEFT SIDE



RIGHT SIDE

LEGEND

- ITEM 1 = CRASH PROTECTOR (B0063 with CS066) (x2).
 ITEM 2 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 3 = M10 WASHERS (x2).
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).
 ITEM 5 = M10x1.25x160mm LONG HEX HEAD BOLT (x1).
 ITEM 6 = M10 WASHERS (16mm OD) (x2).
 ITEM 7 = M10x1.5x110mm LONG CAP HEAD BOLT (x1).
 ITEM 8 = MOUNTING BLOCK LEFT (M0407) (x1).
 ITEM 9 = M6x50mm LONG BUTTON HEAD BOLTS (x2).
 ITEM 10 = SPACER (S0828) (105mm long) (x1).
 ITEM 11 = 100mm LENGTH OF SELF-ADHESIVE FOAM (x1).
 ITEM 12 = MOUNTING BLOCK RIGHT (M0408) (x1).
 ITEM 13 = SPACER (S0827) (35mm long) (x1).
 ITEM 14 = M10x1.5x200mm LONG CAP HEAD BOLT (x1).
 ITEM 15 = SPACER (S0829) (96mm long) (x1).
 ITEM 16 = M10x1.25x140mm LONG HEX HEAD BOLT (x1).

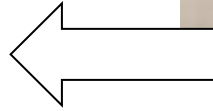
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

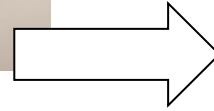
- Socket set to include 4, 5 & 8 mm A/F socket and wrench.
- Socket set to include 8 & 17mm socket and wrench.
 - Torx socket set.
- Torque wrench (up to 40N/m).



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



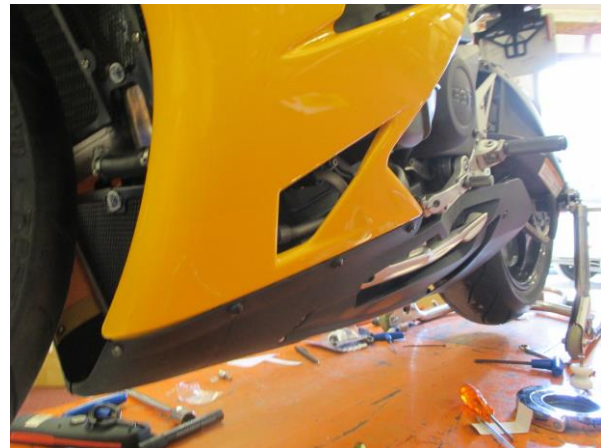
PICTURE C

GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm
- M12 NYLOC NUT = 40Nm



Picture 1



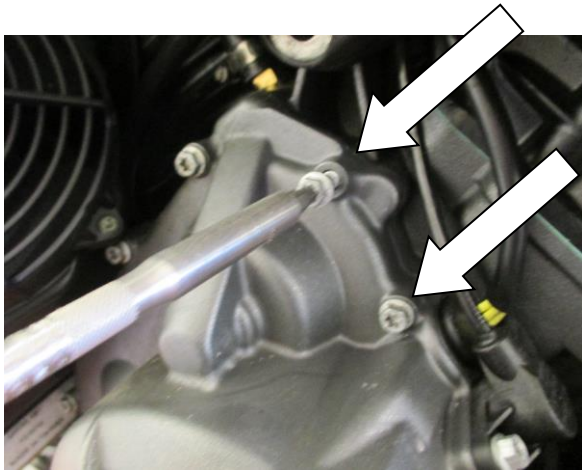
Picture 2



Picture 3



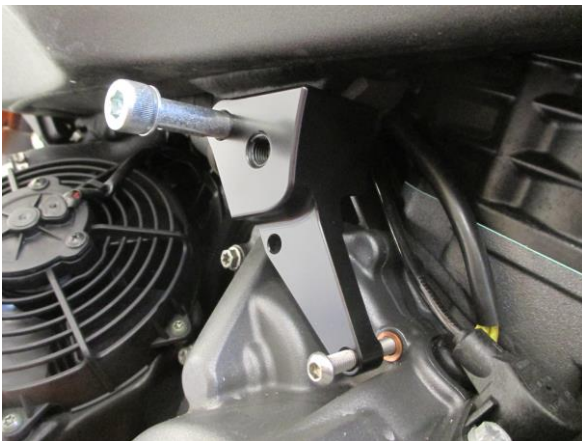
Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



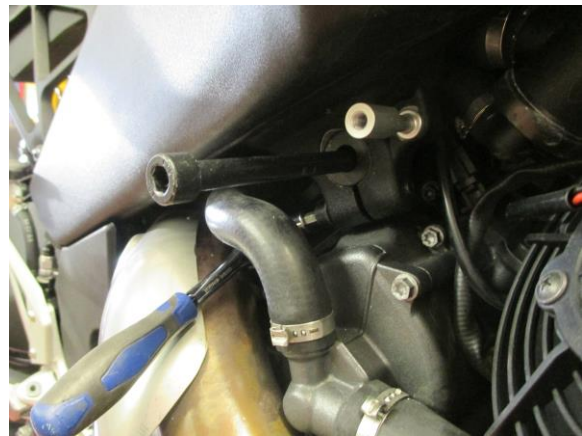
Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



Picture 21



Picture 22



FITTING INSTRUCTIONS

- If fitting to the RX model, remove the side fairings and bellypan from both sides of the bike, as shown in pictures 1 & 2.
- If fitting to the SX model, remove the side radiator cowling on both sides of the bike.
- On both models, remove the black plastic radiator fan duct on both sides of the bike, as arrowed in picture 3.

Left side (as you sit on the bike)

- Remove the engine bolt from the upper frame mount, as shown in picture 4.
- Remove the two Torx bolts on the engine case, as arrowed in picture 5. *There is a copper washer fitted to the lower of these two bolts. Do not lose this as it needs to be re-used.*
- Cut a small strip of the self-adhesive foam supplied (item 11) and stick this to the underside of frame mount, as shown in picture 6, in order to prevent the frame from being marked when the crash protector kit is fitted.
- Offer the left side mounting block (item 8 – M0407) into position on the bike and locate the M10 x 1.5 x 110mm long cap head bolt (item 7) with one M10 x 16mm OD washer (item 6) fitted through the largest hole and into the engine mount. Now fit one M6 x 50mm long button head bolt (item 9) through the lower of the two small holes on the mounting block, before re-fitting the OEM copper washer behind the mounting block, and then locate the bolt into the engine case. Engage the threads of these two bolts a couple of turns, but do not pull the mounting block up tight at this stage, as shown in picture 7.
- Take the remaining M6 x 50mm long button head bolt (item 9) and locate this through the remaining small bolt hole in the mounting block and engage the threads a couple of turns into the engine case, as shown in picture 8.
- Gently tighten all bolts evenly to pull the mounting block up square, ensuring the back edge wraps around the frame and fits against the foam. Once in position, fully tighten all three bolts to the recommended torque settings on page 3.
- Re-fit the black plastic radiator fan duct, as shown in picture 9.
- The crash protector can now be fitted. Slide one of the 10mm washers (item 3) onto the M10 x 1.25 x 160mm long hex head bolt (item 5) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 1) so the head of the bolt and washers go into the counter-bore in, as shown in picture 10.
- Locate the longer spacer (item 10 – S0828 –105mm long) over the exposed thread and tighten this assembly into the remaining threaded hole on the mounting block, as shown in picture 11.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE ‘C’ WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.

Right side (as you sit on the bike)

- Remove the Torx bolt that secures the exhaust shield in place, as shown in picture 12. This should then allow the exhaust shield to be gently rotated downwards to improve access.
- Remove the engine bolt from the upper frame mount, as shown in picture 13.
- Loosen the pinch bolt that sits behind the coolant hose in order to allow the removal of the spacer in the frame mount, as shown in pictures 14, 15 & 16.



- Cut a small strip of the self-adhesive foam supplied (item 11) and stick this to the back side of the frame mount, as shown in picture 16, in order to prevent the frame from being marked when the crash protector kit is fitted.
- Fit the spacer supplied in the kit (item 13 – S0827 – 35mm long) into the frame mount, as shown in picture 17.
- Offer the right side mounting block (item 12 – M0408) into position on the bike with the round boss on the back sitting inside the frame mount, as shown in picture 18. *The coolant hose may need to be pulled downward in order to clear the mounting block whilst fitting.*
- Locate the M10 x 1.5 x 200mm long cap head bolt (item 14) with one M10 x 16mm OD washer (item 6) fitted through the large hole in the mounting block and into the engine mount, as shown in picture 18.
- Tighten this bolt to the recommended torque settings and then tighten the pinch bolt, as shown in picture 19.
- Re-position the exhaust shield and re-fit the Torx bolt and tighten, as shown in picture 20.
- Re-fit the black plastic radiator fan duct.
- The crash protector can now be fitted. Slide one of the 10mm washers (item 3) onto the M10 x 1.25 x 140mm long hex head bolt (item 16) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 1) so the head of the bolt and washers go into the counter-bore, as shown in picture 21.
- Locate the remaining spacer (item 15 – S0829 – 96mm long) over the exposed thread and tighten this assembly into the remaining threaded hole on the mounting block.
- Tighten the crash protector bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE ‘C’ WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.
- Re-fit the fairings and bellypan to both sides on the bike.

ISSUE 1 14/11/2014 (AR)

Digital copies of these instructions are available to download from www.rg-racing.com

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorised (if not pre-authorised the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



INSTRUCTIONS DE MONTAGE POUR CP0376BL
PROTECTIONS CRASH LATERALES
EBR 1190 SX & RX '14- KIT NON PERCE



Photo A

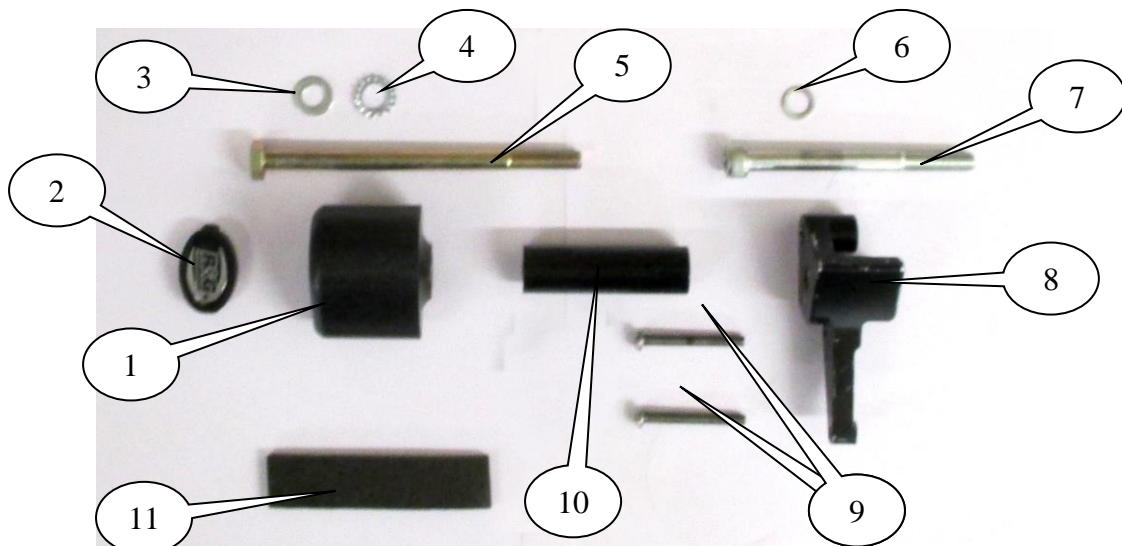


Photo B

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

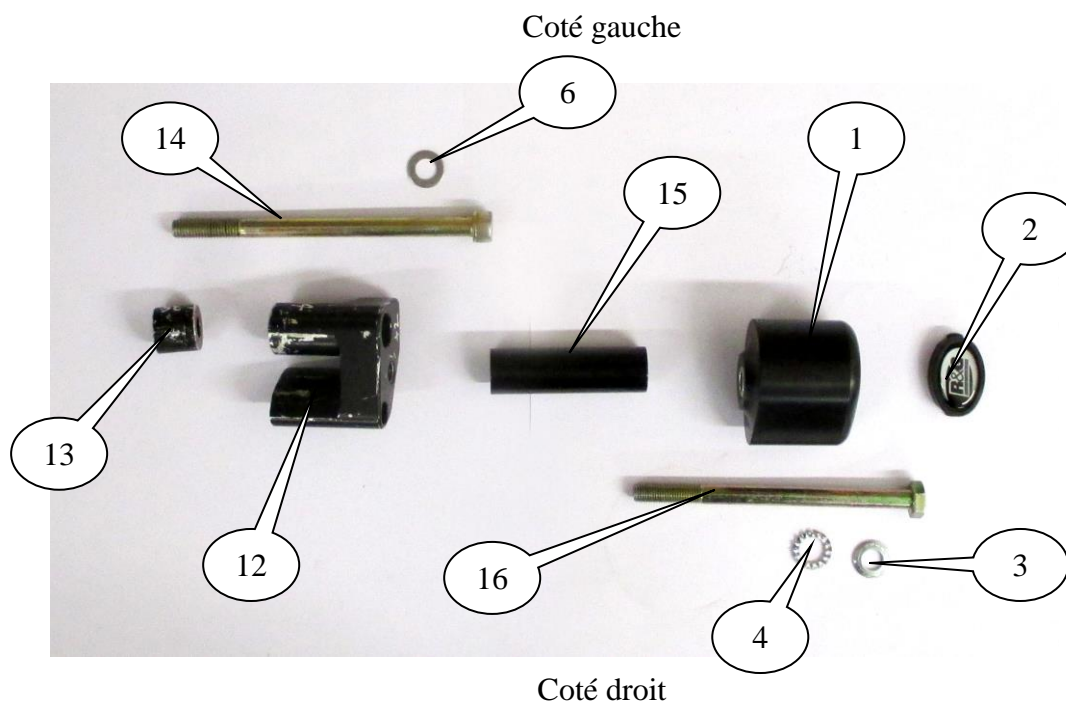
La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).



Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



LEGENDE

- ARTICLE 1 = PROTECTION CRASH (B0063 with CS066) (x2).
 ARTICLE 2 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 3 = M10 RONDELLES (x2).
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 5 = M10x1.25x160mm BOULON (x1).
 ARTICLE 6 = M10 RONDELLES (16mm OD) (x2).
 ARTICLE 7 = M10x1.5x110mm BOULON (x1).
 ARTICLE 8 = BLOC DE MONTAGE GAUCHE (M0407) (x1).
 ARTICLE 9 = M6x50mm BOULONS (x2).
 ARTICLE 10 = ENTRETOISE (S0828) (105mm de long) (x1).
 ARTICLE 11 = 100mm LONGUEUR DE MOUSSE AUTOCOLLANTE (x1).
 ARTICLE 12 = BLOC DE MONTAGE DROIT (M0408) (x1).
 ARTICLE 13 = ENTRETOISE (S0827) (35mm de long) (x1).
 ARTICLE 14 = M10x1.5x200mm BOULON (x1).
 ARTICLE 15 = ENTRETOISE (S0829) (96mm de long) (x1).
 ARTICLE 16 = M10x1.25x140mm BOULON (x1).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

OUTILS REQUIS

- Jeu de clés 4, 5 & 8 mm.
- Clé à molette 8 & 17mm.
 - Clé Torx.
- Clé dynamométrique (à 40N/m).

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



Arrière moto
moto



Avant

PHOTO C

COUPLES DE SERRAGE RECOMMANDES

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm
- M10 BOULON = 40Nm
- M12 ECROU = 40Nm



Photo 1

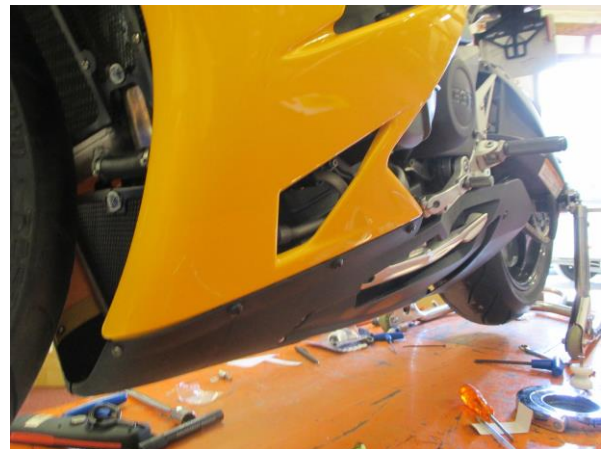


Photo 2

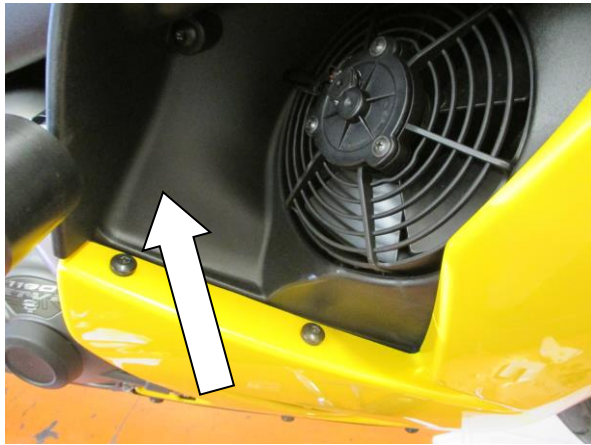


Photo 3



Photo 4

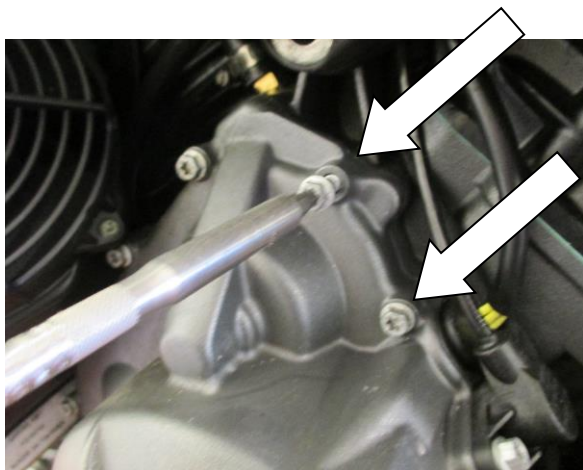


Photo 5



Photo 6

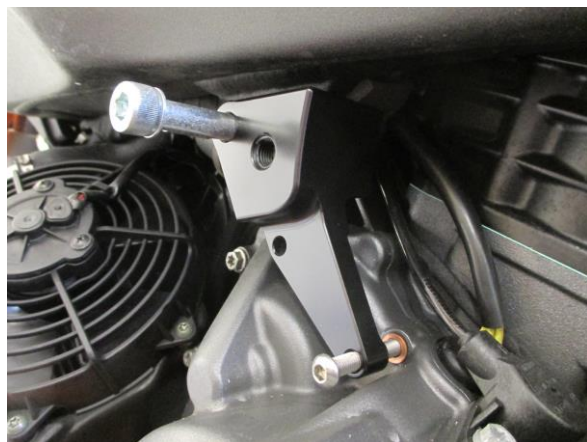


Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12

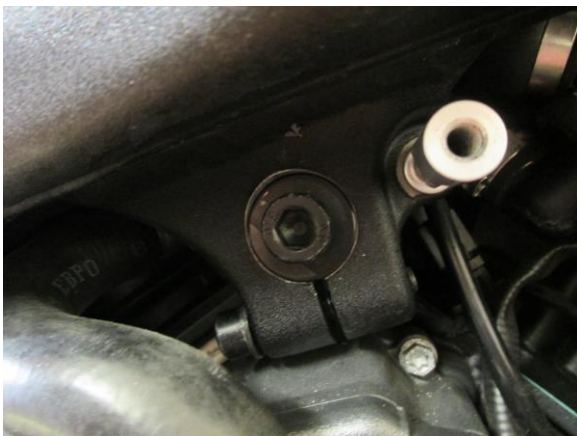


Photo 13

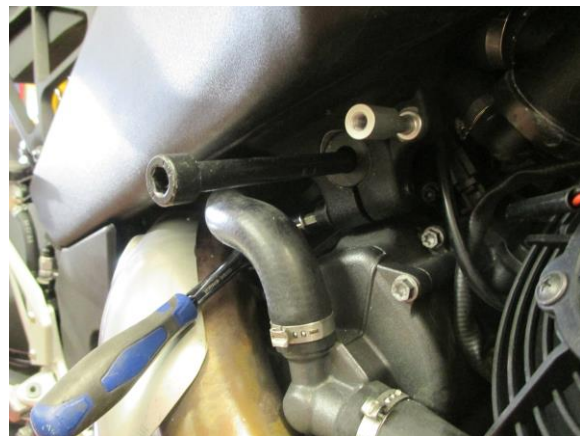


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22

INSTRUCTIONS DE MONTAGE

- Si l'installation s'effectue sur un modèle RX, enlever les carénages latéraux des deux cotés de la moto, voir photos 1 & 2.
- Si l'installation s'effectue sur un modèle SX, enlever le capot de radiateur latéral des deux cotés de la moto.
- retirer le conduit de ventilation du radiateur en plastique noir des deux cotés de la moto, voir photo 3.

Cote gauche (lorsqu'on est assis sur la moto)

- Enlever le boulon moteur du support cadre supérieur, voir photo 4.
- Enlever les deux boulons Torx sur le carter moteur, voir photo 5. *Il y a une rondelle en cuivre sur le plus bas de ces deux boulons. Ne pas la perdre, car elle sera réutilisée.*
- Couper un peu de mousse autocollante fournie (article 11) et collez la au bas du support cadre, voir photo 6, pour éviter que le cadre soit marqué lorsque la protection crash sera installée.
- Monter le bloc de montage du coté gauche (article 8 – M0407) sur la moto puis placer le boulon M10 x 1.5 x 110mm (article 7) avec une rondelle M10 x 16mm (article 6) dans le trou le plus large et dans le support moteur. A présent, insérer le boulon M6 x 50mm (article 9) dans le plus bas des deux petits trous du bloc de montage, avant de remettre le rondelle de cuivre d'origine derrière le bloc de montage, puis placer le boulon dans le carter moteur. Engager les filetages de ces deux boulons à deux tours, mais ne pas fixer la position du bloc de montage à ce stade, voir photo 7.
- Prendre le boulon restant M6 x 50mm (article 9) et placez le dans le petit trou à boulon restant dans le bloc de montage puis engager à deux tours dans le carter moteur, voir photo 8.
- Serrer tous les boulons de façon identique pour tirer le bloc de montage, en veillant à ce que le bord arrière entoure le cadre et se place contre la mousse. Une fois en position, serrer complètement les trois boulons aux couples de serrage recommandés sur la page 3.
- Remontez le conduit du ventilateur de radiateur en plastique noir, voir photo 9.



- La protection crash peut à présent être montée. Glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 160mm (article 5) afin que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon afin qu'elle se place contre la rondelle tout juste installée.
- Glissez ensuite le boulon avec les rondelles dans la protection crash (article 1) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage, voir photo 10.
- Placer la plus grande entretoise (article 10 – S0828 –105mm de long) sur l'extrémité du filetage puis serrer l'ensemble dans le trou fileté restant du bloc de montage, voir photo 11.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

Cote droit (lorsqu'on est assis sur la moto)

- Enlever le boulon Torx qui fixe le bouclier d'échappement en place, voir photo 12. Cela devrait permettre au bouclier d'échappement de tourner vers le bas pour faciliter l'accès.
- Enlever le boulon moteur du support cadre supérieur, voir photo 13.
- Desserrer le boulon de pincement qui se place derrière le tuyau de liquide de refroidissement pour pouvoir enlever l'entretoise dans le support cadre, voir photos 14, 15 & 16.
- Couper un peu de mousse autocollante fournie (article 11) et collez la au bas du support cadre, voir photo 16, pour éviter que le cadre soit marqué lorsque la protection crash sera installée.
- Placer l'entretoise fournie dans le kit (article 13 – S0827 – 35mm de long) dans le support cadre, voir photo 17.
- Placer le bloc de montage du coté droit (article 12 – M0408) en position sur la moto avec le patron rond à l'arrière, dans le support cadre, voir photo 18. le tuyau de liquide de refroidissement *devra peut être être tiré vers le bas pour pouvoir libérer le bloc de montage pendant l'installation..*
- Placer le boulon M10 x 1.5 x 200mm (article 14) avec une rondelle M10 x 16mm OD (article 6) dans le trou large du bloc de montage et dans le support moteur, voir photo 18.
- Serrer ce boulon au couple de serrage recommandé puis serrer le boulon, voir photo 19.
- Repositionner le bouclier d'échappement puis remettre le boulon Torx et serrer, voir photo 20.
- Remontez le conduit du ventilateur de radiateur en plastique noir.
- La protection crash peut à présent être montée. Glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 140mm (article 16) afin que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 4) sur le boulon afin qu'elle se place contre la rondelle tout juste installée
- Glissez ensuite le boulon avec les rondelles dans la protection crash (article 1) de façon à ce que la tête du boulon et les rondelles aillent dans le contre alésage, voir photo 21.
- Placer l'entretoise restante (article 15 – S0829 – 96mm de long) sur l'extrémité du filetage puis serrer l'ensemble dans le trou fileté restant du bloc de montage.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME**

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.

Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour.
Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

- Placer les stickers R&G dans le creux des deux capuchons de la protection.
- Remettre les carénages des deux cotés de la moto.

ISSUE 1 14/11/2014 (AR)

Ces instructions sont disponibles au téléchargement sur www.rg-racing.com

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.