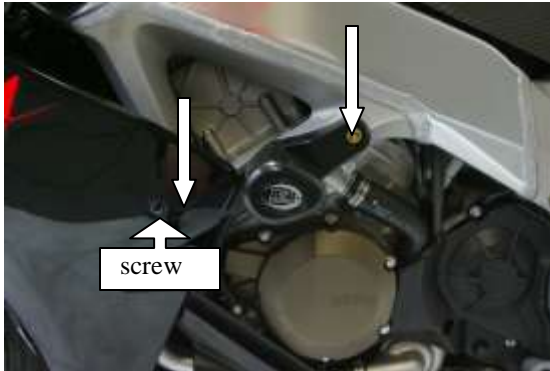
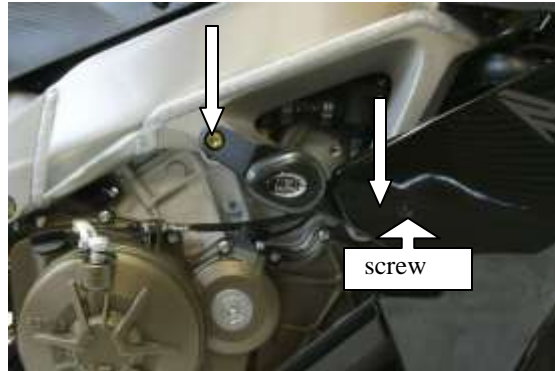




FITTING INSTRUCTIONS FOR CP0257BL AERO CRASH PROTECTORS
APRILIA RSV4 R & FACTORY 2009-



PICTURE A



PICTURE B



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!*

You will need the following tools to complete this job.

Set off metric Allen keys to include 3 and 8mm.

Socket set to include 13mm and 17mm A/F sockets and wrench.

Torque wrench and 8mm hexagon drive socket to be used at 40NM.

YOUR KIT WILL COMPRISE OF THE FOLLOWING COMPONENTS

PLEASE CHECK ALL THE BELOW COMPONENTS ARE INCLUDED IN YOUR KIT

- 2 x AERO STYLE BOBBINS (FITTED WITH 10mm INTERNAL COMPRESSION SLEEVES).
- 2 x BOBBIN CAPS.
- 4 x ALUMINIUM SPACERS (19.5mm DIAMETER x 13mm LONG).
- 4 x ALUMINIUM SPACERS (19mm DIAMETER x 7mm LONG).
- 2 x 10mm PLAIN WASHERS.
- 2 x 12mm SERRATED/LOCKING WASHERS.
- 2 x METAL MOUNTING BLOCKS (THESE ARE THE SAME FOR BOTH SIDES).
- 2 x M10x1.5x90mm LONG CAP HEAD BOLTS.
- 2 x M10x1.5x80mm LONG CAPHEAD BOLTS.
- 2 x M10x1.25x60mm LONG HEX HEADED BOLTS

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



PLEASE READ THROUGH THE FITTING INSTRUCTIONS AND BE SURE YOU UNDERSTAND BEFORE COMMENCING FITTING.

LEFT-HAND SIDE (as you sit on the bike)

- Remove fairing screw labelled screw in picture A.
- This will allow you access to undo and remove engine-mounting bolts in positions arrowed in picture A (do not remove rectangular spacers). **On the R version there are no rectangular spacers.**
- Take either mounting block from kit, place the two shorter (80mm) long cap head bolts through block so head of bolt goes into counter-bore.
- Place one of the longer (13mm long) spacers from kit onto each protruding bolt (these act as frame spacers). **On the R version you will need to place one of the shorter (7mm long) onto each protruding bolt.**
- Offer assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40NM (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.
- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole). **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Refit and tighten fairing screws.
- Fit bobbin caps so logo is as shown above.

RIGHT-HAND SIDE (as you sit on the bike)

- Remove fairing screw labelled screw in picture B.
- This will allow you access to undo and remove engine-mounting bolts in positions arrowed in picture B (do not remove rectangular spacers). **On the R version there is no rectangular spacers. PLEASE NOTE when these bolts are removed the engine to frame spacers may fall out (these must be refitted in the original position when assembling the new block to frame).**
- Take remaining mounting block from kit, place the two longer (90mm) long cap head bolts through block so head of bolt goes into counter-bore.
- Place one of the longer (13mm long) spacers from kit onto each protruding bolt (these act as frame spacers). **On the R version you will need to place one of the shorter (7mm long) onto each protruding bolt.**



- Offer assembly up to original engine mounting holes (**please note** the longer tapered portion should face towards the front of bike (the offset is to allow the crash protector bobbin to miss fairing). This is a bit difficult due to the length of bolts (other fairing screws may be removed to make things easier).
- Tighten cap head bolts to 40NM (maximum).
- Take one of the hex headed bolts and place plain washer over thread end of bolt and against bolt head.
- Place one of the serrated/locking washers over thread end of bolt and against bolt head.
- Place this assembly through bobbin so head of bolt goes into counter bore of bobbin.
- Fit bobbin assembly to metal mounting bracket just fitted (into tapped hole). **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Refit and tighten fairing screws.
- Fit bobbin caps so logo is as shown above.

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 resellable 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.

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



FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0257BL AERO
APRILIA RSV4 2009-

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.

Outils :

**Clés Allen incluant celles de 3 et 8mm.
Jeu de douille ou clé incluant celles de 13mm et 17mm.
Clé dynamo métrique 40NM.**

Merci de lire la notice avant de commencer et vérifier que les pièces suivantes sont comprises dans le kit.

- 2 x TAMPONS AERO.
- 2 x CAPUCHONS DE TAMPON.
- 4 x ENTRETOISE EN ALUMINIUM (20mm DIAMETER x 13mm LONG).
- 2 x RONDELLES 10mm.
- 2 x RONDELLES CRANTEES 12mm
- 2 x PATTE DE DEPORT (IDENTIQUE DROITE ET GAUCHE)
- 2 x VIS M10x1.5x90mm .
- 2 x VIS M10x1.5x80mm .
- 2 x VIS M10x1.25x60mm

GAUCHE

- Enlever le carénage (vis = « Screw » en photo A)
- Enlever la vis de fixation moteur située derrière la vis de fixation de carénage. (Ne pas retirer l'entretoise rectangulaire).
- Prendre un bloc en alu, placer les deux vis (M10x80 mm) à travers le bloc.
- Placer une entretoise sur chaque vis, les entretoises se placent entre le bloc et le cadre.
- Placer le bloc sur la moto prendre les fixations de moteur d'origine comme point de montage.



- (Note, la partie filetée la plus longue se place vers l'avant de la moto).
- Serrer les vis à 40NM maximum.
- Prendre une vis hexagonale, glisser une rondelle pleine puis une rondelle crantée.
- Placer le tout dans un tampon R&G.
- Visser le tampon sur le bloc en aluminium.
(attention au sens de montage de tampon, voir photo ci-dessus)

- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
- Remonter les vis de carénage et fixer le carénage.
- Clipper le capuchon R&G (sens de montage voir Photo ci-dessus)

DROIT

- Enlever le carénage (vis = « Screw » en photo B)
- Enlever la vis de fixation moteur située derrière la vis de fixation de carénage.
(Ne pas retirer l'entretoise rectangulaire).
- **PLEASE NOTE** Lorsque vous allez retirer les 2 vis, les entretoises placées entre le cadre et le moteur peuvent tomber de la moto. Attention à bien remonter ces entretoises lorsque vous allez monter les blocs R&G sur la moto.
- Prendre le bloc en alu, placer les deux vis (M10x90 mm) à travers le bloc.
- Placer une entretoise sur chaque vis, les entretoises se placent entre le bloc et le cadre.
- Placer le bloc sur la moto prendre les fixations de moteur d'origine comme point de montage.
- (Note, la partie filetée la plus longue se place vers l'avant de la moto).
- Serrer les vis à 40NM maximum.
- Prendre une vis hexagonale, glisser une rondelle pleine puis une rondelle crantée.
- Placer le tout dans un tampon R&G.
- Visser le tampon sur le bloc en aluminium.
(attention au sens de montage de tampon, voir photo ci-dessus)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
- Remonter les vis de carénage et fixer le carénage.
- Clipper le capuchon R&G (sens de montage voir Photo ci-dessus)