



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

Fitting instructions for CP0118BL Crash Protectors Ducati 749/999

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 fairings
- Undo nut holding engine bolt located at centre of bike (this is on the right side as you sit on the bike)
- Take the R&G 12mm engine bar and hold bar against end of bolt from which you have just removed the nut
- With a soft hammer, tap engine bar through, removing original bolt at the same time
- When bar is protruding equally each side of the frame, take one of the R&G aluminium blocks and place over the bar with 12mm drilled hole and boss going into frame
- **Note** – for the 749 “basic” model, you will not need to use the two spacers supplied – for all other models place the spacers over the engine bar before fixing the aluminium blocks in place
- **Note** – the 2 drilled 6mm holes go towards rear of bike & 12mm tapped hole towards top (see images above)
- Place 12mm washer and nut onto bar
- Repeat above procedure for other side
- Tighten both nuts equally – take care not to overtighten – the nyloc nuts will hold the assembly tight once they lock up
- Take one of the clamps and fit to block using two of the 6mm cap head bolts and two washers – tighten equally. Make sure no wires are trapped before tightening the assembly
- **Note** – there is a right and a wrong way for the clamps – looking from bottom of clamp, small diameter of taper faces rear of bike. For bikes that are 05° onwards the hook shaped clamp should be used on the RHS.
- Repeat on other side
- On the left hand side, the clutch feed pipe can be lifted to run over the top of the aluminium block – see left hand picture above - this does not affect clutch operation
- Insert short bolt (marking tool) into 12mm tapped hole on outside of aluminium block on one side (leave about 26mm (1 inch) protruding)
- Paint middle of the bolt head
- Refit fairing
- Gently push fairing against the bolt head to leave a small paint mark on the inside of the fairing
- Remove fairing
- Centre drill on mark left by paint, working from inside of fairing outwards
- Refit fairing and check position
- Remove fairing and cut using 28mm hole cutter (work from outside inwards)
- Clean up the hole to leave it looking smooth. Trim the foam on the inside of the fairing around the hole
- Repeat for other side, using same short bolt marking tool as used before
- Replace fairings
- Place a washer behind the head of one of the M12 bolts and pass through one of the protectors
- Pass assembly through the hole in the fairing and locate into tapped hole of aluminium block
- 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.
- Repeat on other side

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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