



**FITTING INSTRUCTIONS FOR CP0506 AERO CRASH PROTECTORS**  
**MV AGUSTA BRUTALE 1000RR 2020-**



**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED OVER PAGE.**

SOME PARTS MAY BE SHOWN FOR CLARITY OF INSTRUCTIONS ONLY.

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

**PLEASE READ ALL INSTRUCTIONS BEFORE PROCEEDING.**

**IF IN ANY DOUBT WHEN FITTING OUR PRODUCTS, CONSULT ONE OF OUR DEALERS  
OR HAVE FITTED BY A QUALIFIED TECHNICIAN.**

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

IN THE EVENT OF RUBBER WASHERS BEING USED TO HOLD COMPONENTS ONTO BOLTS,  
THESE RUBBER WASHERS CAN BE THROWN AWAY.

**DIGITAL COPIES OF THESE INSTRUCTIONS ARE AVAILABLE FROM:**

[WWW.RG-RACING.COM](http://WWW.RG-RACING.COM)



| <b><u>TOOLS REQUIRED</u></b>   | <b><u>GENERAL TORQUE SETTINGS</u></b>  |
|--|--|
| <ul style="list-style-type: none"> <li>• 14mm &amp; 19mm A/F SOCKET &amp; WRENCH</li> <li>• TORQUE WRENCH (UP TO 90Nm)</li> <li>• 4mm &amp; 5mm Hex keys</li> <li>• Suitable bike engine support jack</li> </ul> | <p>M4 BOLT = 8Nm</p> <p>M5 BOLT = 12Nm</p> <p>M6 BOLT = 15Nm</p> <p>M8 BOLT = 20Nm</p> <p>M10 BOLT = 40Nm</p> <p>M12 BOLT = 40Nm</p> |

### **LEGEND**

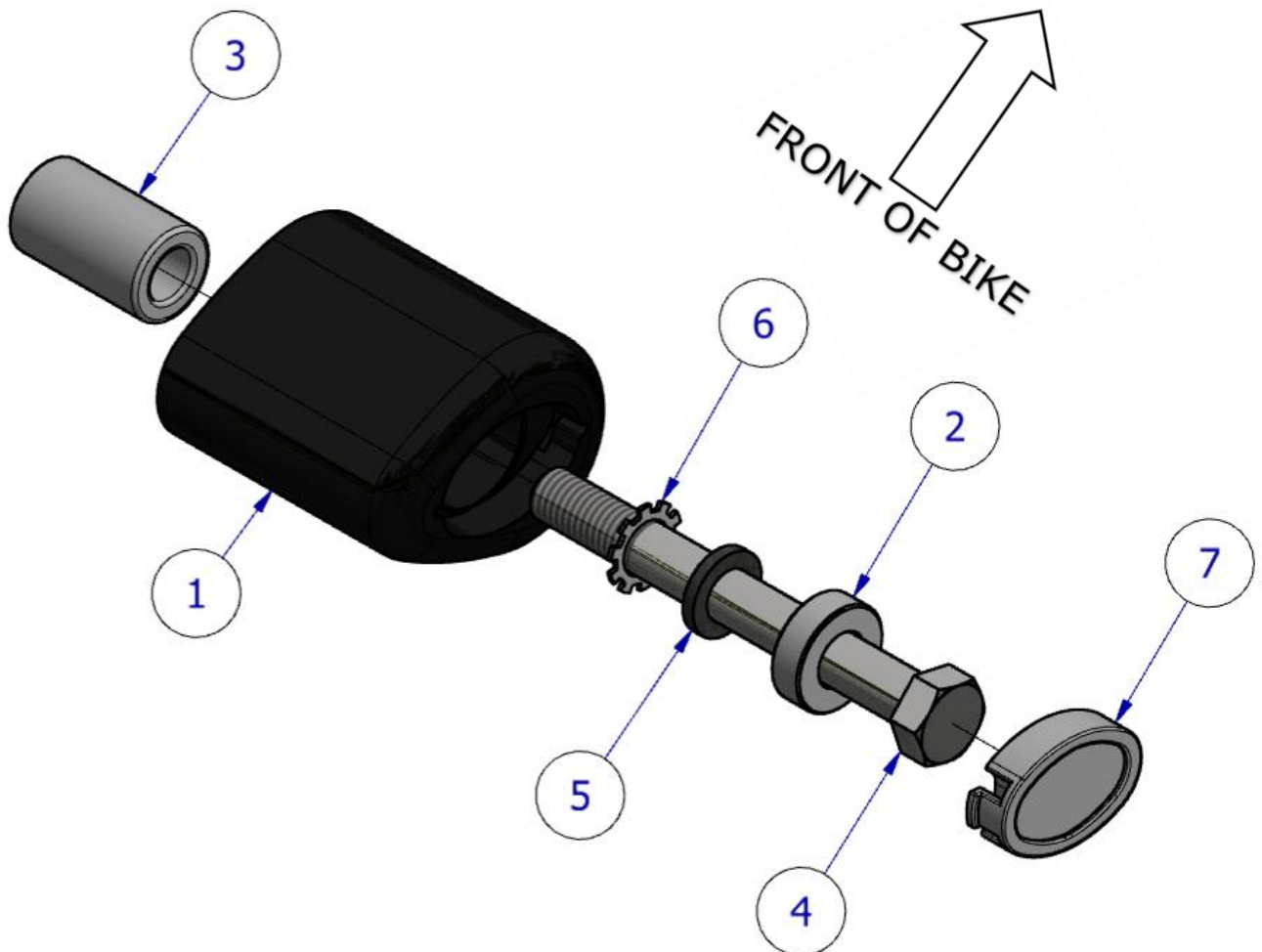
| <b>ITEM NO.</b> | <b>DESCRIPTION</b>                | <b>QTY</b> |
|-----------------|-----------------------------------|------------|
| ITEM 1          | B0061 M12 CRASH PROTECTORS        | 2          |
| ITEM 2          | S0026 SPACER 8mm                  | 2          |
| ITEM 3          | S0351 37MM SPACER                 | 2          |
| ITEM 4          | M12x1.25x110mm LONG HEX HEAD BOLT | 2          |
| ITEM 5          | M12 WASHERS Ø=25mm                | 2          |
| ITEM 6          | LW0001 SHAKEPROOF WASHERS         | 2          |
| ITEM 7          | BC0002BK BOBBIN CAP               | 2          |



**AERO-STYLE CRASH PROTECTOR ORIENTATION**

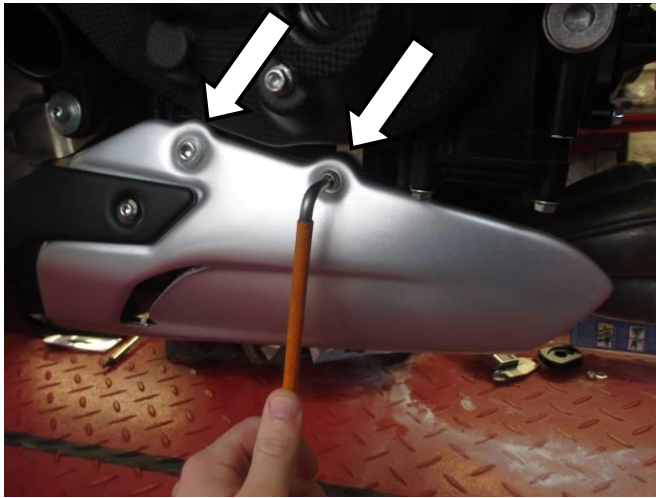


**LHS & RHS EXPLODED ASSEMBLY VIEW**





**FITTING PICTURES**



**Picture 1**



**Picture 2**



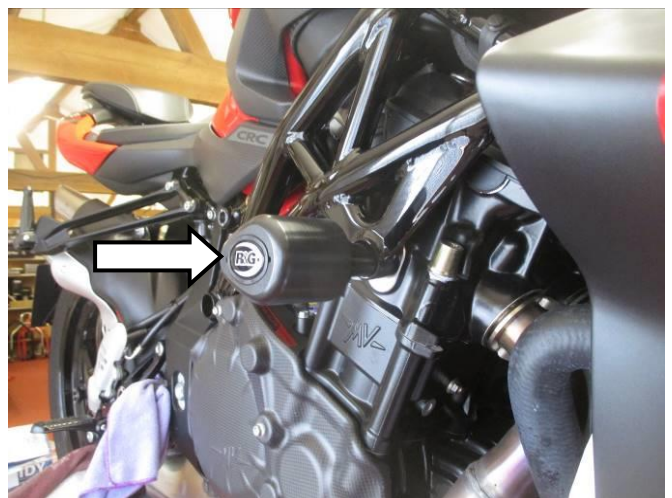
**Picture 3**



**Picture 4**



**Picture 5**



**Picture 6**



## FITTING INSTRUCTIONS

**Before removing engine bolts, ensure the bike is upright and supported by a suitable engine stand or jack placed under the sump of the motorbike to support the weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.**

- To begin, while supporting the belly pan, using a 4mm & 5mm Hex keys remove the 2x cap head bolts from each side of the bike affixing the belly pan to the engine as shown in **picture 1**. *Note the 4mm hex bolt located behind the side stand on the LHS of the bike.*
- Remove the belly pan from the bike as shown in **picture 2**.
- Support the underside of the engine with a suitable bike jack, as shown in **picture 3**.
- On the LHS of the bike, remove the engine mounting bolt using a 14mm socket, as shown in **picture 4**.
- Pre-assemble the crash protector assembly as shown in the **Assembly diagram** on page 3. Slide one spacer (**S0026 - item 2**), then one M12 washer (**item 5**) followed by a shake-proof washer (**item 6**) over one M12 bolt (**item 4**). Slide this assembly through one of the crash protectors (**B0061 - item 1**), then place a spacer (**S0351 - item 3**) over the exposed bolt thread length.
- Offer the crash protector assembly up to engine mount, then tighten the crash protector bolt until you feel some compression from inside the protector using a 19mm socket and wrench, as shown in **picture 5**. 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 40Nm of torque.

**PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN THE DIAGRAM ON PAGE 3 WITH THE LARGER END TOWARDS THE FRONT OF THE BIKE.**

- Repeat the previous steps for the right-hand side of the bike using the remaining components.
- Finally, fit a bobbin cap (**BC0002 - item 7**) to both crash protectors to neatly hide the bolt heads, as shown in **picture 6**.
- Re-fit the belly-pan as removed.
- Before riding, check both sides are secure, and the crash protectors cannot rotate.
- Check tightness of each side regularly.

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**NOTICE DE MONTAGE CP0506 PROTECTIONS CRASH**  
**MV AGUSTA BRUTALE 1000RR 2020-**



**CE KIT CONTIENT LES ARTICLES ILLUSTRÉS ET ÉTIQUETES SUR LA PAGE.**

CERTAINES PARTIES PEUVENT ÊTRE PRÉSENTES UNIQUEMENT POUR LA CLARTE DES INSTRUCTIONS.

NE PAS PROCÉDER AU MONTAGE TANT QUE VOUS N'ÊTES PAS SÛR QUE TOUTES LES PIÈCES SOIENT PRÉSENTES.

**VEUILLEZ LIRE TOUTES LES INSTRUCTIONS AVANT DE CONTINUER.**

**EN CAS DE DOUTE LORS DU MONTAGE DE NOS PRODUITS, CONSULTEZ UN DE NOS REVENDEURS OU FAITES APPEL À UN TECHNICIEN QUALIFIÉ.**

VEUILLEZ NOTER QUE LA FAÇON DONT LE KIT EST EMBALLÉ NE REPRÉSENTE PAS NECESSAIREMENT LA MANIÈRE DE LE MONTER SUR LA MOTO.

SI DES RONDELLES EN CAOUTCHOUC SONT UTILISÉES POUR MAINTENIR LES COMPOSANTS SUR LES BOULONS, ELLES PEUVENT ÊTRE JETÉES.

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| <b><u>OUTILS REQUIS</u></b>  | <b><u>VALEURS DE SERRAGE</u></b>  |
|--|---|
| <ul style="list-style-type: none"> <li>• CLÉ À CLIQUET + DOUILLES 14mm &amp; 19mm</li> <li>• CLÉ DYNAMOMÉTRIQUE (À 90Nm)</li> <li>• CLÉ HEXAGONALE 4mm &amp; 5mm</li> <li>• Prise adaptée au moteur</li> </ul> | M4 BOULON = 8Nm<br>M5 BOULON = 12Nm<br>M6 BOULON = 15Nm<br>M8 BOULON = 20Nm<br>M10 BOULON = 40Nm<br>M12 BOULON = 40Nm |

### **LÉGENDE**

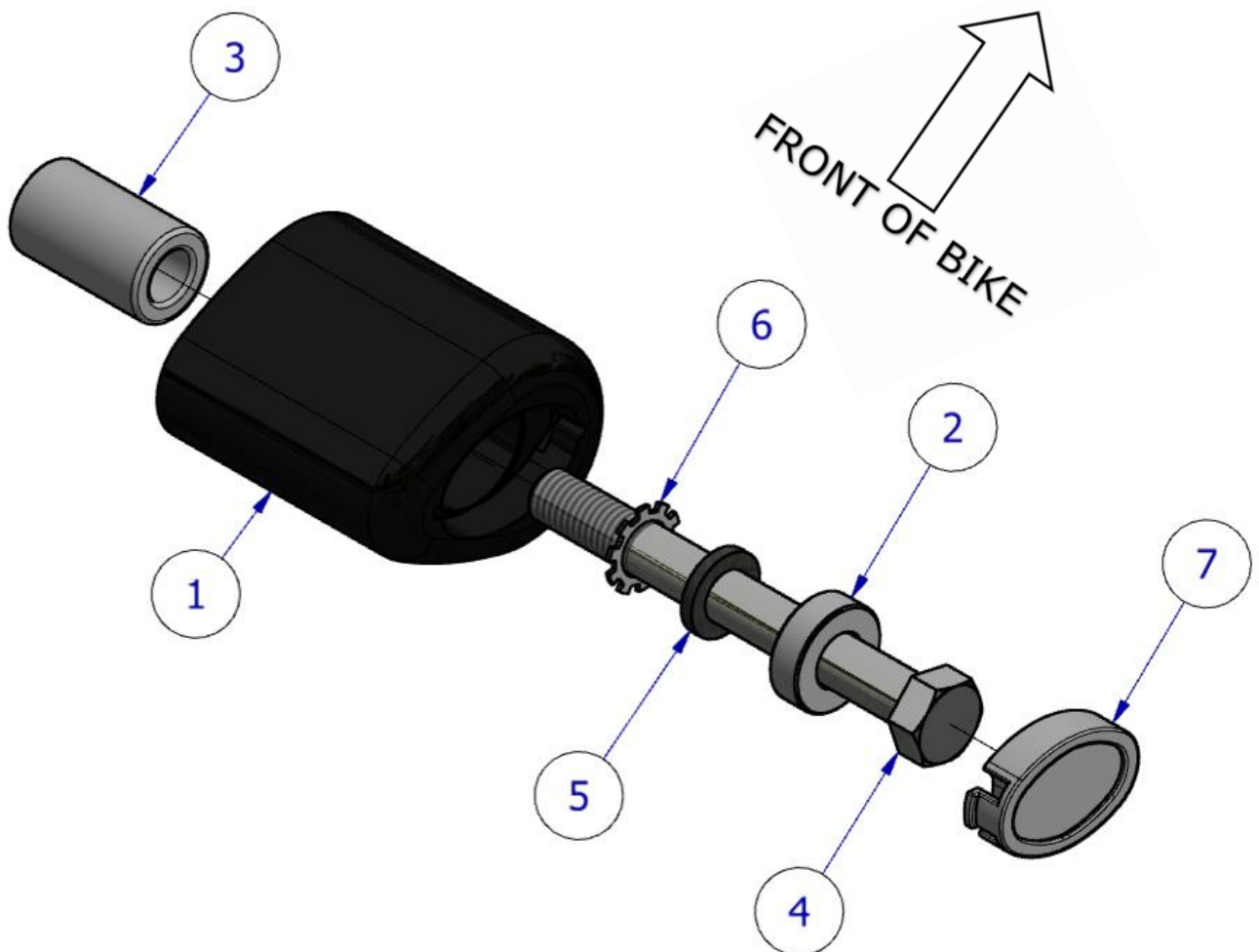
| <b>ARTICLE NO.</b> | <b>DESCRIPTION</b>              | <b>QTÉ</b> |
|--------------------|---------------------------------|------------|
| ARTICLE 1          | B0061 M12 PROTECTIONS CRASH     | 2          |
| ARTICLE 2          | S0026 ENTRETOISE 8mm            | 2          |
| ARTICLE 3          | S0351 37MM ENTRETOISE           | 2          |
| ARTICLE 4          | M12x1.25x110mm BOULON           | 2          |
| ARTICLE 5          | M12 RONDELLES Ø=25mm            | 2          |
| ARTICLE 6          | LW0001 RONDELLES ANTI VIBRATION | 2          |
| ARTICLE 7          | BC0002BK CAPUCHON DE BOBINE     | 2          |



**ORIENTATION DE PROTECTION CRASH**



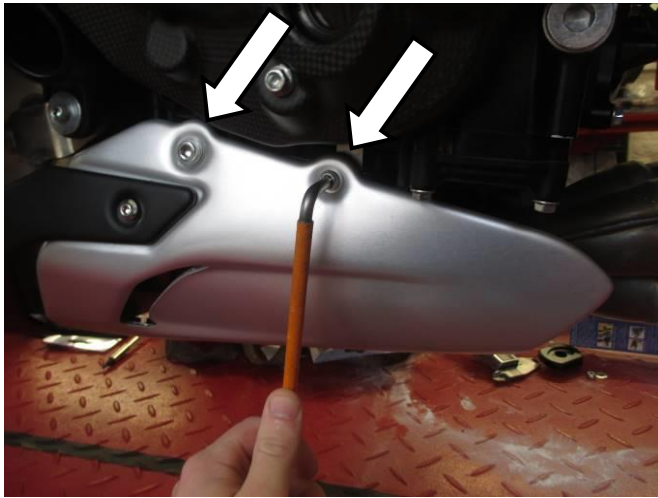
**SCHÉMA D'ENSEMBLE CÔTÉ GAUCHE & CÔTÉ DROIT**







**PHOTOS DE MONTAGE**



**Photo 1**



**Photo 2**



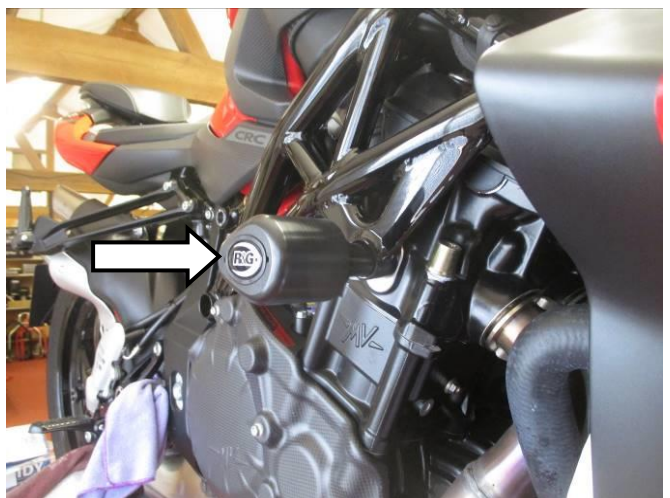
**Photo 3**



**Photo 4**



**Photo 5**



**Photo 6**



## **NOTICE DE MONTAGE**

**Avant de retirer les boulons du moteur, assurez-vous que la moto soit droite et soutenue par un support de moteur approprié ou un cric placé sous le carter de la moto pour supporter le poids du moteur, cela empêchera le moteur de bouger pendant le montage. NE PAS RETIRER PLUS D'UN BOULON DE MOTEUR À TOUT MOMENT.**

- Pour commencer, tout en soutenant le pare-vent, à l'aide d'une clé hexagonale de 4 mm et 5 mm, retirez les 2x boulons à tête cylindrique de chaque côté de la moto fixant le carénage ventral au moteur comme indiqué sur la photo 1. Notez le boulon hexagonal de 4 mm situé derrière le béquille latérale sur la gauche de la moto.
- Retirez le carénage ventral de la moto comme indiqué sur la photo 2.
- Soutenez le dessous du moteur avec un cric adapté, comme illustré sur la photo 3.
- Sur la gauche de la moto, retirez le boulon de fixation du moteur à l'aide d'une douille de 14 mm, comme indiqué sur la photo 4.
- Pré-assembler la protection crash comme indiqué sur le schéma de montage à la page 3. Glisser une entretoise (S0026 - article 2), puis une rondelle M12 (article 5) suivie d'une rondelle anti-vibration (article 6) sur une M12 boulon (article 4). Faites glisser cet assemblage à travers l'une des protections crash (B0061 - article 1), puis placez une entretoise (S0351 - article 3) sur la longueur de filetage du boulon exposé.
- Présentez l'ensemble sur la protection moteur, puis serrez le boulon jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection à l'aide d'une douille de 19 mm et d'une clé, comme indiqué sur la photo 5. Tournez un peu plus pour sentir l'augmentation de la compression légèrement, puis appliquez un quart de tour. Ne serrez pas trop car cela pourrait endommager la moto. Ne dépassez pas 40 Nm de couple.

**VEUILLEZ NOTER QUE LA PROTECTION CRASH DOIT ÊTRE POSITIONNÉE COMME SUR LE SCHÉMA DE LA PAGE 3 AVEC LA PLUS GRANDE EXTRÉMITÉ VERS L'AVANT DE LA MOTO.**

- Répétez les étapes précédentes du côté droit de la moto en utilisant les composants restants.
- Enfin, installez un capuchon de protection (BC0002 - article 7) sur les deux protections crash pour bien cacher les têtes de boulons, comme indiqué sur la photo 6.
- Remontez le carénage ventral telle qu'il a été retiré.
- Avant de rouler, vérifiez que les deux côtés soient sécurisés et que les protections crash ne puissent pas tourner.
- Vérifiez régulièrement le serrage de chaque côté.

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**MONTAGEANLEITUNG FÜR CP0506 AERO STURZPADS**  
**MV AGUSTA BRUTALE 1000RR 2020-**



**ALLE KIT-TEILE SIND AUF DEN NACHFOLGENDEN SEITEN ABGEBILDET UND GEKENNZEICHNET.**

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG.

ÜBERPRÜFEN SIE ZUERST, DASS ALLE TEILE VORHANDEN SIND.

**LESEN SIE DIE MONTAGEANLEITUNG KOMPLETT DURCH, BEVOR SIE ANFANGEN.**

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DIE VERPACKUNG DER TEILE STELLT NICHT DIE REIHENFOLGE DER MONTAGE DAR.

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| <b><u>SIE BENÖTIGEN FOLGENDES WERKZEUG</u></b>  | <b><u>ALLGEM. ANZUGSDREHMOMENT</u></b>  |
|---|---|
| <ul style="list-style-type: none"> <li>• 14mm &amp; 19mm STECKSCHLÜSSEL</li> <li>• DREHMOMENTSCHLÜSSEL (BIS 90Nm)</li> <li>• 4mm &amp; 5mm INBUSSCHLÜSSEL</li> <li>• Einen geeigneten HEBER, um den Motor während der Montage zu stützen</li> </ul> | M4 SCHRAUBE = 8Nm<br>M5 SCHRAUBE = 12Nm<br>M6 SCHRAUBE = 15Nm<br>M8 SCHRAUBE = 20Nm<br>M10 SCHRAUBE = 40Nm<br>M12 SCHRAUBE = 40Nm |

### **LIEFERUMFANG**

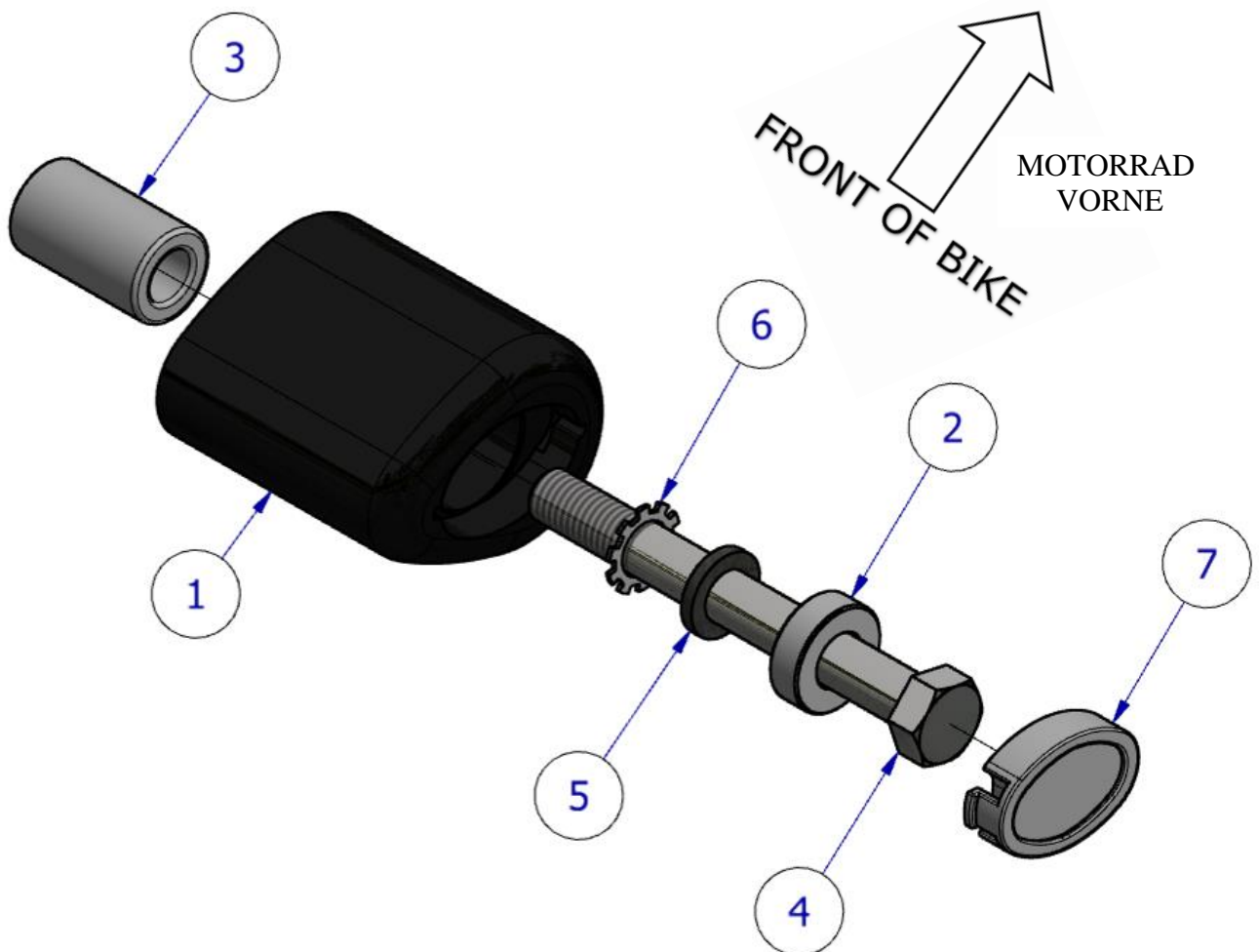
| <b>ARTIKEL NR.</b> | <b>BESCHREIBUNG</b>              | <b>MENGE</b> |
|--------------------|----------------------------------|--------------|
| ARTIKEL 1          | B0061 M12 STURZPADS              | 2            |
| ARTIKEL 2          | S0026 DISTANZHALTER 8mm          | 2            |
| ARTIKEL 3          | S0351 37MM DISTANZHALTER         | 2            |
| ARTIKEL 4          | M12x1,25x110mm SECHSKANTSCHRAUBE | 2            |
| ARTIKEL 5          | M12 UNTERLEGSCHHEIBES Ø=25mm     | 2            |
| ARTIKEL 6          | LW0001 ZAHNSCHEIBE               | 2            |
| ARTIKEL 7          | BC0002BK SCHUTZKAPPE             | 2            |



### **AERO-STYLE STURZPAD ORIENTIERUNG**

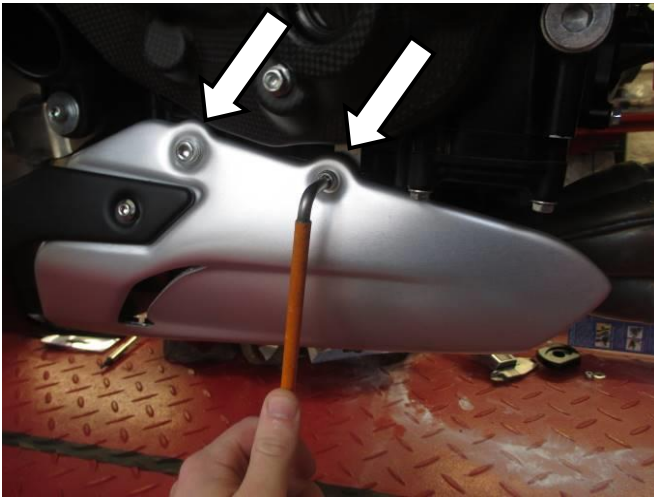


### **LINKE & RECHTE SEITE EXPLOSIONSZEICHNUNG**





**MONTAGE - ABBILDUNGEN**



**Abbildung 1**



**Abbildung 2**



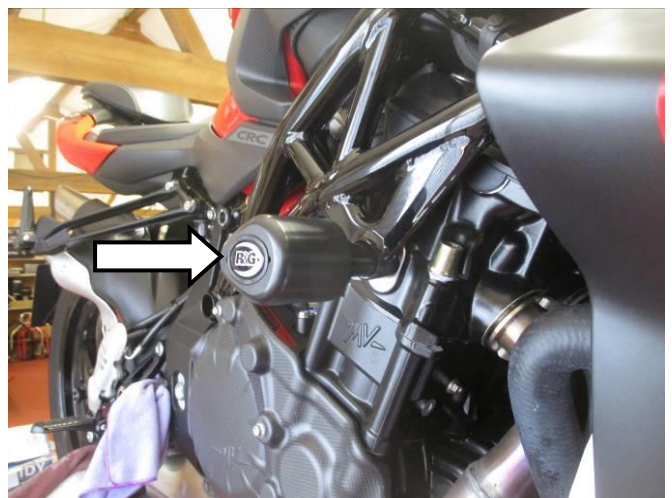
**Abbildung 3**



**Abbildung 4**



**Abbildung 5**



**Abbildung 6**



## MONTAGEANLEITUNG

Bevor Sie Die Schrauben für den Motor entfernen, stellen Sie sicher, dass das Motorrad aufrecht steht und der Motor von unten mit einem geeigneten Ständer/Heber unterhalb der Ölwanne gestützt wird. Dies wird verhindern, dass der Motor sich bei der Entfernung von Motorschrauben bewegt. **WÄHREND DER INSTALLATION DÜRFEN DIE SCHRAUBEN FÜR DEN MOTOR NUR EINZELN UND NIE GLEICHZEITIG ENTFERNT WERDEN.**

- Stützen Sie die untere Abdeckung, dann mit den 4mm & 5mm Inbusschlüsseln die zwei Innensechskantschrauben an beiden Seiten des Motorrades entfernen, die die untere Verkleidung am Motor befestigen wie in **Abbildung 1** abgebildet. *Hinweis: die 4mm Inbusschraube befindet sich hinter dem Seitenständer an der linken Seite des Motorrades.*
- Entfernen Sie die untere Abdeckung vom Motorrad wie in **Abbildung 2** abgebildet.
- Den Motor mit einem passenden Heber oder Ständer an der unteren Seite stützen wie in **Abbildung 3** abgebildet.
- Entfernen Sie die Befestigungsschraube für den Motor an der linken Seite des Motorrades mit einem 14mm Steckschlüssel wie in **Abbildung 4** abgebildet.
- Die Sturzpad-Einheit zusammenbauen wie in der **Zeichnung Zusammenbau** auf Seite 3 dargestellt. Einen Distanzhalter (**S0026 - Artikel 2**), dann eine M12 Unterlegscheibe (**Artikel 5**) gefolgt von einer Zahnscheibe (**Artikel 6**) an einer M12 Schraube (**Artikel 4**) anbringen. Die Einheit in ein Sturzpad (**B0061 - Artikel 1**) einsetzen, dann einen Distanzhalter (**S0351 - Artikel 3**) am hervorstehenden Gewinde montieren.
- Die Sturzpad-Einheit an die Motorbefestigung ansetzen. Ziehen Sie die Schraube mit einem 19mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren – siehe **Abbildung 5**. Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. (Nicht zu fest anziehen – dies kann zu einer Beschädigung des Motorrades führen). 40 Nm Anzugsdrehmoment nicht überschreiten!

**BITTE DARAUFGAHTEN, DASS DAS STURZPAD POSITIONIERT IST WIE IN ZEICHNUNG AUF SEITE 3 DARGESTELLT IST - DAS GRÖßERE ENDE DES STURZPADS IST ZUM VORDERTEIL DES MOTORRADS GERICHTET**

- Wiederholen Sie die vorherigen Schritte an der rechten Seite des Motorrades mit den übrigen Bauteilen.
- Anschließend die Schutzkappen (**BC0002 - Artikel 7**) an beiden Sturzpads montieren, um die Schraubenköpfe zu verdecken, wie in **Abbildung 6** abgebildet.
- Montieren Sie die untere Abdeckung wieder.
- Bevor Sie mit dem Motorrad fahren, überprüfen Sie, dass beide Seiten sicher befestigt sind und die Sturzpads sich nicht drehen können.
- Überprüfen Sie regelmäßig, dass an beiden Seiten alles sicher befestigt ist.

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