



FITTING INSTRUCTIONS FOR CP0291 FRAME SKIDDERS
APRILIA TUONO V4 2011/ RSV-4 2009-

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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

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)



LEFT HAND SIDE



RIGHT HAND SIDE

TOOLS REQUIRED

- Socket set to include 8mm hex bit and 13mm A/f sockets and wrench
 - Torque wrench (up to 40Nm)

LEGEND

ITEM 1 = FSK0001 FRAME SKIDDERS (x2) :fitted with CS423 (x4).

ITEM 2 = BC0009 BLANKING CAPS (x4).

ITEM 3 = M10x1.5x75mm LONG CAP HEAD BOLT (L-H-S FRAME SKIDDER BOLTS) (x2).

ITEM 4 = M10 PLAIN WASHERS (x4).

ITEM 5 = M10x1.5x90mm LONG CAP HEAD BOLT (R-H-S FRAME SKIDDER BOLTS) (x2).

Near side (left side as you sit on bike)

- Remove the engine/frame bolts in position arrowed at top of picture 'A' (using 13mm socket)
- Slide two of the 10mm washers (item 4) onto the two shorter M10 cap headed bolts (item 3) (75mm long) so washer sits against head of bolt.
- Next slide the bolts with washers through one of the frame skidders (item 1) so heads of the bolts goes into counter-bores in the frame skidder.
- Offer this assembly up to bike and tighten bolts until you feel some compression from inside the skidder using 8mm hex bit socket and wrench. 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.

- If not already fitted fit bubble sticker into recess of the frame skidder.
- Fit blanking caps (item 2) into frame skidder.



Off side (right side as you sit on bike)

- Remove the engine/frame bolts in position arrowed at top of picture 'B' (using 13mm socket) please ensure the frame to engine spacers do not fall out (they will need to be in position for the mounting of the frame skidders).
- Slide two of the 10mm washers (item 4) onto the two longer M10 cap headed bolts (item 5) (90mm long) so washer sits against head of bolt.
- Next slide the bolts with washers through the remaining frame skidder (item 1) so heads of the bolts goes into counter-bores in the frame skidder.
- Offer this assembly up to bike and tighten bolts until you feel some compression from inside the skidder using 8mm hex bit socket and wrench. 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.
- If not already fitted fit bubble sticker into recess of the frame skidder.
- Fit blanking caps (item 2) into frame skidder.

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FRANCE
INSTRUCTIONS DE MONTAGE DE LA PROTECTION
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PHOTO 'A'



PHOTO 'B'

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, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

OUTILS NECESSAIRES

- Clef allen de 8, Et 13mm à douille.
- Clef dynamométrique (40Nm).

LEGENDE

ART 1 = PATIN DE PROTECTION(x2) /CS423 (x4).

ART 2 = CAPUCHONS BC0009 (x4).

ART 3 = VIS M10x1.5x75mm (VIS DE FIXATION COTE GAUCHE) (x2).

ART 4 = RONDELLE M10 (x4).

ART 5 = VIS M10x1.5x90mm (VIS DE FIXATION COTE DROIT) (x2).

Gauche

- Enlever les vis de fixation moteur montrées en photo A (utiliser la clé de 13mm)
- Glisser ensuite deux rondelles plates M10 (art4) sur les deux vis M10 les plus petites- 75 mm (art 3)
- Ensuite ; glisser les vis et les rondelles à travers le patin de protection (art 1), positionner les vis de manière à positionner les têtes de vis et les rondelles dans les renforcements du patin.

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- Placez la protection sur le cadre de la moto, serrer les vis à l'aide de la clef allen de 8 mm. Serrez les vis jusqu'à ce que vous sentiez de la compression à l'intérieur du patin, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper les bouchons R&G (art 2) sur le patin.
- Placez le sticker R&G dans le renforcement du patin si nécessaire.

Droite

- Enlever les vis de fixation moteur montrées en photo B (utiliser la clé de 13mm), attention à ne pas faire tomber les entretoises positionnées entre le cadre et le moteur. Elles seront nécessaires pour le montage de la protection R&G.
- Glisser ensuite deux rondelles plates M10 (art4) sur les deux vis M10 les plus petites- 90 mm (art 5)
- Ensuite ; glisser les vis et les rondelles à travers le patin de protection restant (art 1), positionner les vis de manière à positionner les têtes de vis et les rondelles dans les renforcements du patin.
- Placez la protection sur le cadre de la moto, serrer les vis à l'aide de la clef allen de 8 mm. Serrez les vis jusqu'à ce que vous sentiez de la compression à l'intérieur du patin, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le bloc moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper les bouchons R&G (art 2) sur le patin.
- Placez le sticker R&G dans le renforcement du patin si nécessaire.