



**FITTING INSTRUCTIONS FOR CLG0035CG/LH FACTORY CARBON LEVER DEFENDER
HOLLOW TUBE BARS 19-21MM**



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.

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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:

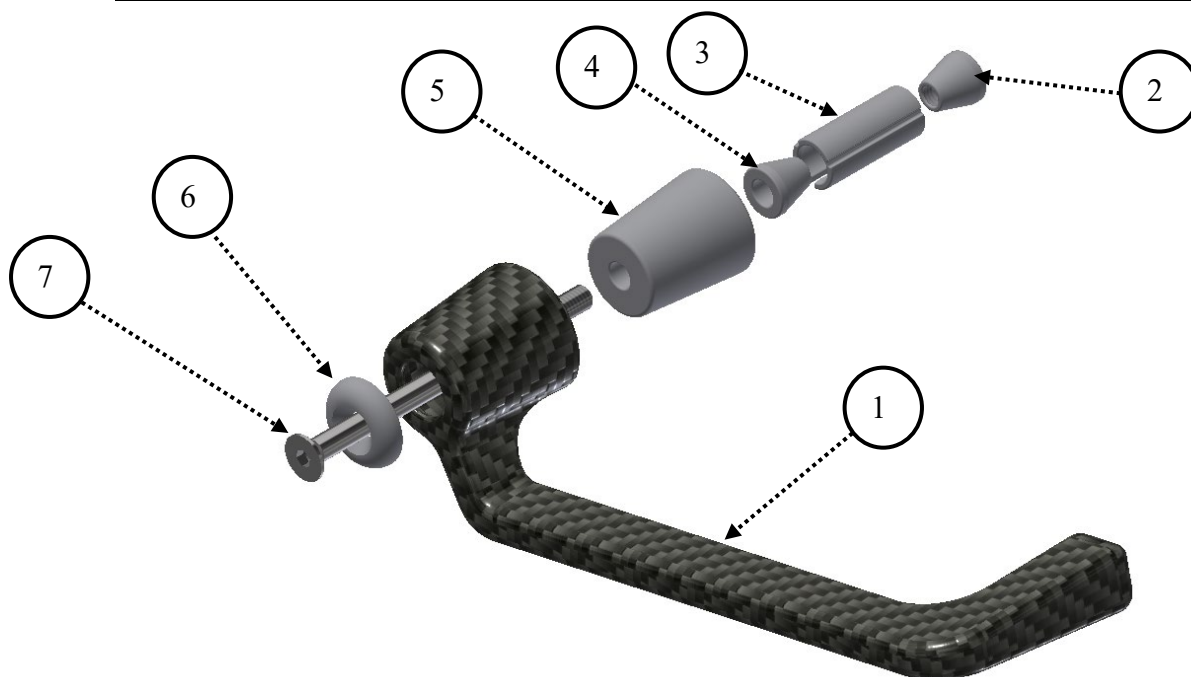
WWW.RG-RACING.COM



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • ALLEN TOOL SET TO INCLUDE 4mm A/F SIZE. • SPECIFIC TOOLS REQUIRED TO REMOVE OEM BAR-ENDS, IF APPLICABLE. 	<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

ITEM NO.	DESCRIPTION	QTY
ITEM 1	CARBON LEVER GUARD (LG0006COMP)	1
ITEM 2	H0085 TAPERED NUT (19-21mm)	1
ITEM 3	S1329 19-21mm EXPANDER	1
ITEM 4	S1330 CONE SPACER FOR EXPANDER (19-21mm)	1
ITEM 5	S0781 CONE SPACER	1
ITEM 6	S0928 CLAMP SPACER	1
ITEM 7	M6 x 1.00 x 90.00mm COUNTER-SUNK BOLT	1



EXPLODED ASSEMBLY VIEW



FITTING INSTRUCTIONS

- To fit the R&G Brake Lever Guard, you will need to remove the original bar-end using the specific tools to your bike.
- Place the counter-sunk bolt (**item 7**) through the clamp spacer (**item 6**), then place the bolt and clamp spacer through the brake lever guard (**item 1**).
- Place the large cone spacer (**item 5**) over the exposed thread (so it sits into the lever guard).
- Place the smallest (unthreaded) cone spacer (**item 4**) over the exposed thread (so it sits against the large cone spacer).
- Place the expander (**item 3**) over the exposed thread (so it sits against the tapered spacer just fitted).
- Place the tapered nut (**item 2**) onto the thread and engage until it locates in the expander just fitted.
- Locate the assembly into the bar and position so when the motorcycle is at full lock in both directions it does not contact any other part of the motorcycle or **restrict throttle use**.
- Using a 4mm Allen tool, fully tighten the bolt and check operation.

IMPORTANT - WHEN FITTING THIS PRODUCT, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE PRODUCT IN NO WAY IMPEDES THE OPERATION OF THE MOTORCYCLE AND IS CHECKED REGULARLY FOR TIGHTNESS AND CORRECT OPERATION.

FAILURE TO CHECK THE ABOVE COULD RESULT IN SERIOUS INJURY OR DAMAGE.

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

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D'USINE
HOLLOW TUBE BARS 19-21MM



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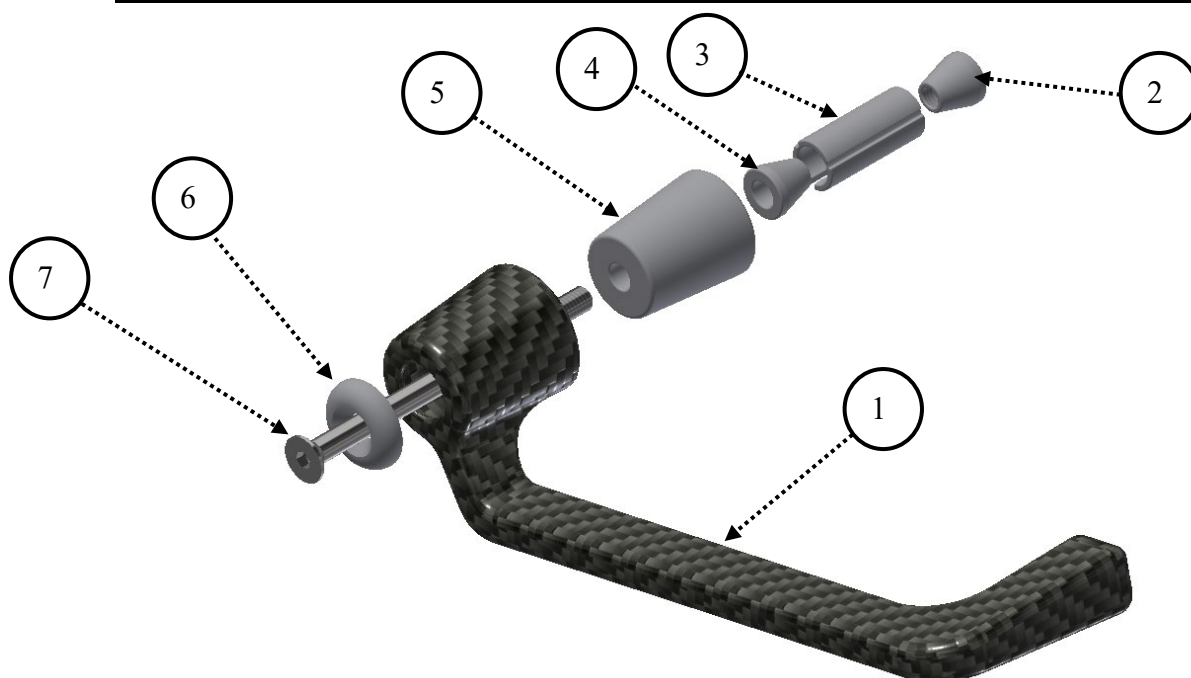
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NOTICE DE MONTAGE

- Pour monter le protège-levier de frein R&G, vous devrez retirer l'embout de guidon d'origine à l'aide des outils spécifiques à votre moto.
- Placer le boulon à tête fraisée (article 7) à travers l'entretoise de serrage (article 6), puis placer le boulon et l'entretoise de serrage à travers la protection du levier de frein (article 1).
- Placez la grande entretoise conique (article 5) sur le filetage exposé (afin qu'elle s'insère dans le protège-levier).
- Placez la plus petite entretoise conique (non filetée) (article 4) sur le filetage exposé (afin qu'elle repose contre le protège-levier).
- Placer l'expandeur (article 3) sur le filetage exposé (afin qu'il repose contre l'entretoise conique qui vient d'être installée).
- Placer l'écrou conique (article 2) sur le filetage et l'engager jusqu'à ce qu'il se loge dans l'expandeur qui vient d'être mis en place.
- Placez l'ensemble dans le guidon et positionnez-le de sorte que lorsque la moto est complètement verrouillée dans les deux sens, il n'entre en contact avec aucune autre partie de la moto ou ne limite pas l'utilisation de l'accélérateur.
- À l'aide d'une clé Allen de 4 mm, serrez complètement le boulon et vérifiez le fonctionnement.

IMPORTANT - LORS DE L'INSTALLATION DE CE PRODUIT, IL EST DE VOTRE RESPONSABILITÉ DE VOUS ASSURER QUE LE PRODUIT NE PUISSE EN AUCUN CAS ALTÉRER LE FONCTIONNEMENT DE LA MOTO ET DE VÉRIFIER RÉGULIÈREMENT LE SERRAGE ET LE BON FONCTIONNEMENT.

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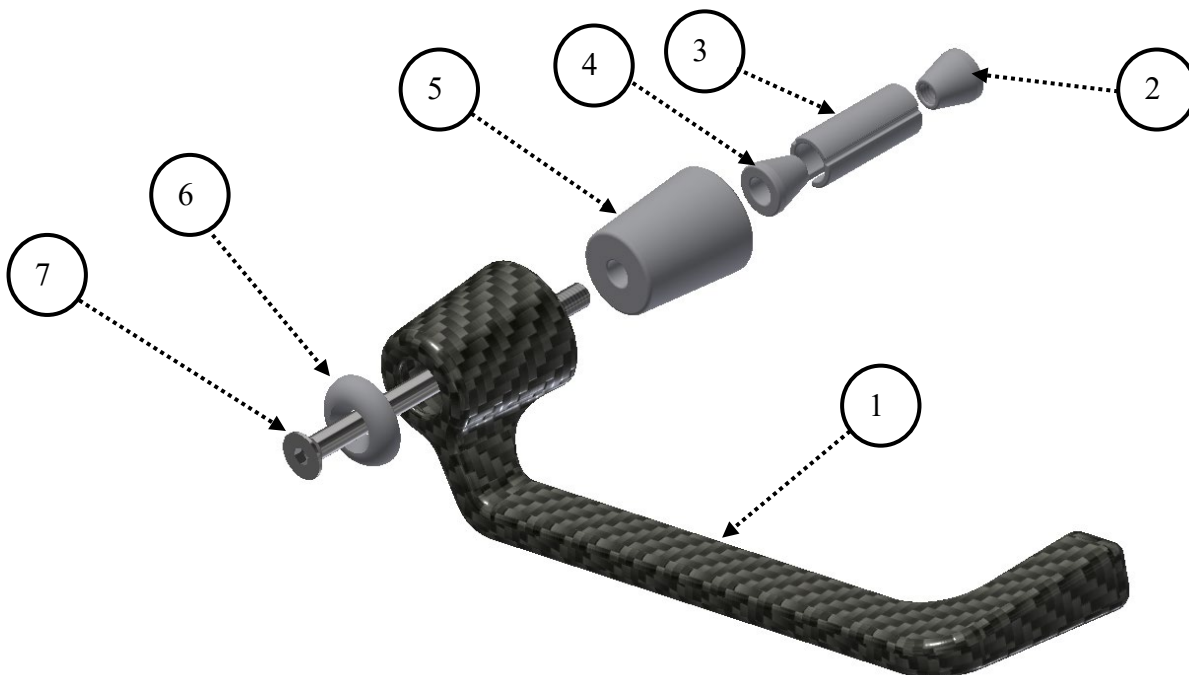
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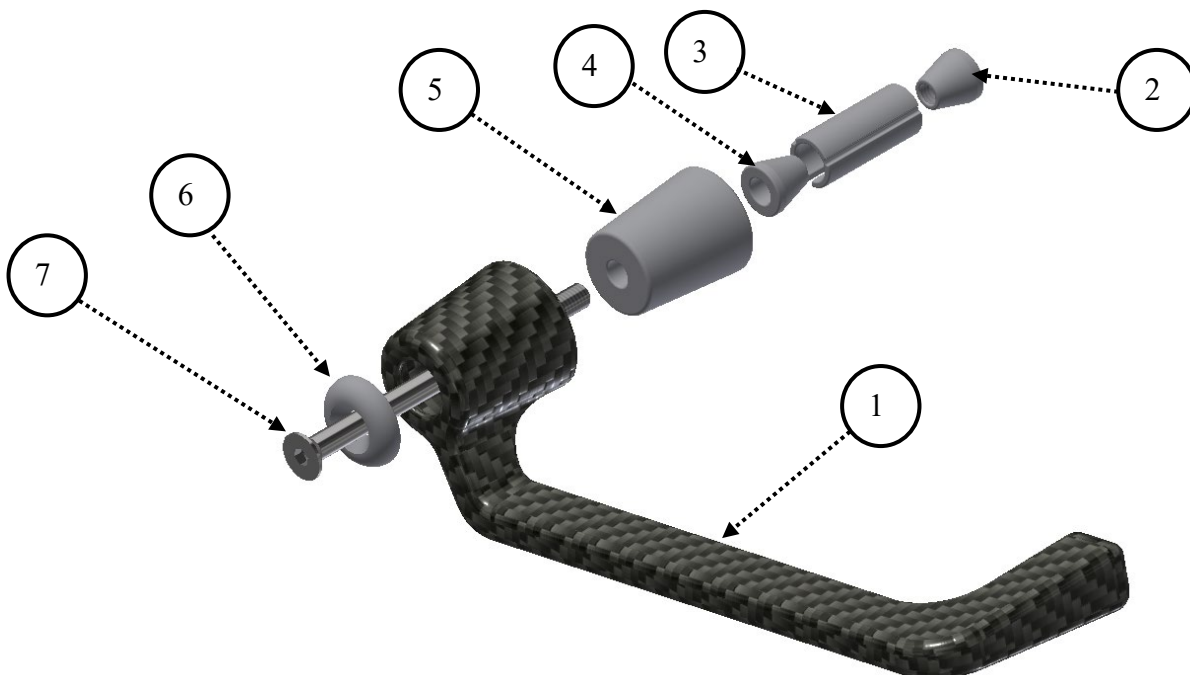
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