



FITTING INSTRUCTIONS
CP0546BL CRASH PROTECTORS (NO DRILL)



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

R&G Racing
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Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 www.rg-racing.com Email: info@rg-racing.com



<u>TOOLS REQUIRED</u>	<u>GENERAL TORQUE SETTINGS</u>
<ul style="list-style-type: none"> • 3/8" or 1/2" HEX KEY BIT SET • 17mm A/F SOCKET & WRENCH • TORQUE WRENCH (UP TO 50Nm) • SUITABLE SUPPORT JACK 	<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	SPANNING PLATE - 10mm ALUMINIUM BLACK ANODISED - BOTH SIDES	2
ITEM 2	CENTER BLOCK - ALUMINIUM BLACK ANODISED - BOTH SIDES	2
ITEM 3	BOBBIN MOUNTING BLOCK - ALUMINIUM BLACK ANODISED - BOTH SIDES	2
ITEM 4	Ø10.2xØ23x21.2 - BOBBIN SPACER BOTH SIDES	2
ITEM 5	Ø8.25xØ21x11.5mm - LHS SPANNING PLATE SPACER - ENGINE MOUNTING BOLTS	2
ITEM 6	Ø8.25xØ21x15mm - RHS SPANNING PLATE SPACER - ENGINE MOUNTING BOLTS	2
ITEM 7	AERO CRASH BOBBIN	2
ITEM 8	BOBBIN CAP (BOTH SIDES)	2
ITEM 9	80mm HEX HEAD BOLT - BOBBINS	2
ITEM 10	SHAKE PROOF WASHER - BOBBIN	2
ITEM 11	FLAT WASHER - BOBBIN	2
ITEM 12	45mm BUTTON HEAD BOLT - LHS SPANNING PLATE	2
ITEM 13	50mm BUTTON HEAD BOLT - RHS SPANNING PLATE	2
ITEM 14	M8x12mm - FLAT WASHER	4
ITEM 15	CAP HEAD BOLT - BOBBIN MOUNTING BLOCK	4
ITEM 16	M8 FLAT CAPS	4

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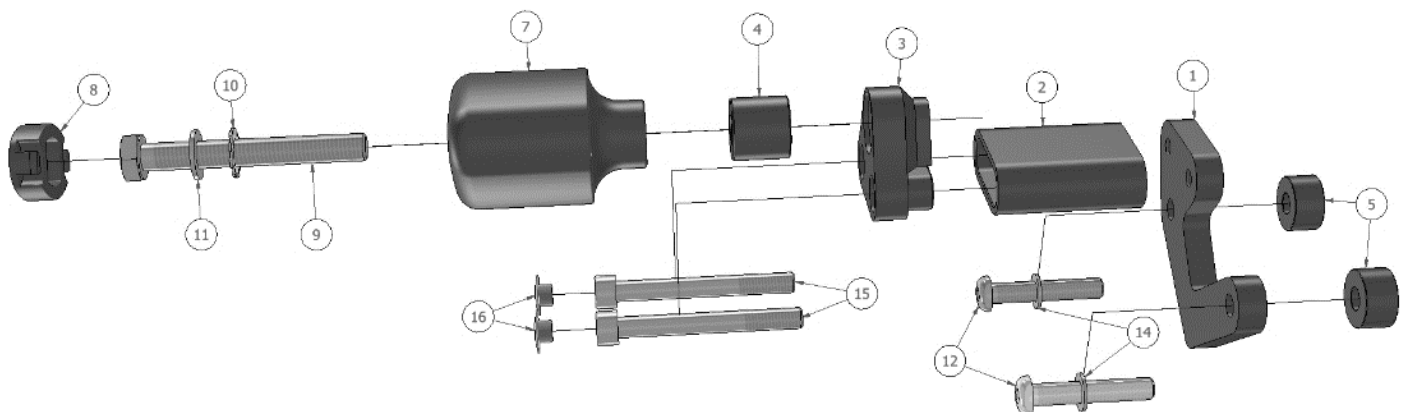


CRASH PROTECTOR ORIENTATION

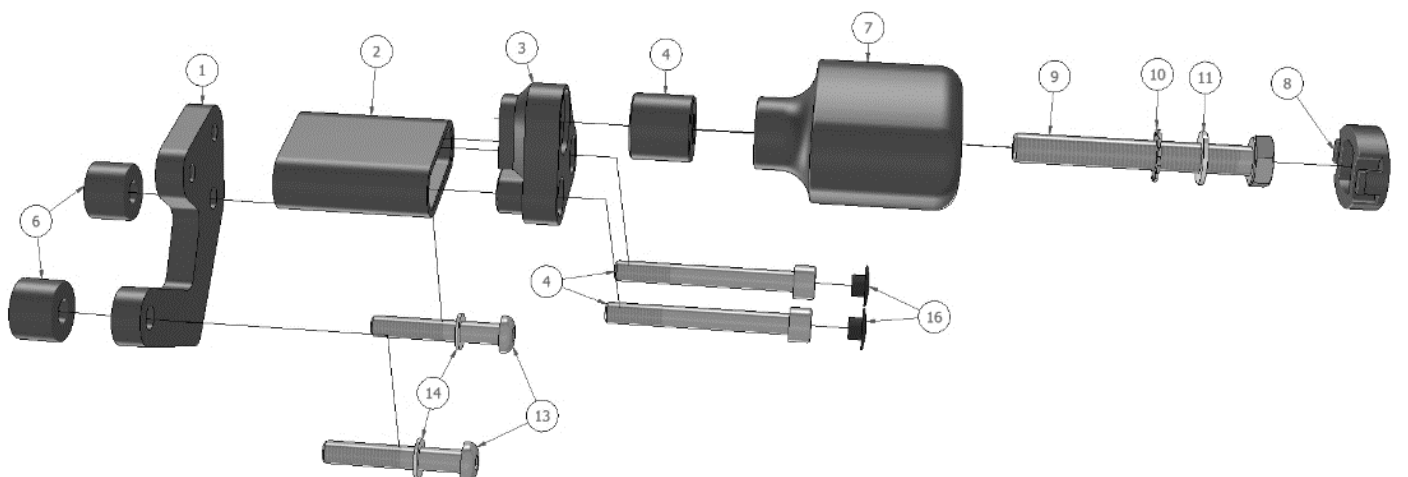


LHS & RHS EXPLODED ASSEMBLY DIAGRAMS

LHS



RHS



R&G Racing

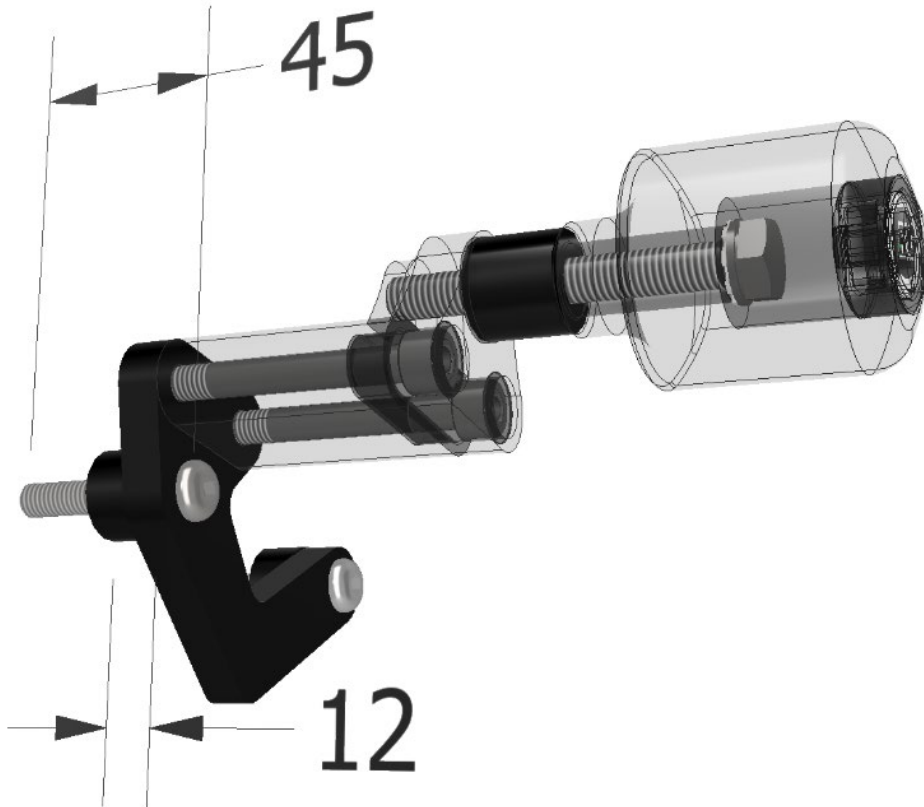
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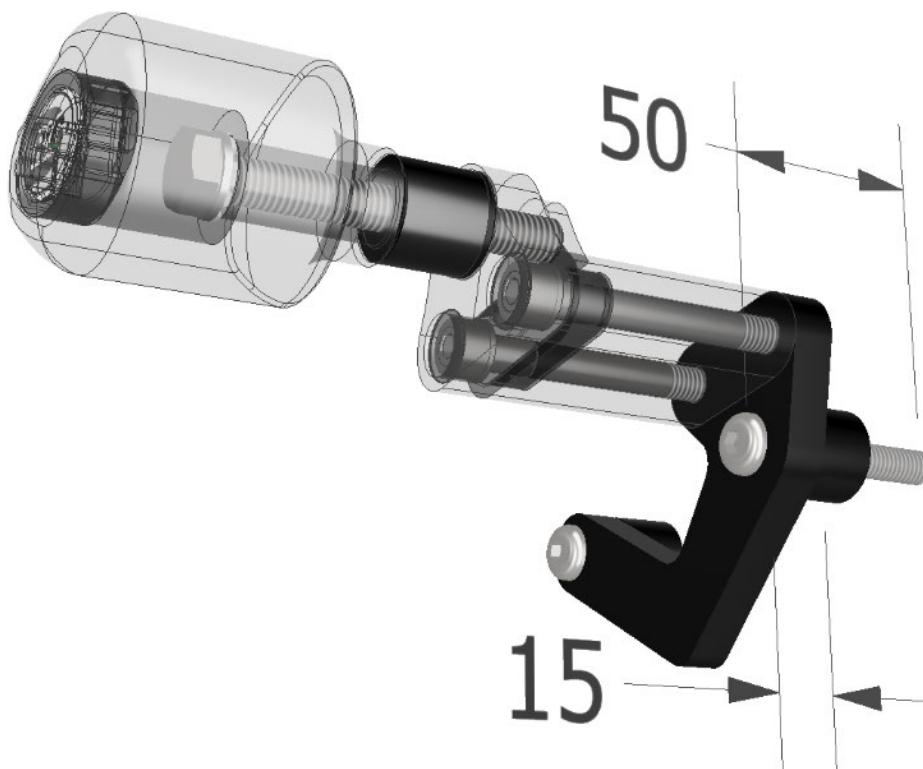


LHS & RHS ASSEMBLY VIEWS

LHS



RHS



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FITTING PICTURES

Picture 1



Picture 2



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 partial weight of the engine, this will prevent the engine from moving during fitting. DO NOT REMOVE MORE THAN 1 ENGINE BOLT AT ANY TIME.

PREPARATION:

- Remove left and right hand side fairings and store in a safe place while fitting the crash protector kit.
- Place a suitable jack beneath the engine in a central position using a piece of wood between the jack and engine.
- Apply very light pressure to the underside of the engine to support the engine during the fitment process.

Assemble the crash protectors before removing the engine bolts to limit the amount of time the engine is partially un-supported.

Thread locking compound should be used on all integral bolts unless otherwise stated in your service manual

- Following the exploded diagrams on **Page 3**, assemble the components so they resemble the assemblies on **Page 4** Excluding the bobbins, bolts and spacers.

INSTALLATION:

- Remove one of the top LHS mounting bolts, highlighted red in **Picture 1**.
- Offer up the LHS assembly you prepared earlier into the engine mount hole and thread it in very loosely, to allow the assembly to rotate.

NOTE: To avoid cross threading apply forward pressure to the bolt and rotate counter-clockwise until a click is heard, then begin to turn clockwise & tighten.

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- Remove the other bolt highlighted in red (**Picture 1**), insert the spacer (**Item 5 or 6**) into the engine mounting bracket and rotate the assembly to bring it into alignment and push/thread the bolt in .
- Using a torque wrench, tighten the bolts to the torque setting specified by the manufacturer in the service manual.
- At this point, check the other bolts in the assembly are fully tightened and the bolt caps (**Item 16**) are applied to the cap head bolts.
- Repeat the process for the right hand side.
- Fully re-attach your fairings then offer up the bobbin assemblies to the mounting blocks and tighten, ensuring the bobbin is facing the correct direction (shown at the top of page 3).
- Once all bolts have been tightened, apply the bobbin caps to the bobbins.

Please note: *The torque setting of the engine/bobbin bolts should be checked at regular intervals when doing routine maintenance/servicing.*

See more R&G products for your Motorcycle in the link below:

[R&G Racing | All Products for KTM - RC 390 \(2022\) \(rg-racing.com\)](http://www.rg-racing.com)

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NOTICE DE MONTAGE POUR CP0546BL PROTECTIONS CRASH (SANS PERÇAGE)



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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<u>OUTILS REQUIS</u>	<u>VALEURS DE SERRAGE</u>
<ul style="list-style-type: none"> • CLÉ HEXAGONALE 3/8" ou 1/2" • CLÉ À CLIQUET + DOUILLE 17mm • CLÉ DYNAMOMÉTRIQUE (JUSQU'À 50Nm) • PRISE ADAPTÉE 	M4 BOULON = 8Nm M5 BOULON = 12Nm M6 BOULON = 15Nm M8 BOULON = 20Nm M10 BOULON = 40Nm M12 BOULON = 40Nm

LÉGENDE

ARTICLE NO.	DESCRIPTION	QTÉ
ARTICLE 1	PLAQUE CONTOURNANTE - 10mm ALUMINIUM ANODISÉ NOIR - DES DEUX CÔTÉS	2
ARTICLE 2	BLOC CENTRAL - ALUMINIUM ANODISÉ NOIR - DES DEUX CÔTÉS	2
ARTICLE 3	BLOC DE MONTAGE DE BOBINE - ALUMINIUM ANODISÉ NOIR - DES DEUX CÔTÉS	2
ARTICLE 4	∅10.2x∅23x21.2 – ENTRETOISE DES DEUX CÔTÉS	2
ARTICLE 5	∅8.25x∅21x11.5mm - ENTRETOISE DE PLAQUE DE TRAVERSE GAUCHE - BOULONS DE MONTAGE DU MOTEUR	2
ARTICLE 6	∅8.25x∅21x15mm - ENTRETOISE DE PLAQUE DE TRAVERSE DROITE - BOULONS DE MONTAGE DU MOTEUR	2
ARTICLE 7	PROTECTION CRASH LATÉRALE	2
ARTICLE 8	CAPUCHON DE PROTECTION (DES 2 CÔTÉS)	2
ARTICLE 9	80mm BOULON	2
ARTICLE 10	RONDELLE ANTI VIBRATION- PROTECTION	2
ARTICLE 11	RONDELLE PLATE - PROTECTION	2
ARTICLE 12	45mm BOULON - PLAQUE CONTOURNANTE GAUCHE	2
ARTICLE 13	50mm BOULON À TÊTE BOUTON - PLAQUE CONTOURNANTE CÔTÉ DROIT	2
ARTICLE 14	M8x12mm – RONDELLE PLATE	4
ARTICLE 15	BOULON – BLOC DE MONTAGE	4
ARTICLE 16	M8 CAPUCHONS PLATS	4

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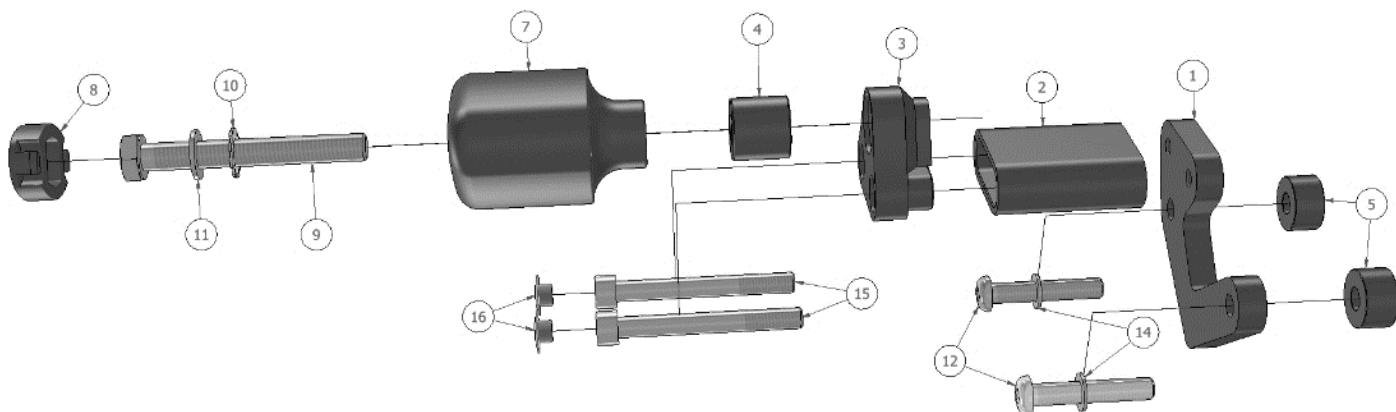
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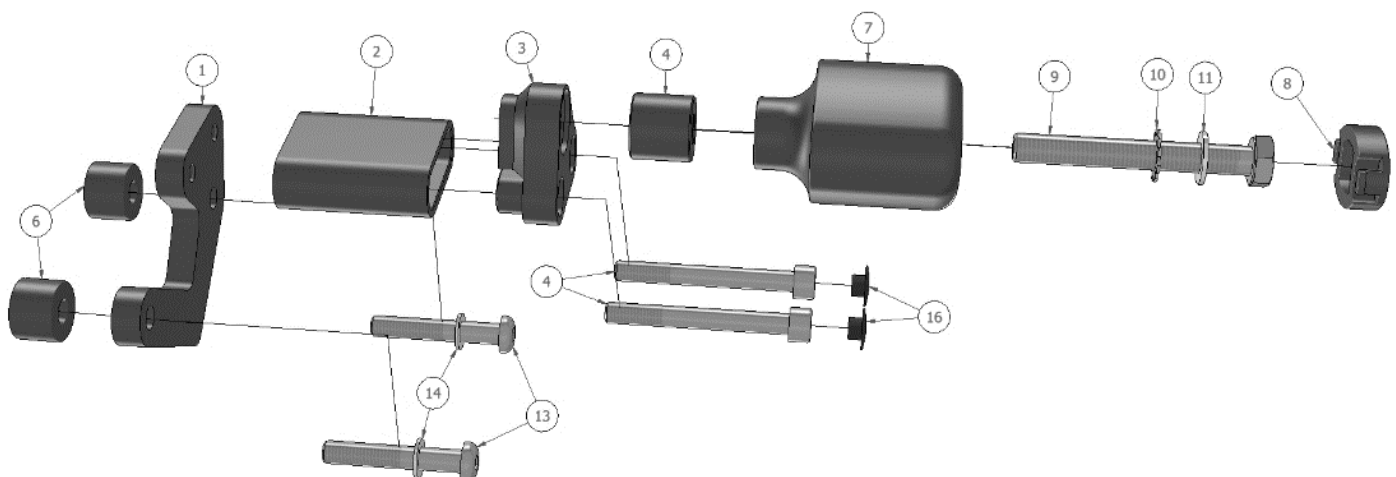
ORIENTATION DE LA PROTECTION CRASH



SCHÉMA D'ASSEMBLAGE CÔTÉ GAUCHE ET DROIT
CÔTÉ GAUCHE



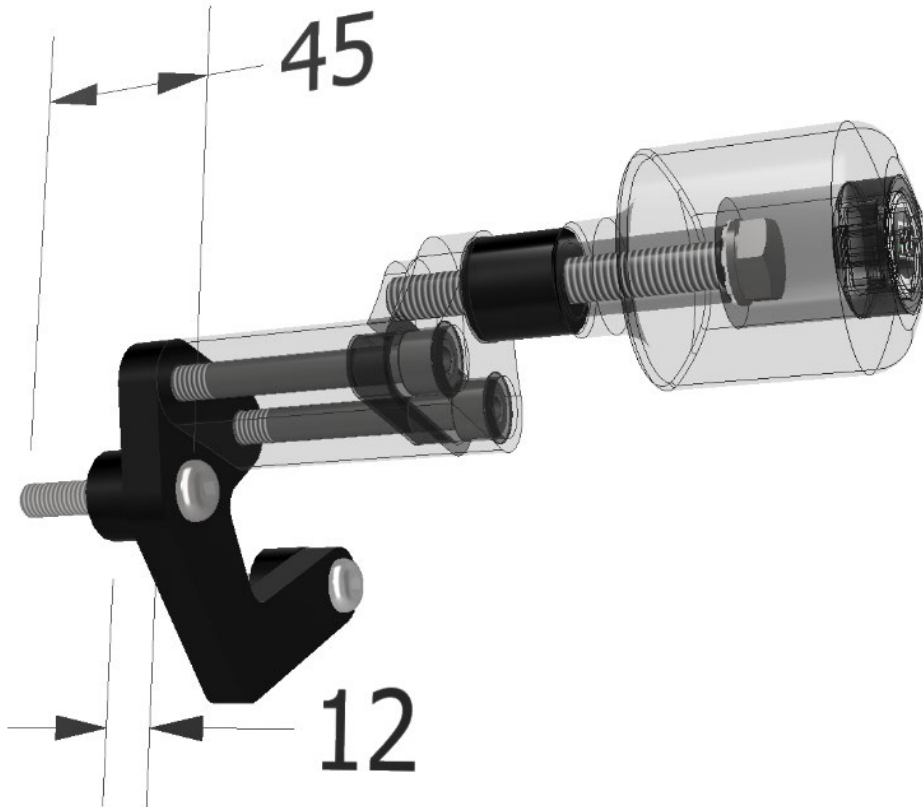
CÔTÉ DROIT



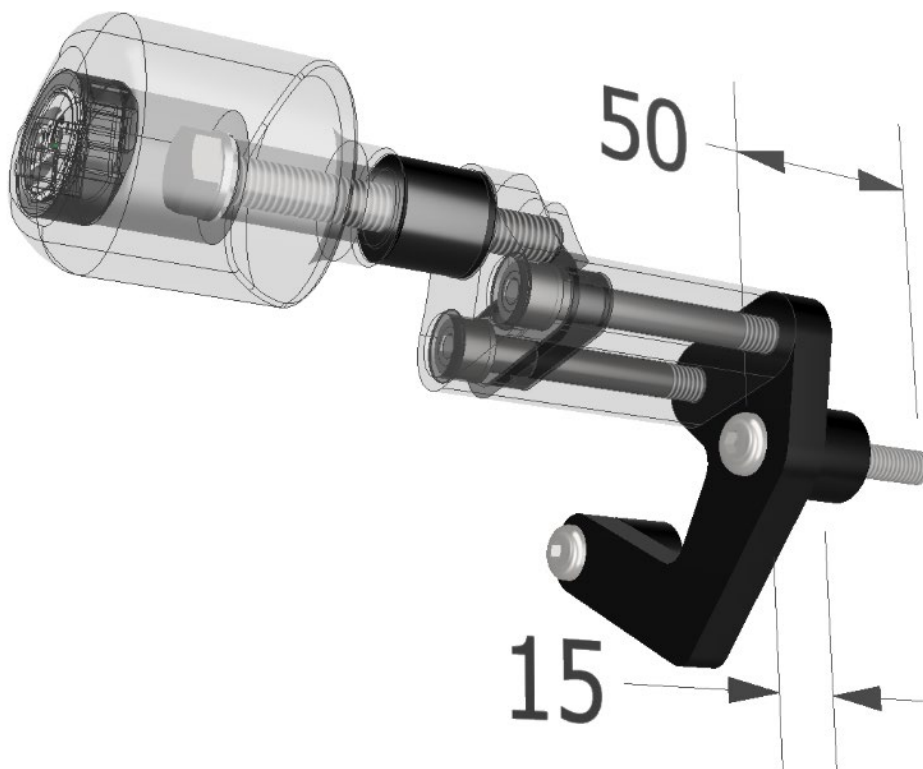


VUE D'ENSEMBLE CÔTÉ GAUCHE ET DROIT

GAUCHE



DROITE



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PHOTOS DE MONTAGE

Photo 1



Photo 2



NOTICE DE MONTAGE

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

PRÉPARATION:

- Retirez les carénages latéraux gauche et droit et rangez-les dans un endroit sûr pendant le montage du kit de protection crash.
- Placez un cric approprié sous le moteur en position centrale en utilisant un morceau de bois entre le cric et le moteur.
- Appliquez une très légère pression sur le dessous du moteur pour soutenir le moteur pendant le processus de montage.
- Assemblez les protections crash avant de retirer les boulons du moteur pour limiter la durée pendant laquelle le moteur est partiellement non pris en charge.
- Le composé de blocage de filetage doit être utilisé sur tous les boulons intégrés, sauf indication contraire dans votre manuel d'entretien.
- En suivant les schémas éclatés de la page 3, assemblez les composants afin qu'ils ressemblent aux assemblages de la page 4 à l'exclusion des bobines, des boulons et des entretoises.

INSTALLATION:

- Retirez l'un des boulons de montage supérieurs côté gauche, mis en évidence en rouge sur la photo 1.
- Présentez l'ensemble côté gauche que vous avez préparé précédemment dans le trou de montage du moteur et vissez-le très lâchement pour permettre à l'ensemble de tourner.
NOTE: Pour éviter de croiser le filetage, appliquez une pression vers l'avant sur le boulon et tournez dans le sens antihoraire jusqu'à ce qu'un clic se fasse entendre, puis commencez à tourner dans le sens horaire et serrez..

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- Retirez l'autre boulon surligné en rouge (Photo 1), insérez l'entretoise (article 5 ou 6) dans le support de montage du moteur et faites pivoter l'ensemble pour l'aligner et poussez/vissez le boulon.
- À l'aide d'une clé dynamométrique, serrez les boulons au couple de serrage spécifié par le fabricant dans le manuel d'entretien.
- À ce stade, vérifiez que les autres boulons de l'assemblage soient complètement serrés et que les capuchons de boulon (article 16) sont appliqués sur les boulons à tête cylindrique.
- Répétez le processus pour le côté droit.
- Rattachez complètement vos carénages, puis offrez les protections sur les blocs de montage et serrez, en vous assurant que la bobine soit orientée dans la bonne direction (indiqué en haut de la page 3).
- Une fois que tous les boulons ont été serrés, appliquez les capuchons de protection sur la protection.

Note : *Le réglage du couple des boulons du moteur/bobine doit être vérifié à intervalles réguliers lors de la maintenance/entretien de routine.*

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