



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

### **Fitting Instructions for CP0001BL Top/Front Crash Protectors Aprilia Mille/ RSV R '98-'00**

**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!***

#### **Offside (right hand side as you sit on the bike)**

**Parts included: 1 aluminium block (with angled face), 1 crash protector (neck length of 47mm), 2 M10 x 90 socket-headed cap screws, 1 M12 x 120 hexagon-headed bolt, 2 M10 washers, 1 M12 Washer**

- Remove fairing panel
- Remove both of the top engine bolts
- Using R&G aluminium block and the M10 x 90 socket-headed cap screws supplied, along with the original washers, insert M10 washers onto M10 bolts and insert into aluminium block
- For each bolt, the original engine washers sit between the back end of the aluminium block and the frame
- Place hexagon-headed bolt (120mm) into the centre hole of the aluminium block, ensuring that it protrudes far enough to touch the inside of the fairing when it is replaced
- Put some Tippex or paint on the head of the bolt in order to make a mark on the inside of the fairing, to determine drilling position
- Replace fairing in order to make a mark on the inside
- Remove fairing
- Using a 28mm starrett cutter or hole saw/cone cutter (not supplied), drill pilot hole only, from the inside of the panel outwards
- Refit panel and check correct alignment
- Remove panel and drill 28mm diameter hole, using the starrett cutter or hole saw/cone cutter. This must be done slowly, working from the outside of the panel towards the inside
- Using a sharp blade, remove any sharp edges from inside or outside of fairing
- Refit fairing
- Remove centre bolt and install it through the crash protector – 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. Because the hole is on an angled part of the fairing, the hole may need to be opened up slightly, for which we suggest use of a Dremel tool

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**Nearside (left hand side as you sit on the bike)**

**Parts included: 1 aluminium block (with flat face), 1 crash protector (neck length of 65mm), 1 M10 x 90 socket-headed cap screws, 1 M10 x 80 socket head cap, 1 M12 x 110 hexagon-headed bolt, 2 M10 washers, 1 M12 washer**

- Remove fairing panel
- Remove both of the top engine bolts
- Using R&G aluminium block the M10 x 90 and M10 x 80 socket-headed cap screws supplied, along with the original washers, insert M10 washers onto M10 bolts and insert into aluminium block (80 mm bolt goes in stepped part of block.)
- For each bolt, the original engine washers sit between the back end of the aluminium block and the frame (The stepped end of the block should go in the most forward bolt hole closest the radiator)
- Place hexagon-headed bolt (120mm) into the centre hole of the aluminium block, ensuring that it protrudes far enough to touch the inside of the fairing when it is replaced
- Put some Tippex or paint on the head of the bolt in order to make a mark on the inside of the fairing, to determine drilling position
- Replace fairing in order to make a mark on the inside
- Remove fairing
- Using a 28mm starrett cutter or hole saw/cone cutter (not supplied), drill pilot hole only, from the inside of the panel outwards
- Refit panel and check correct alignment
- Remove panel and drill 28mm diameter hole, using the starrett cutter or hole saw/cone cutter. This must be done slowly, working from the outside of the panel towards the inside
- Using a sharp blade, remove any sharp edges from inside or outside of fairing
- Refit fairing
- Remove centre bolt and install it through the crash protector – 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.
- Because the hole is on an angled part of the fairing, the hole may need to be opened up slightly, for which we suggest use of a Dremel tool

**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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