



**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

### **Fitting Instructions for CP0008BL Crash Protectors Ducati 748, 916 and 996 (not R versions) up to 2001**

**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!**

- Remove fairing
- Place offside (throttle side) aluminium fairing bracket (note: components are marked “offside” and “nearside” against triangle side of frame
- Using the two clamps and the four bolts supplied, secure bracket to frame
- Install tension bar and repeat above procedure on opposite side
- Insert suitable marking tool to enable an impression to be made on the inside of the fairing
- Replace fairing panel to obtain mark (suggest Tippex or paint)
- Remove fairing panel
- Using a 28mm hole saw/cone cutter, drill pilot hole only
- Replace fairing to check alignment
- Remove panel. Hold the panel securely, pick up on pilot hole and drill slowly with 25mm hole saw (note the panel must be drilled from the outside towards the inside)
- Repeat on the other side
- Replace fairings
- Install bolt through crash protectors
- Slide protector neck through the new fairing hole
- Secure tightly (suggest Loctite on bolt)
- 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.

NOTE: if you are in doubt, please look at our web site [www.rg-racing.com](http://www.rg-racing.com) for the pictures

*Due to the risk of cross-threading of bolts etc; we recommend that our products be fitted by one of our official dealers or a qualified mechanic.*

#### CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect.

Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

**R&G Racing**

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



## FRANCE

### LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

#### **Instructions de montage pour CP0008BL Protection Ducati 748, 916 and 996 (pas les versions R) Après 2001**

**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.**

- Enlever le carénage
- Placer le bloc en aluminium (marqué Offside pour le côté Droit et Nearside pour le côté gauche) sur la partie de cadre (voir photo ci-dessus)
- A l'aide des deux pattes de fixation et des quatre vis fournies dans le kit, fixer le bloc d'aluminium sur le cadre.
- Installer la barre de tension et monter l'autre bloc d'aluminium sur le côté droit de la moto.
- Insérer l'outil de marquage dans le trou de fixation des tampons au milieu du bloc d'alu, de manière à pouvoir marquer l'intérieur du carénage avec la pointe. (cette marque vous permettra de définir le centre du perçage du carénage.)
- Remettre le carénage latéral sur la moto et presser légèrement le carénage pour effectuer le marquage à l'intérieur.
- Enlever le carénage.
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Refaire les mêmes opérations pour le côté opposé.
- Remettre les carénages sur la moto.
- Mettre une rondelle sur chaque vis.
- Installer les vis et rondelles dans les tampons de protection
- Placer les tampons sur la moto. (nous vous suggérons de mettre un frein filet type LOCTITE sur les vis)
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.  
Couple de serrage Maxi 40nm.

NOTE: si vous avez des doutes, merci de vous rendre sur notre site [www.rg-racing.com](http://www.rg-racing.com) pour avoir des photos complémentaires.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)