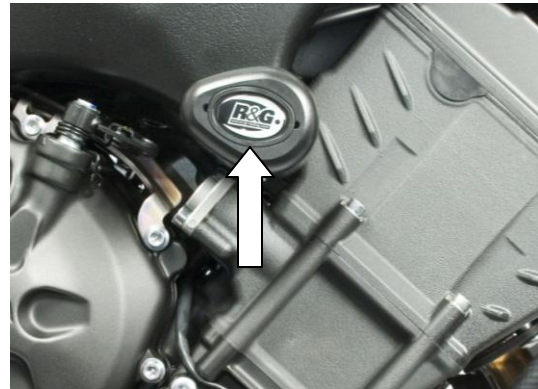




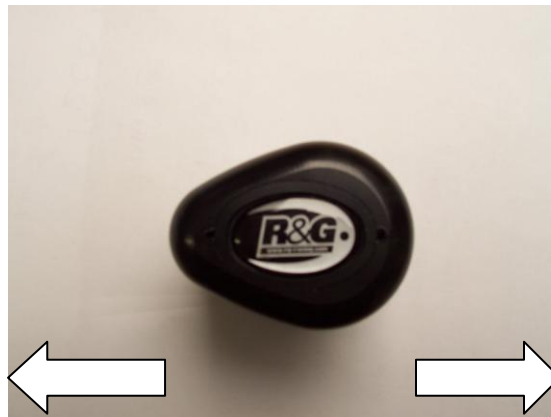
FITTING INSTRUCTIONS FOR CP0268 CRASH PROTECTORS
YAMAHA FZ8 2010



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

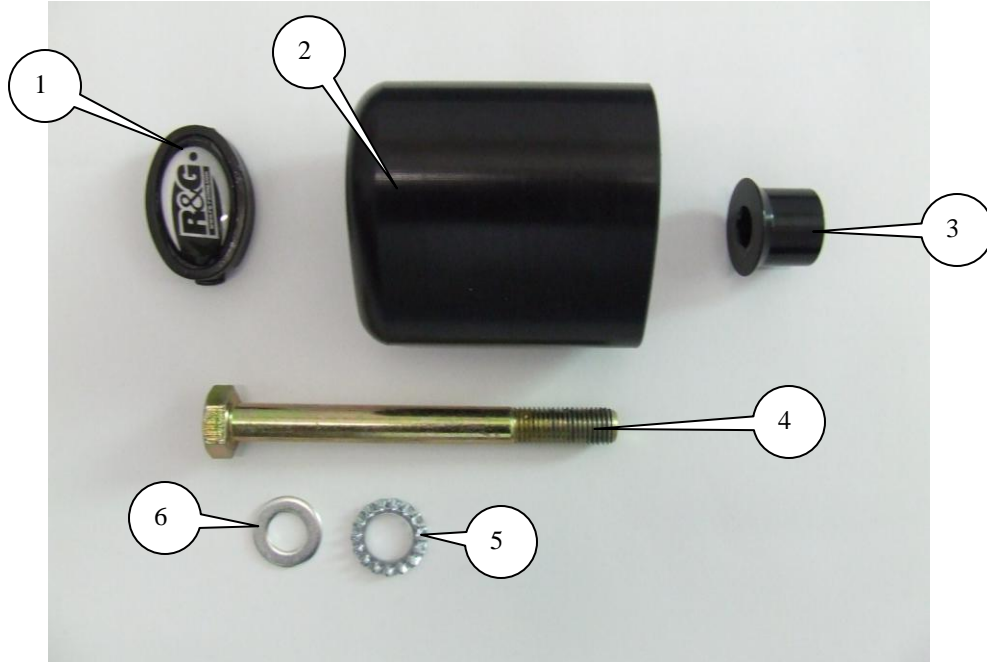
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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

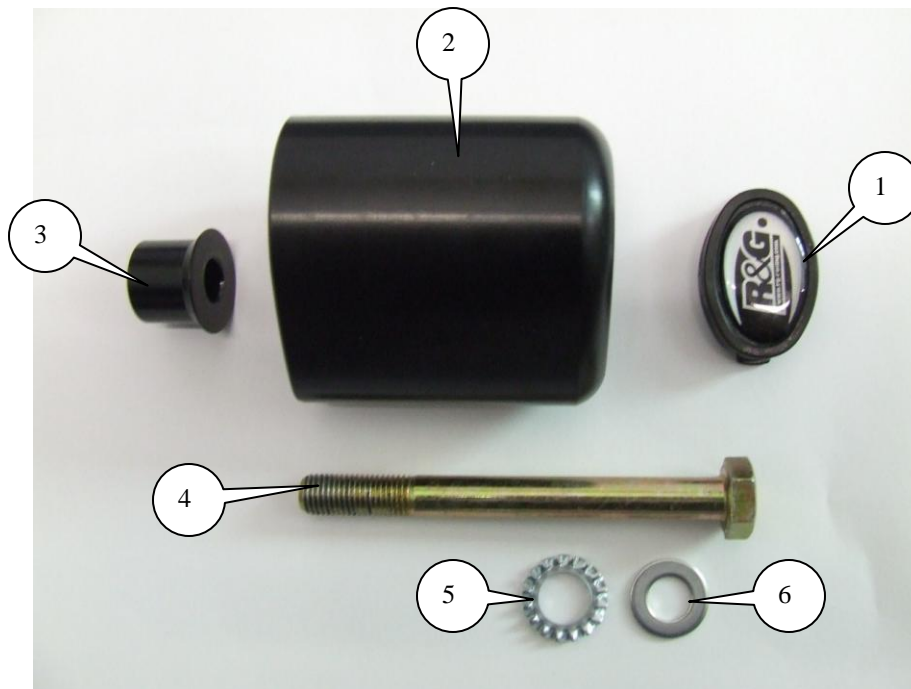
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*



THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT-HAND SIDE



RIGHT-HAND SIDE



LEGEND

- ITEM 1= PROTECTOR CAPS (BC0002) (x2).
ITEM 2= PROTECTOR (B0061 WITH CS341) (x2).
ITEM 3= SPACERS (17.5mm LONG) (S0225) (x2).
ITEM 4= M10x1.25x100mm LONG HEX HEAD BOLTS (x2).
ITEM 5= LOCK-WASHERS (LW0001) (x2).
ITEM 6= M10 PLAIN WASHERS (x2).

TOOLS REQUIRED

- Socket set to include 17mm socket and wrench.
- Set of metric allen keys to include 8mm A/F
 - Torque wrench (up to 40Nm).

INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'A'.
- Slide one of the 10mm washers onto one of the M10 hexagon headed bolt so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide bolt fitted with washers through either protector so head of bolt goes into counter-bore in protector.
- Next slide one of the spacers over bolt so larger diameter sits against the protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted fit bubble sticker into recess of protector cap.
- Fit protector cap into protector.

Off side (right side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'B'.
- Slide the remaining 10mm washer onto one of the M10 hexagon headed bolt so washer sits against head of bolt.
- Slide the remaining serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide the remaining bolt fitted with washers through the remaining protector so head of bolt goes into counter-bore in protector.
- Next slide one of the spacers over bolt so larger diameter sits against the protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).

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- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted fit bubble sticker into recess of protector cap.
- Fit protector cap into protector.

CONSUMER NOTICE

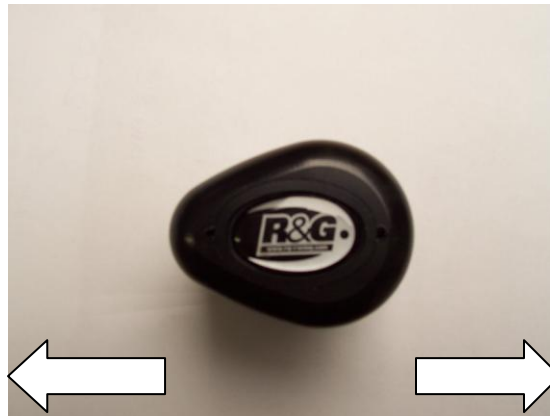
The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (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 resellable 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.



FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS CP0268 YAMAHA FZ8
2010



ARRIERE DE LA MOTO

AVANT DE LA MOTO

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.

LEGENDE

- ART. 1= CAPUCHON DE TAMPON (BC0002) (x2).
- ART. 2= PROPECTION (B0061 avec CS341) (x2).
- ART. 3= ENTRETOISES (17.5mm LONG) (S0225) (x2).
- ART. 4= VIS 6 PANS M10x1.25x100mm (x2).
- ART. 5= RONDELLES CRANTEES (LW0001) (x2).
- ART. 6= RONDELLES LISSES (x2).

OUTILS NECESSAIRES

- Jeu de clé à douille incluant une clé de 17 mm.
 - Jeu de clé Allen incluant 8mm A/F
 - Clé dynamométrique (+ de 40Nm).



INSTRUCTIONS

Gauche

- Enlever la vis de fixation moteur (voir la photo A).
- Glisser une des rondelles lisses sur l'une des vis M10 R&G. La rondelle sera place contre la tête de la vis.
- Glisser ensuite une rondelle crantée M10 sur la vis contre la rondelle lisse.
- Ensuite, glisser la vis + les rondelles à travers l'un des tampons R&G. La tête de la vis sera placée à l'intérieur du tampon.
- Puis, glisser l'entretoise en aluminium sur la vis contre le tampon. La partie la plus large de l'entretoise sera placée contre le tampon. (La longueur de vis R&G restante à l'extérieur de la protection devra être égale à la longueur de la vis de fixation d'origine).
- Placer le tout dans le cadre de la moto. Serrer les vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
ATTENTION AU SENS DE MONTAGE DU TAMPON (VOIR PHOTO CI-DESSUS)
- Clipper ensuite les capuchons R&G et coller les stickers R&G si cela n'est pas déjà fait.

Droit

- Enlever la vis de fixation moteur (voir la photo B).
- Glisser une des rondelles lisses sur l'une des vis M10 R&G. La rondelle sera place contre la tête de la vis.
- Glisser ensuite une rondelle crantée M10 sur la vis contre la rondelle lisse.
- Ensuite, glisser la vis + les rondelles à travers l'un des tampons R&G. La tête de la vis sera placée à l'intérieur du tampon.
- Puis, glisser l'entretoise en aluminium sur la vis contre le tampon. La partie la plus large de l'entretoise sera placée contre le tampon. (La longueur de vis R&G restante à l'extérieur de la protection devra être égale à la longueur de la vis de fixation d'origine).
- Placer le tout dans le cadre de la moto. Serrer les vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
ATTENTION AU SENS DE MONTAGE DU TAMPON (VOIR PHOTO CI-DESSUS)
- Clipper ensuite les capuchons R&G et coller les stickers R&G si cela n'est pas déjà fait.