



FITTING INSTRUCTIONS FOR CP0372BL AERO CRASH PROTECTORS
GENATA XRZ 125 2013-



PICTURE 'A'



PICTURE 'B'



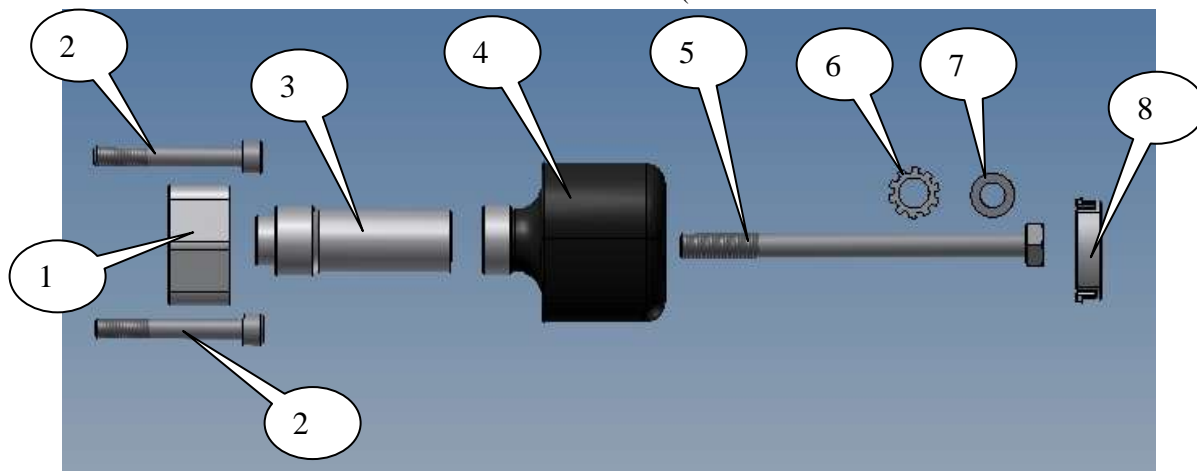
PICTURE 'C'

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)

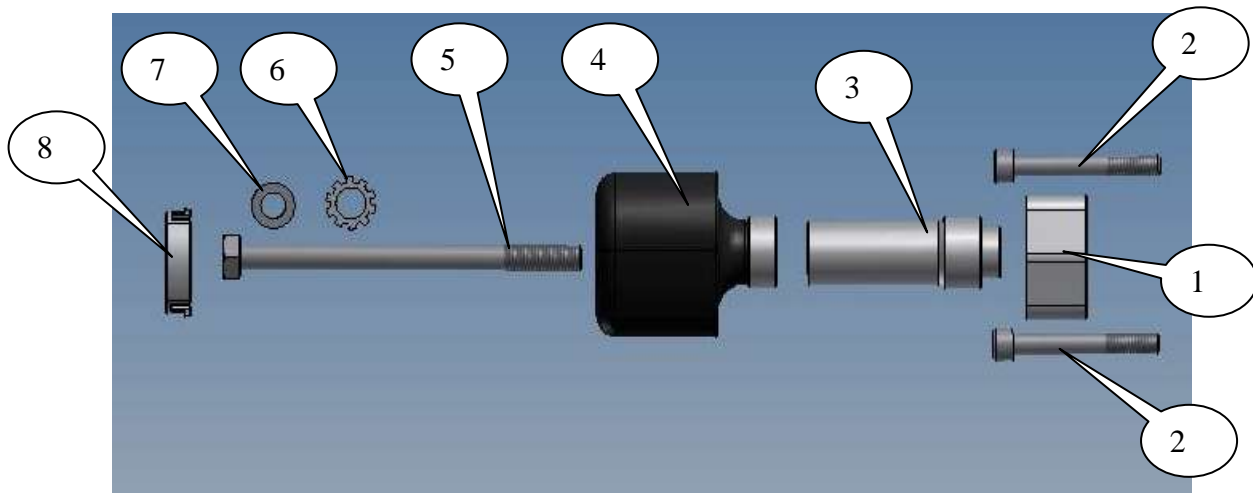


LEFT HAND SIDE

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

RIGHT HAND SIDEMARKING TOOL**TOOLS REQUIRED**

- Socket set to include 10, 12 and 17mm A/F sockets and wrenches.
 - 5 and 6mm Allen keys.
 - Phillip driver.
 - Drill
- 28mm Hole saw and/or Dremel type tool.
 - Torque wrench (up to 40Nm).

LEGEND

- ITEM 1 = THREADED MOUNTING SPACERS, R&LHS (S0813=25mm LONG) (x2).
 ITEM 2 = CAP HEAD BOLTS M8x60mm LONG (x4).
 ITEM 3 = CRASH PROTECTOR SPACERS, R&LHS (S0814=79mm LONG) (x2).
 ITEM 4 = CRASH PROTECTORS, R&LHS (B0431 with CS0341 (10mm) (x2).
 ITEM 5 = CRASH PROTECTOR BOLTS, M10x1.25x140 LONG HEX HEAD BOLT (x2).
 ITEM 6 = LOCKING WASHERS, R&LHS (LW0001) (x2).
 ITEM 7 = M10 PLAIN WASHERS, R&LHS (x2).
 ITEM 8 = CRASH PROTECTOR CAPS, R&LHS (BC0002) (x2).
 ITEM 9 = FAIRING MARKING TOOL (T0024=105mm LONG) (x1).



PICTURE 1



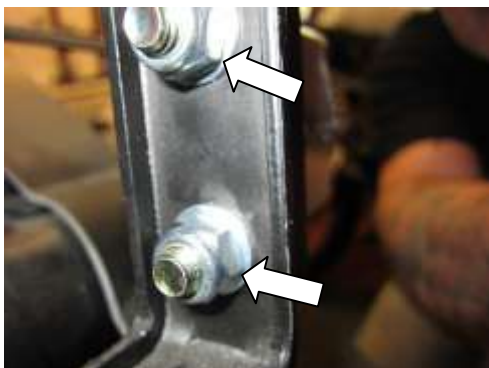
PICTURE 2



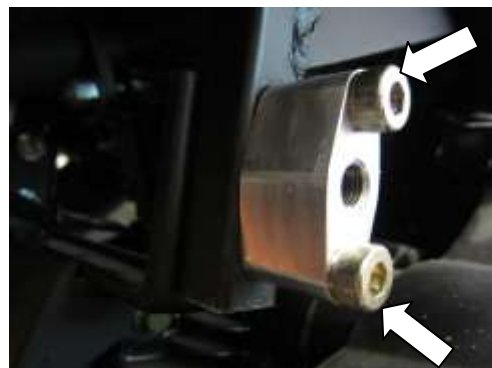
PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

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PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11

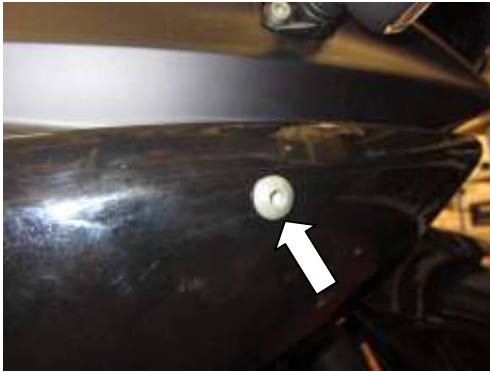


PICTURE 12

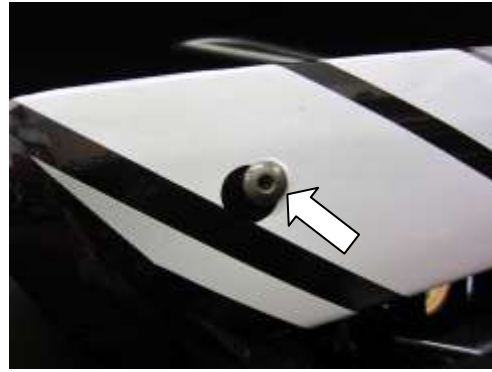
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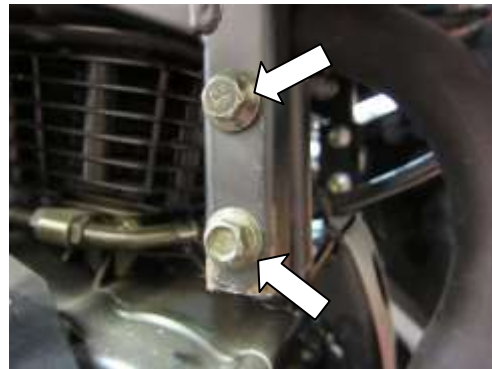
PICTURE 13



PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17



PICTURE 18

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PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the three fairing bolts arrowed in pictures 1, 2 and 3.
- Gently remove the left hand side fairing.
- Remove the two bolts arrowed in picture 4; these bolts have inboard nuts as shown in picture 5 (these are reused on assembly).
- Place two of the cap head bolts (item 2) through the outer holes in the threaded mounting spacer (item 1) as shown in picture 6.
- Offer this assembly into position as shown in picture 6 and secure using the original nuts.
- Fully engage the marking tool (item 9) into the threaded hole as shown in picture 7.
- Refit the fairing and carefully undo the marking tool until it contacts the inner face of the fairing and gently (using the palm of your hand) push the fairing until a mark is left on the inside face of the fairing (for drilling).
- Remove the left hand fairing and drill a pilot hole approximately 6mm diameter using the mark made by the marking tool (for checking the position of the hole) from the inside face outwards.
- Refit the fairing and check alignment using the marking tool as a guide.

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- If happy with the position, remove the fairing. If not happy with the position, trim use a dremel type tool to align it and remove fairing.
- Remove the marking tool from the mounting spacer.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, debur the hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit the fairing as original.
- With the fairing back on, the crash protector can be fitted. Slide one of the 10mm washers (item 7) and then one of the serrated locking washers (item 6) onto one of the M10 hex head bolts (item 5 - 140mm long) so the plain washer sits against head of the bolt.
- Place the bolt with washers though either crash bobbin (item 4), then through one of the spacers (item 3=79mm long), as shown in picture 9.
- With the thread of the bolt protruding from the spacer, offer the assembly through the drilled hole in the fairing and into the threaded frame/engine mount, before loosely tightening (please note the hole in the fairing may need opening out slightly to allow the assembly to fit correctly without distorting the fairing) as shown in pictures 10 and 11.
- Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40 N/m of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 8) into crash protector as shown in picture 12.

Off side (right side as you sit on bike)

- Remove the three fairing bolts arrowed in pictures 13, 14 and 15.
- Gently remove the left hand side fairing.
- Remove the two bolts arrowed in picture 16; these bolts have inboard nuts (these are reused on assembly).
- Place two of the cap head bolts (item 2) through the outer holes in the threaded mounting spacer (item 1) as shown in picture 17.
- Offer this assembly into position as shown in picture 17 and secure using the original nuts.
- Fully engage the marking tool (item 9) into the threaded hole as shown in picture 18.
- Refit the fairing and carefully undo the marking tool until it contacts the inner face of the fairing and gently (using the palm of your hand) push the fairing until a mark is left on the inside face of the fairing (for drilling).
- Remove the left hand fairing and drill a pilot hole approximately 6mm diameter using the mark made by the marking tool (for checking the position of the hole) from the inside face outwards.
- Refit the fairing and check alignment using the marking tool as a guide.
- If happy with the position, remove the fairing. If not happy with the position, trim use a dremel type tool to align it and remove fairing.
- Remove the marking tool from the mounting spacer.
- Using the hole saw drill a 28mm hole from the outside using the pilot hole as a guide, debur the hole using a sharp knife or emery paper taking care not to mark outside of fairing.
- Refit the fairing as original.
- With the fairing back on, the crash protector can be fitted. Slide one of the 10mm washers (item 7) and then one of the serrated locking washers (item 6) onto one of the M10 hex head bolts (item 5 - 140mm long) so the plain washer sits against head of the bolt.



- Place the bolt with washers though either crash bobbin (item 4), then through one of the spacers (item 3=79mm long), as shown in picture 9.
- With the thread of the bolt protruding from the spacer, offer the assembly through the drilled hole in the fairing and into the threaded frame/engine mount, before loosely tightening (please note the hole in the fairing may need opening out slightly to allow the assembly to fit correctly without distorting the fairing) as shown in pictures 20 and 21.
- Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40 N/m of torque.
- If not already fitted fit bubble sticker into recess of crash protector cap.
- Fit crash protector cap (item 8) into crash protector as shown in picture 22.

Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

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**INSTRUCTIONS DE MONTAGE POUR CP0372BL PROTECTIONS CRASH
GENATA XRZ 125 2013-**



PHOTO 'A'



PHOTO 'B'

ARRIERE MOTO



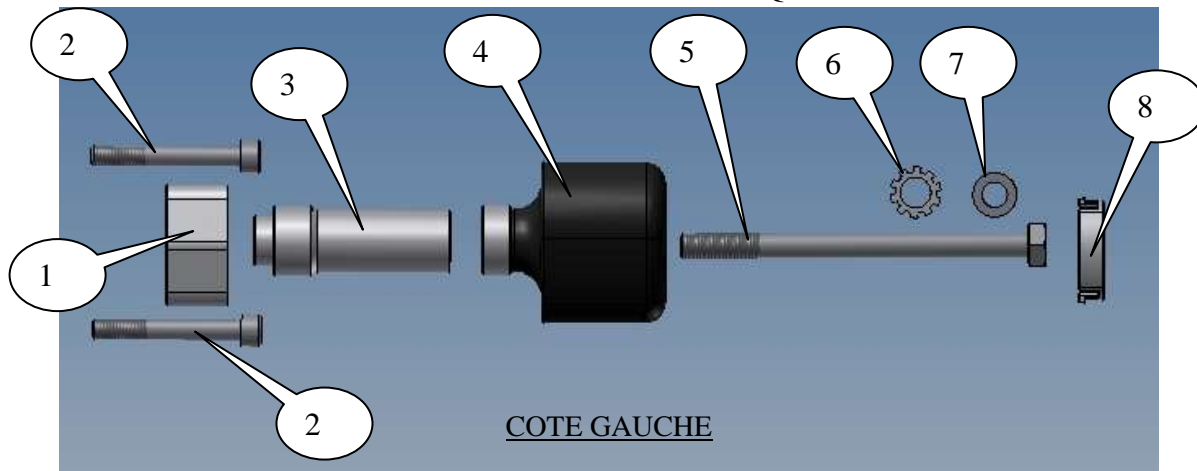
AVANT MOTO

PHOTO 'C'

LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT

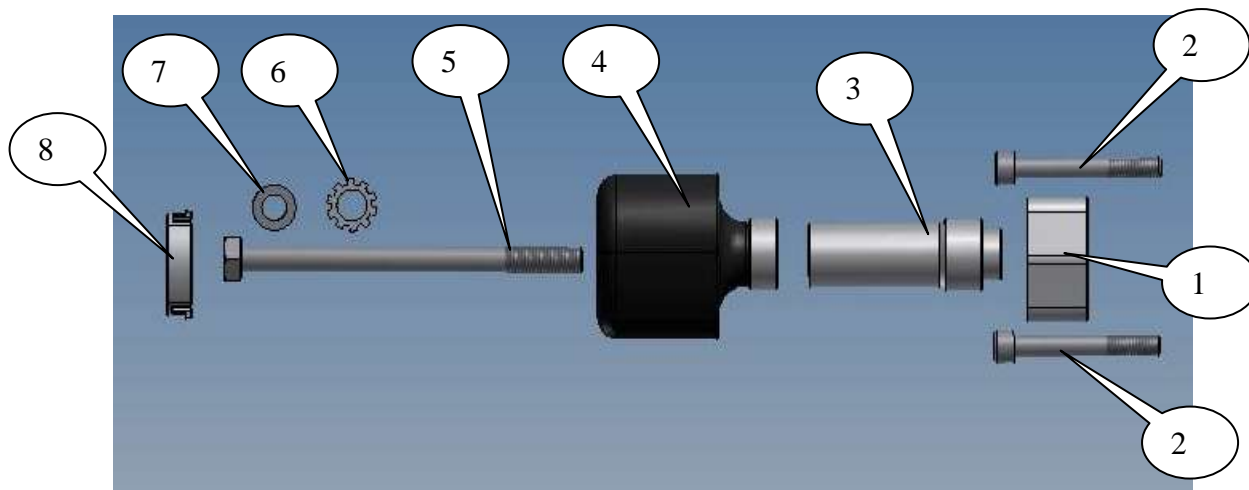


COTE GAUCHE

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COTE DROITOutil de marquage**OUTILS DE MARQUAGE**

- Jeu de clés 10, 12 et 17mm.
- Clés Allen 5 et 6mm.
- Tournevis Philips.
 - Perceuse
- Scie trou 28mm et outil type Dremel.
- Clé dynamométrique (à 40Nm).

LEGENDE

ARTICLE 1 = ENTRETOISES DE FIXATION FILETESS GAUCHE ET DROITE (S0813=25mm DE ONG) (x2).

ARTICLE 2 = BOULONS M8x60mm DE LONG (x4).

ARTICLE 3 = ENTRETOISES DE PROTECTION CRASH GAUCHE ET DROITE (S0814=79mm DE LONG) (x2).

ARTICLE 4 = PROTECTION CRASH GAUCHES ET DROITES (B0431 avec CS0341 (10mm) (x2).

ARTICLE 5 = BOULONS DE PROTECTION CRASH, M10x1.25x140 BOULON (x2).

ARTICLE 6 = RONDELLES DE BLOCAGE GAUCHE ET DROITE (LW0001) (x2).

ARTICLE 7 = M10 RONDELLES GAUCHE ET DROITE (x2).

ARTICLE 8 = CAPUCHONS DE PROTECTION CRASH GAUCHE ET DROITE (BC0002) (x2).

ARTICLE 9 = OUTIL DE MARQUAGE DU CARENAGE (T0024=105mm DE LONG) (x1).



PHOTO 1

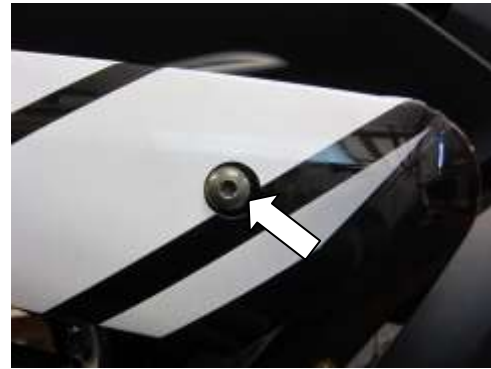


PHOTO 2



PHOTO 3



PHOTO 4

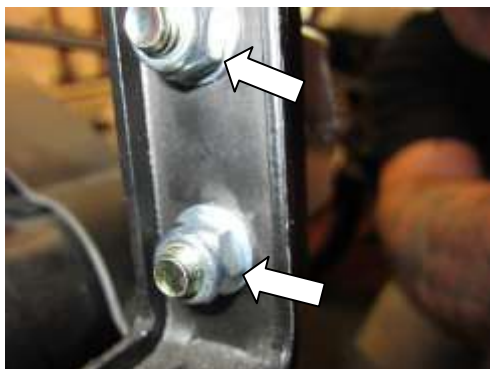


PHOTO 5

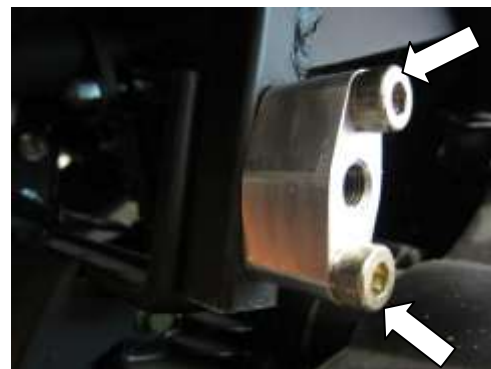


PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15

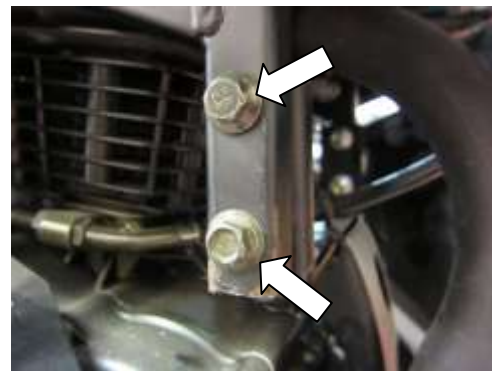


PHOTO 16



PHOTO 17



PHOTO 18



PHOTO 19



PHOTO 20



PHOTO 21



PHOTO 22

INSTRUCTIONS DE MONTAGE

Coté gauche (Assis sur la moto)

- Enlever les 3 boulons de carénage, voir photos 1, 2 et 3.
- Enlever le carénage coté gauche.
- Enlever les 2 boulons indiqués sur la photo 4, ces boulons ont des écrous internes comme indiqué sur la photo 5 (ils sont réutilisés dans le remontage).
- Placer 2 des boulons (article 2) à travers les trous externes dans l'entretoise de fixation fileté (article 1), comme sur la photo 6.
- Mettre l'ensemble en position comme sur la photo 6 et fixer à l'aide des écrous d'origine.
- Engager complètement l'outil de marquage (article 9) dans le trou fileté comme sur la photo 7.
- Remettre le carénage et défaire l'outil de marquage jusqu'à ce qu'il entre en contact avec la face interne du carénage puis pousser doucement (avec la paume de la main) le carénage jusqu'à ce qu'une marque soit laissée sur la face interne du carénage (pour le perçage).
- Enlever le carénage gauche et percer un trou pilote d'environ 6mm de diamètre en vous aidant de la marque laissée par l'outil de marquage (pour vérifier la position du trou) de l'intérieur vers l'extérieur.
- Remettre le carénage et vérifier l'alignement à l'aide de l'outil de marquage comme guide.

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- Si la position vous convient, enlever le carénage. Si la position ne vous convient pas, If not happy with the position, affiner à l'aide d'un outil de type Dremel.
- Enlever l'outil de marquage de l'entretoise de fixation.
- Utiliser une scie trou pour faire un trou de 28mm depuis l'extérieur en utilisant le trou pilote comme guide, ébarber le trou à l'aide d'un couteau bien aiguisé ou du papier Emery, en faisant attention à ne pas marquer la partie visible du carénage.
- Remettre le carénage comme au départ.
- Une fois le carénage remis, la protection crash peut être installée. Glisser une des rondelles 10m (article 7) puis une des rondelles de blocage (article 6) sur un des boulons M10 (article 5 - 140mm de long) pour que la rondelle se place contre la tête du boulon.
- Placer le boulon avec rondelles à travers la protection crash (article 4), puis à travers une des entretoises (article 3=79mm de long), comme sur la photo 9.
- Une fois le filetage du boulon dépassant de l'entretoise, positionner l'ensemble à travers le trou percé dans le carénage et dans le support cadre/moteur fileté, avant de serrer légèrement (Notez que le trou dans le carénage doit être légèrement écarté pour permettre à l'ensemble de passer correctement sans tordre le carénage), voir les photos 10 et 11.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer les logos en caoutchouc dans les creux des protections.
- Mettre les capuchons (article 8) dans les protections (Photo 12).

Côté droit (Assis sur la moto)

- Enlever les 3 boulons de carénage, voir photos 13, 14 et 15.
- Enlever le carénage coté droit.
- Enlever les 2 boulons indiqués sur la photo 16, ces boulons ont des écrous internes (ils sont réutilisés dans le remontage).
- Placer 2 des boulons (article 2) à travers les trous externes dans l'entretoise de fixation filetée (article 1), comme sur la photo 17.
- Mettre l'ensemble en position comme sur la photo 17 et fixer à l'aide des écrous d'origine.
- Engager complètement l'outil de marquage (article 9) dans le trou fileté comme sur la photo 18.
- Remettre le carénage et défaire l'outil de marquage jusqu'à ce qu'il entre en contact avec la face interne du carénage puis pousser doucement (avec la paume de la main) le carénage jusqu'à ce qu'une marque soit laissée sur la face interne du carénage (pour le perçage).
- Enlever le carénage gauche et percer un trou pilote d'environ 6mm de diamètre en vous aidant de la marque laissée par l'outil de marquage (pour vérifier la position du trou) de l'intérieur vers l'extérieur.
- Remettre le carénage et vérifier l'alignement à l'aide de l'outil de marquage comme guide.
- Si la position vous convient, enlever le carénage. Si la position ne vous convient pas, affiner à l'aide d'un outil de type Dremel.
- Enlever l'outil de marquage de l'entretoise de fixation.



- Utiliser une scie trou pour faire un trou de 28mm depuis l'extérieur en utilisant le trou pilote comme guide, ébarber le trou à l'aide d'un couteau bien aiguisé ou du papier Emery, en faisant attention à ne pas marquer la partie visible du carénage.
- Remettre le carénage comme au départ.
- Une fois le carénage remis, la protection crash peut être installée. Glisser une des rondelles 10m (article 7) puis une des rondelles de blocage (article 6) sur un des boulons M10 (article 5 - 140mm de long) pour que la rondelle se place contre la tête du boulon.
- Placer le boulon avec rondelles à travers la protection crash (article 4), puis à travers une des entretoises (article 3=79mm de long), comme sur la photo 9.
- Une fois le filetage du boulon dépassant de l'entretoise, positionner l'ensemble à travers le trou percé dans le carénage et dans le support cadre/moteur fileté, avant de serrer légèrement (Notez que le trou dans le carénage doit être légèrement écarté pour permettre à l'ensemble de passer correctement sans tordre le carénage), voir photos 20 et 21.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer les logos en caoutchouc dans les creux des protections.
- Mettre les capuchons (article 8) dans les protections (Photo 22).

Ces instructions sont disponibles au téléchargement sur www.rg-racing.com

COUPLES DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm

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