



FITTING INSTRUCTIONS FOR CP0427BL/WH AERO CRASH PROTECTORS
DUCATI SUPERSPORT 2017

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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)

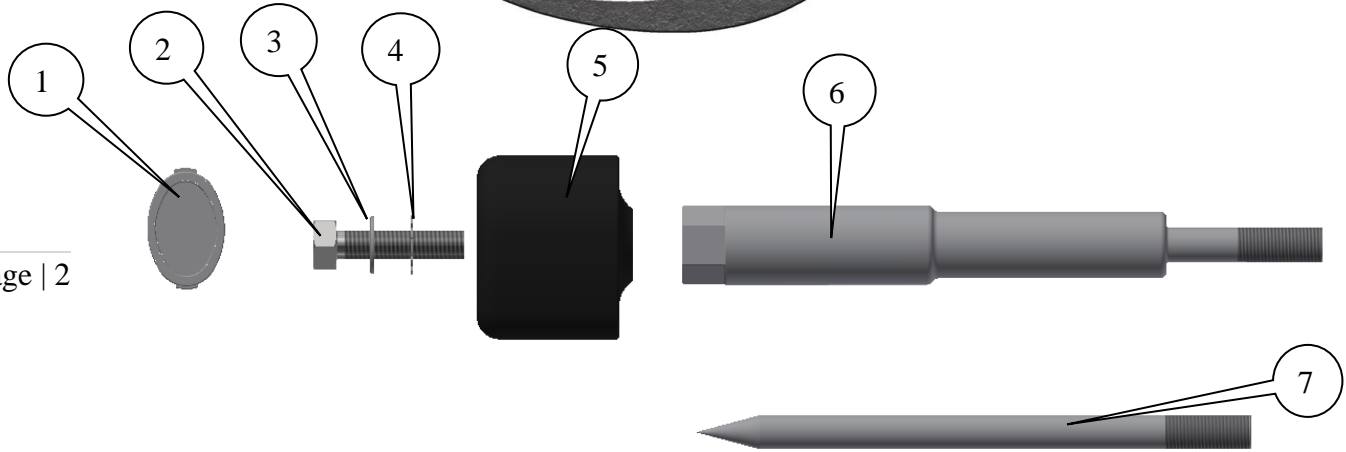
Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

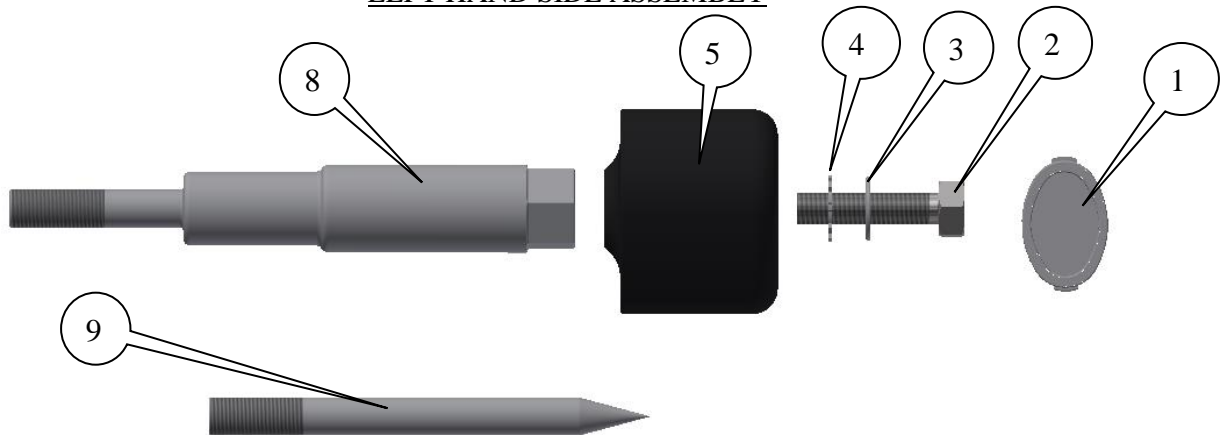
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm

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LEFT HAND SIDE ASSEMBLYRIGHT HAND SIDE ASSEMBLYTOOLS REQUIRED

- Socket set to include 14 and 17mm A/F socket and wrench.
 - 2x 24mm Open ended spanners.
 - Hex drive bits or set of Allen keys.
- 28mm Hole-saw and/or dremmel type tool.
 - Torque wrench (up to 40Nm).

LEGEND

ITEM 1 = CRASH PROTECTOR CAPS, L&RHS (BC0002) (x2).

ITEM 2 = CRASH PROTECTOR BOLTS, L&RHS, M10x1.25x45mm LONG HEX HEAD (x2).

ITEM 3 = M10 PLAIN WASHERS, L&RHS (x2).

ITEM 4 = LOCKING WASHERS, L&RHS (LW0001) (x2).

ITEM 5 = CRASH PROTECTORS, L&RHS (B0063 with CS066, 10mm) (x2).

ITEM 6 = CRASH PROTECTOR MOUNTING EXTENSION LHS (E0061=225mm LONG) (x1).

ITEM 7 = MARKING TOOL -LEFT HAND SIDE (T0027=195mm LONG) (x1).

ITEM 8 = CRASH PROTECTOR MOUNTING EXTENSION RHS (E0062=179mm LONG) (x1).

ITEM 9 = MARKING TOOL -RIGHT HAND SIDE (T0028=140mm LONG) (x1).

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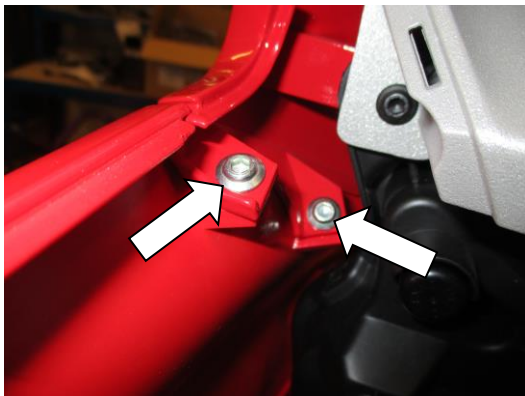
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PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

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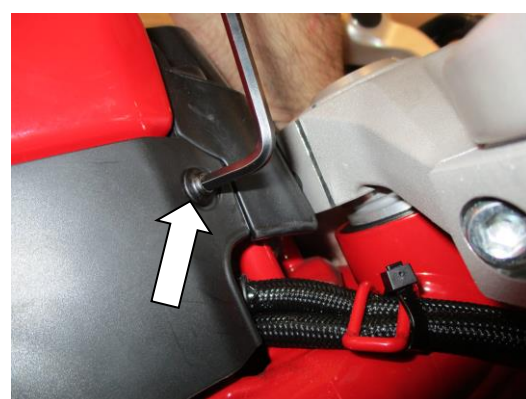
PICTURE 7



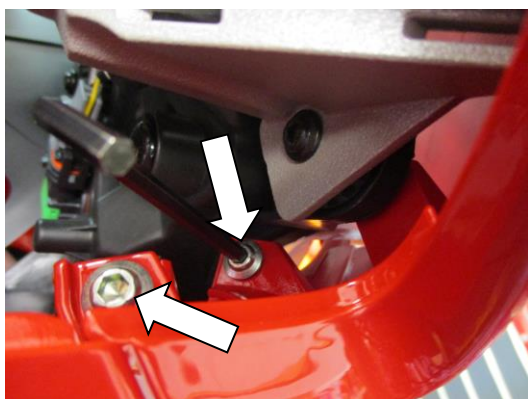
PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12

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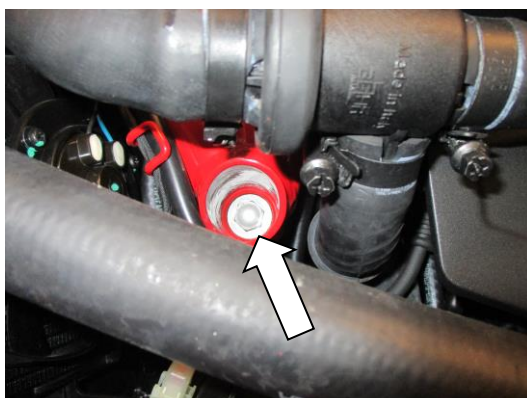
PICTURE 13



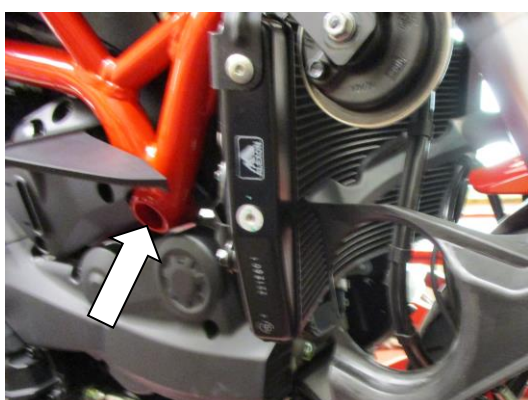
PICTURE 14



PICTURE 15



PICTURE 16



PICTURE 17

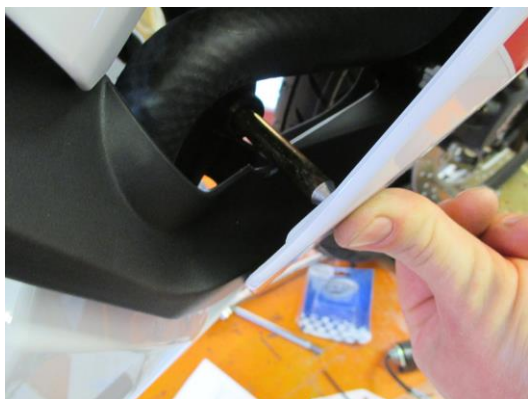


PICTURE 18

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PICTURE 19



PICTURE 20

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the two bolts in position arrowed in pictures 1 and 2.
- Remove the black plastic infill panel to allow access to the side fairing bolts.
- Remove the fairing bolts arrowed in pictures 3, 4, 5, 6, 7 and 8.
- Carefully pull the fairing outwards to disengage the side location spigots and then carefully push forward to disengage front location spigots and remove the fairing.

Off side (right side as you sit on bike)

- Remove the two bolts in position arrowed in pictures 9 and 10.
- Remove the black plastic infill panel to allow access to the side fairing bolts.
- Remove the fairing bolts arrowed in pictures 11, 12, 13, 14 and 15.
- Carefully pull the fairing outwards to disengage the side location spigots and then carefully push forward to disengage front location spigots and remove the fairing.
- Remove the engine bolt arrowed in picture 16 and replace with the shorter marking tool (item 9) engage the tool as far as possible as indicated in picture 18.
- Re-fit the fairing (not all the bolts are required only enough for proper location are required and unscrew the marking tool a little so that it sits against the outer fairing as indicated in pictures 18 and 19. Apply pressure to the outside of the fairing to create a mark on the inside of the fairing from the marking tool (as shown in picture 19), and then remove the fairing once again.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the mark to find the centre position of the engine bolt (do not drill full size at this stage).
- Re-fit the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through the fairing from the outside with the tank cutter.
- Deburr the hole and ensure the shorter extension (item 8) fits through the hole.
- Remove the marking tool from the hole and re-fit the fairing to the right side of the bike.
- With the fairing securely in position fit the shorter extension (item 8) into the engine mount and fully tighten (do not exceed 40N/m of torque).

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- Place one of the M10 washers (item 3) onto the one of the M10 bolts (item 2) as shown in the right-hand side assembly view.
- Place one of the locking washers (item 4) onto the bolt so it sits against the washer just fitted as shown in the right-hand side assembly view.
- Place the bolt with both washers into the crash protector (item 5) as shown in the right-hand side assembly view.
- Offer this assembly into the threaded hole in the extension as shown in picture 20. Please ensure no parts come in contact with any fairing panels. 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. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

Near side (left side as you sit on bike)

- Remove the engine bolt arrowed in picture 17 and replace with the longer marking tool (item 7) engage the tool as far as possible.
- Re-fit the fairing (not all the bolts are required only enough for proper location are required and unscrew the marking tool a little so that it sits against the outer fairing as indicated in pictures 18 and 19. Apply pressure to the outside of the fairing to create a mark on the inside of the fairing from the marking tool (as indicated in picture 19), and then remove the fairing once again.
- Using a 28mm tank/cone cutter drill through the fairing with the pilot drill only using the mark to find the centre position of the engine bolt (do not drill full size at this stage).
- Re-fit the fairing and ensure the pilot hole is central to the engine mount hole.
- Remove the fairing and while supporting it carefully drill through the fairing from the outside with the tank cutter.
- deburr the hole and ensure the longer extension (item 6) fits through the hole.
- Remove the marking tool from the hole and re-fit the fairing to the right side of the bike.
- With the fairing securely in position fit the longer extension (item 6) into the engine mount and fully tighten (**do not exceed 40N/m of torque**).
- Place one of the M10 washers (item 3) onto the one of the M10 bolts (item 2) as shown in the left-hand side assembly view.
- Place one of the locking washers (item 4) onto the bolt so it sits against the washer just fitted as shown in the left-hand side assembly view.
- Place the bolt with both washers into the crash protector (item 5) as shown in the left-hand side assembly view.
- Offer this assembly into the threaded hole in the extension as shown in picture 20. Please ensure no parts come in contact with any fairing panels. 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. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

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**NOTICE DE MONTAGE POUR CP0427BL/WH PROTECTIONS CRASH
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PHOTO 'A'



PHOTO 'B'



ARRIÈRE MOTO

AVANT MOTO

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 emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

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

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VALEURS DE SERRAGE RECOMMANDEES

M4 BOULON = 8Nm

M5 BOULON = 12Nm

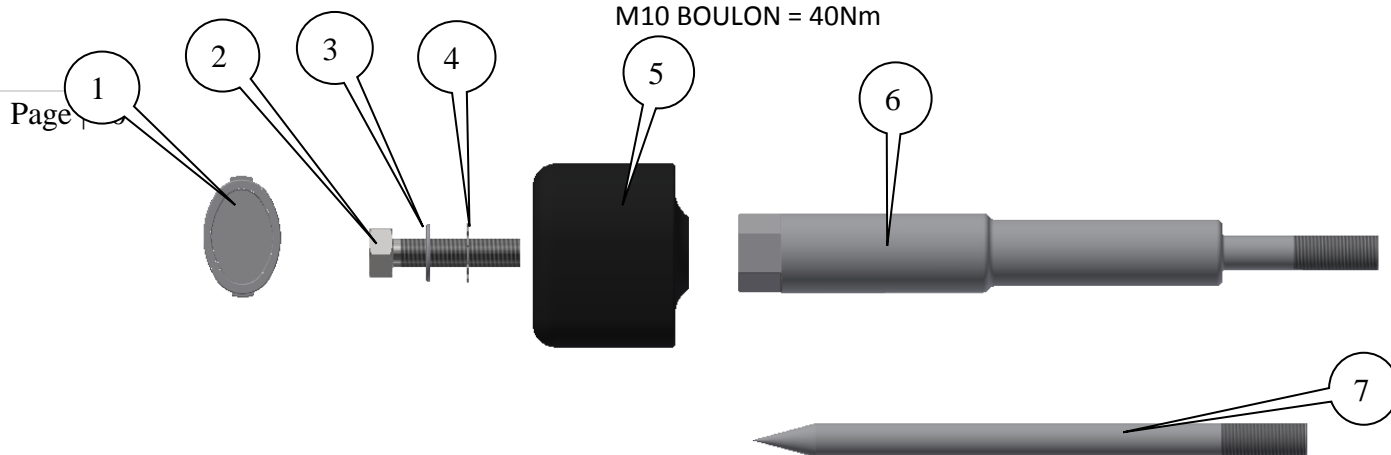
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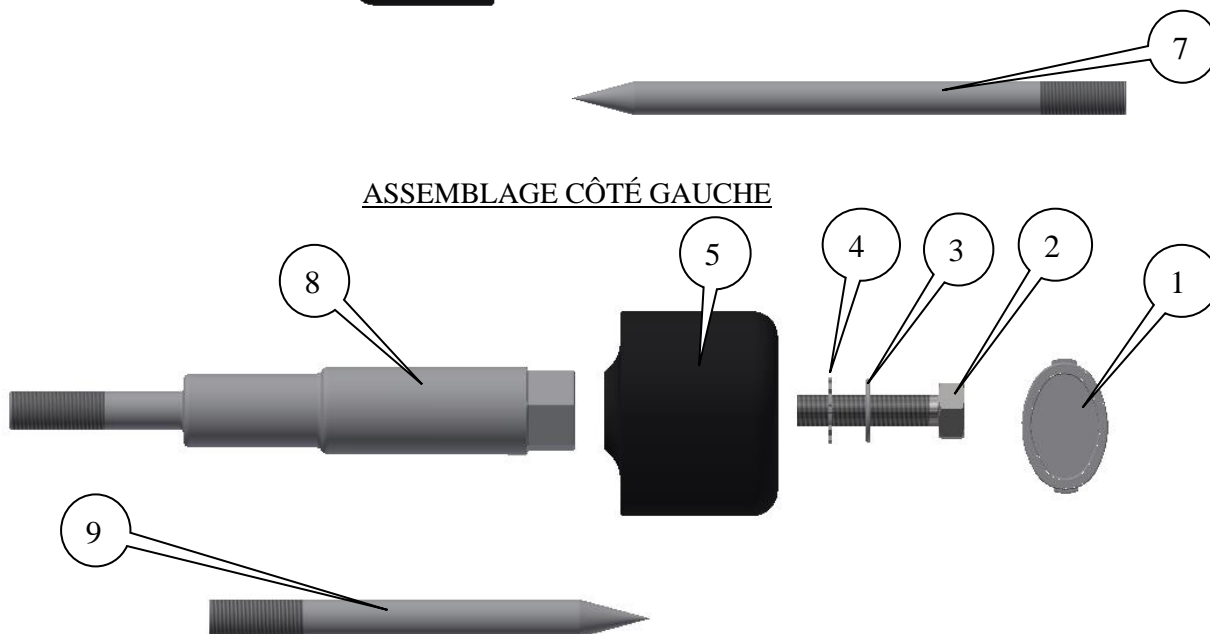
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M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm



ASSEMBLAGE CÔTÉ GAUCHE



ASSEMBLAGE CÔTÉ DROIT

OUTILS REQUIS

- Clé à cliquet + douilles de 14 et 17mm.
 - Clés plates 2x 24mm.
 - Clés Allen.
- Scie trou 28mm et/ou outil dremmel.
- Clé dynamométrique (à 40Nm).

LÉGENDE

ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH, CÔTÉ GAUCHE ET DROIT (BC0002) (x2).

ARTICLE 2 = BOULONS DE PROTECTION CRASH, CÔTÉ GAUCHE ET DROIT M10x1.25x45mm (x2).

ARTICLE 3 = M10 RONDELLES CÔTÉ GAUCHE ET DROIT (x2).

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- ARTICLE 4 = RONDELLES DE BLOCAGE, CÔTÉ GAUCHE ET DROIT (LW0001) (x2).
 ARTICLE 5 = PROTECTIONS CRASH, L&RHS (B0063 avec CS066, 10mm) (x2).
 ARTICLE 6 = EXTENSION DE PROTECTION CRASH CÔTÉ GAUCHE (E0061=225mm DE LONG) (x1).
 ARTICLE 7 = MARKING TOOL - CÔTÉ GAUCHE (T0027=195mm LONG) (x1).
 ARTICLE 8 = CRASH PROTECTOR MOUNTING EXTENSION CÔTÉ DROIT (E0062=179mm DE LONG) (x1).
 ARTICLE 9 = OUTIL DE MARQUAGE - CÔTÉ DROIT (T0028=140mm DE LONG) (x1).

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PHOTO 1



PHOTO 2

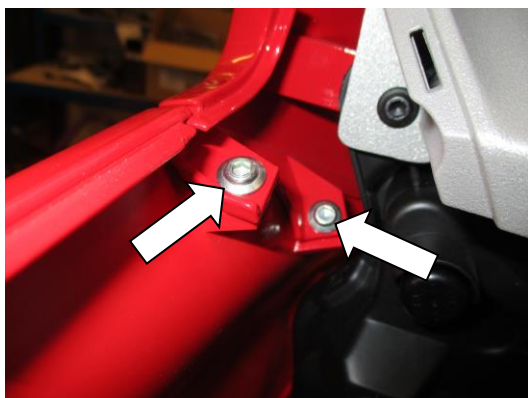


PHOTO 3



PHOTO 4



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PHOTO 5

PHOTO 6



PHOTO 7

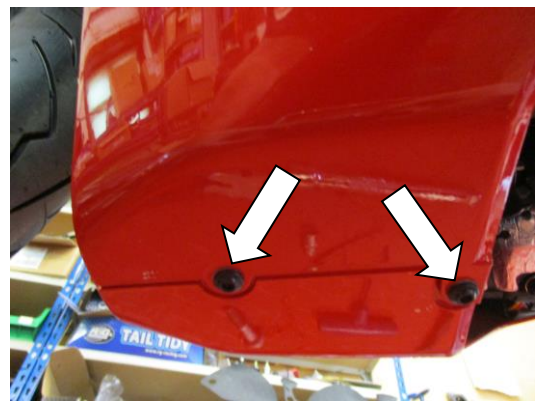


PHOTO 8



PHOTO 9

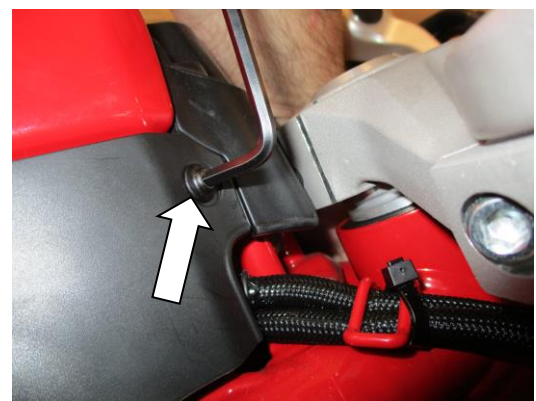
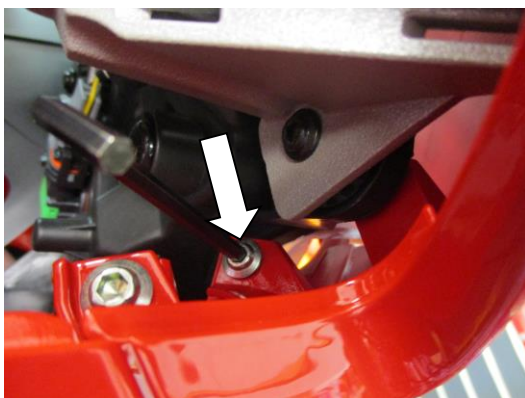


PHOTO 10



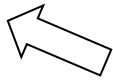


PHOTO 11

PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15

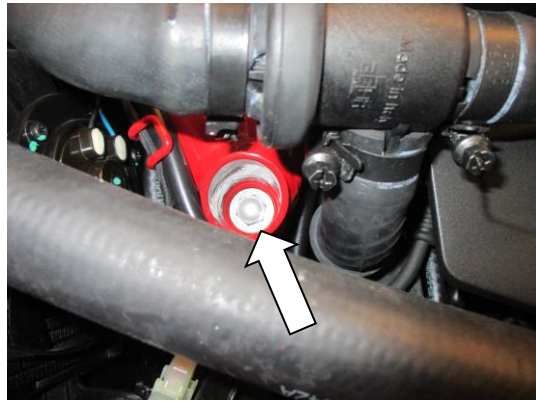


PHOTO 16

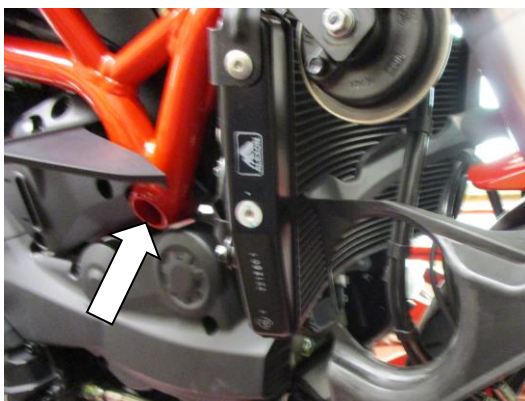




PHOTO 17

PHOTO 18

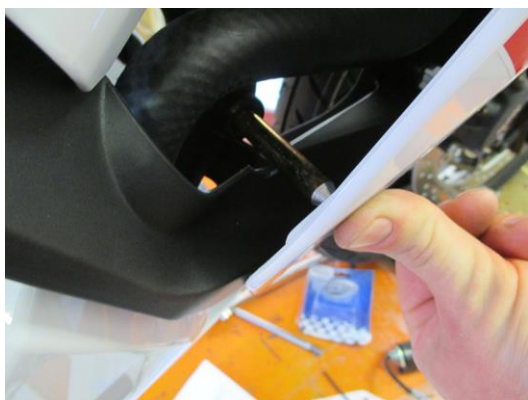


PHOTO 19

PHOTO 20

NOTICE DE MONTAGE:

Côté gauche (lorsqu'on est assis sur la moto)

- Enlever les 2 boulons indiqués sur les photos 1 et 2.
- Enlever le panneau interne noir en plastique pour accéder aux boulons de carénages latéraux.
- Enlever les boulons de carénage indiqués sur les photos 3, 4, 5, 6, 7 et 8.
- Tirer le carénage vers l'extérieur pour libérer les faussets puis poussez vers l'avant pour libérer les faussets avant, puis enlever le carénage.

Côté droit (lorsqu'on est assis sur la moto)

- Enlever les 2 boulons en position, voir photos 9 et 10.
- Enlever le panneau interne noir en plastique pour accéder aux boulons de carénage latéral.
- Enlever les boulons de carénage, voir photos 11, 12, 13, 14 et 15.
- Tirer le carénage vers l'extérieur pour libérer les faussets placés latéralement puis poussez vers l'avant pour libérer les faussets avant et enlever le carénage.
- Enlever le boulon moteur indiqué sur la photo 16 et remplacez le par l'outil de marquage le plus court (article 9). Engager l'outil aussi loin que possible, comme indiqué sur la photo 18.
- Remonter le carénage (Tous les boulons ne sont pas indispensables, dévisser légèrement l'outil de marquage de façon à ce qu'il se place contre le carénage extérieur, voir 18 et 19. Presser sur l'extérieur du carénage pour laisser une marque à l'intérieur du carénage grâce à l'outil de marquage (voir photo 19), puis enlever le carénage à nouveau.

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- Utiliser une perceuse à cône 28mm dans le carénage en réalisant un trou pilote à l'endroit où se trouve la marque pour définir la position centrale du boulon moteur (Ne pas percer intégralement à ce stade).
- Remonter le carénage et veiller à ce que le trou pilote soit central par rapport au trou de support moteur.
- Enlever le carénage et tout en le supportant, percer dans le carénage depuis l'extérieur avec le coupe réservoir.
- Ébarber le trou et veiller à ce que l'extension la plus courte (article 8) se place dans le trou.
- Enlever l'outil de marquage du trou puis remonter le carénage du côté droit de la moto.
- Une fois le carénage correctement en position, monter l'extension la plus courte (article 8) dans le support moteur puis serrer (ne pas excéder 40N/m de valeur).
- Placer une des rondelles M10 (article 3) sur un des boulons M10 (article 2), voir la vue d'ensemble du côté droit.
- Placer une des rondelles de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée, voir la vue de l'assemblage du côté droit.
- Placer le boulon avec ses 2 rondelles dans la protection crash (article 5), voir la vue du côté droit.
- Monter l'ensemble sur le trou fileté dans l'extension, voir photo 20. Veiller à ce qu'aucune partie n'entre en contact avec les panneaux de carénage. Serrer les boulons de la protection crash 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 CÔTÉ 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. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez le sticker dans le creux du capuchon de protection crash (article 1).
- Insérer le capuchon (article 1) dans la protection crash.

Côté gauche (lorsqu'on est assis sur la moto)

- Enlever le boulon moteur indiqué sur la photo 17 et remplacez le par l'outil de marquage le plus long (article 9). Engager l'outil aussi loin que possible.
- Remonter le carénage (Tous les boulons ne sont pas indispensables, dévisser légèrement l'outil de marquage de façon à ce qu'il se place contre le carénage extérieur, voir 18 et 19. Presser sur l'extérieur du carénage pour laisser une marque à l'intérieur du carénage grâce à l'outil de marquage (voir photo 19), puis enlever le carénage à nouveau.
- Utiliser une perceuse à cône 28mm dans le carénage en réalisant un trou pilote à l'endroit où se trouve la marque pour définir la position centrale du boulon moteur (Ne pas percer intégralement à ce stade).
- Remonter le carénage et veiller à ce que le trou pilote soit central par rapport au trou de support moteur.
- Enlever le carénage et tout en le supportant, percer dans le carénage depuis l'extérieur avec le coupe réservoir.
- Ébarber le trou et veiller à ce que l'extension la plus courte (article 6) se place dans le trou.
- Enlever l'outil de marquage du trou puis remonter le carénage du côté droit de la moto.
- Une fois le carénage correctement en position, monter l'extension la plus courte (article 6) dans le support moteur puis serrer (ne pas excéder 40N/m de valeur).

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- Placer une des rondelles M10 (article 3) sur un des boulons M10 (article 2), voir la vue d'ensemble du côté gauche.
- Placer une des rondelles de blocage (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée, voir la vue de l'assemblage du côté gauche.
- Placer le boulon avec ses 2 rondelles dans la protection crash (article 5), voir la vue du côté gauche.
- Monter l'ensemble sur le trou fileté dans l'extension, voir photo 20. Veiller à ce qu'aucune partie n'entre en contact avec les panneaux de carénage. Serrer les boulons de la protection crash 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 CÔTÉ 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. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez le sticker dans le creux du capuchon de protection crash (article 1).
- Insérer le capuchon (article 1) dans la protection crash.

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