



**FITTING INSTRUCTIONS FOR CP0428BL/WH AERO
NO-DRILL 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)

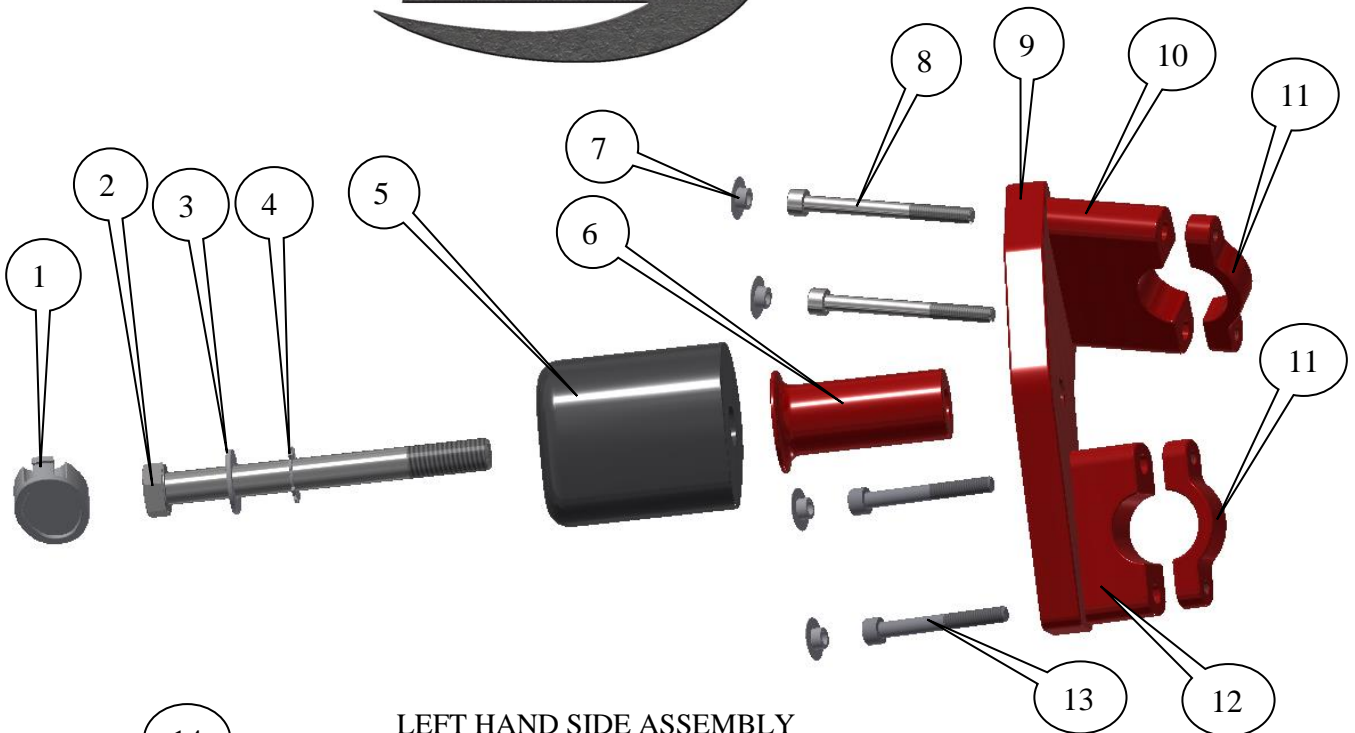
Digital copies of these instructions are available to download from www.rg-racing.com

GENERAL TORQUE SETTINGS

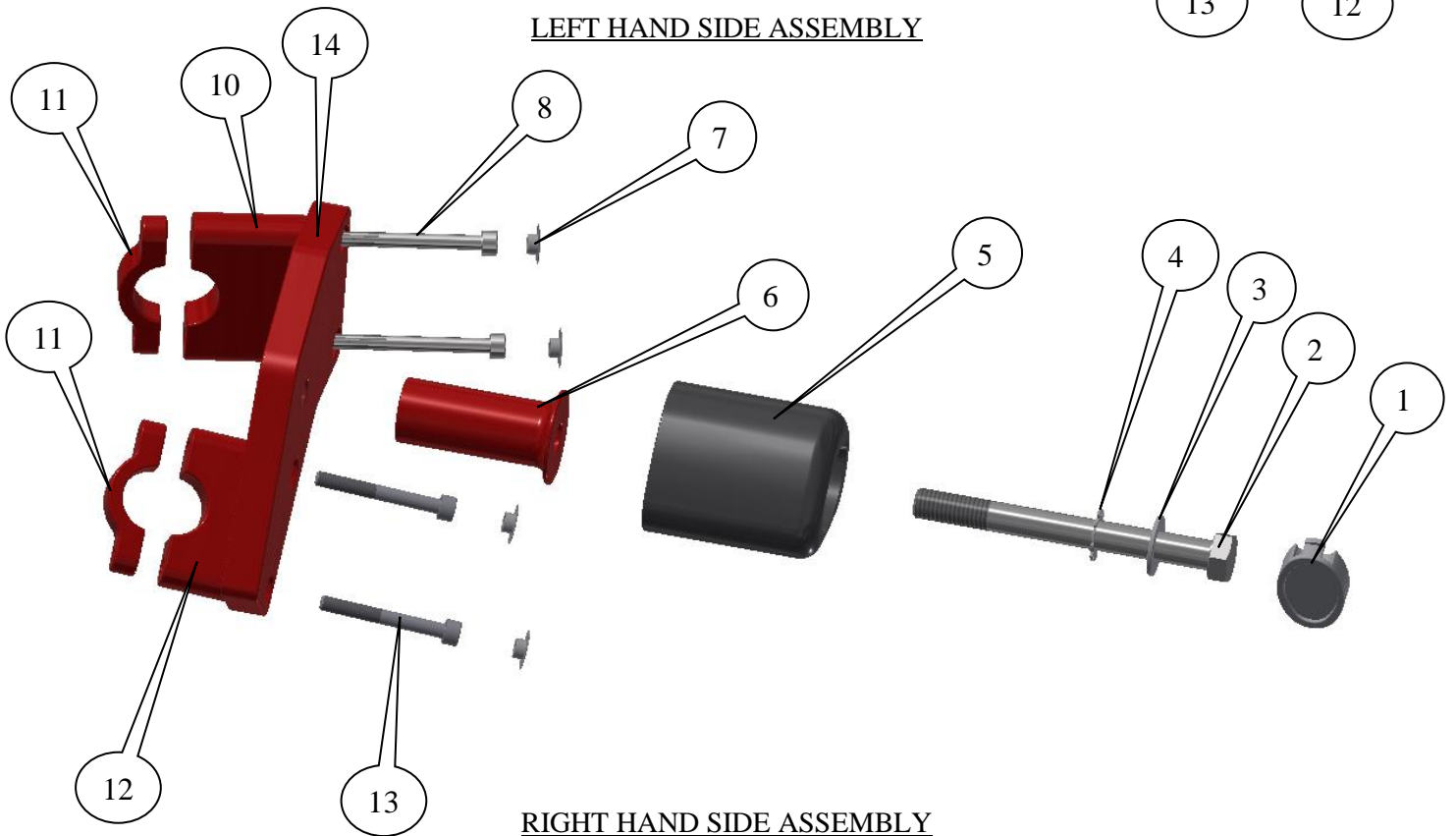
M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm

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LEFT HAND SIDE ASSEMBLY



RIGHT HAND SIDE ASSEMBLY

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TOOLS REQUIRED

- Socket set to include 19mm A/F socket and wrench.
 - Hex drive bits or set of Allen keys.
 - Torque wrench (up to 40Nm).

LEGEND

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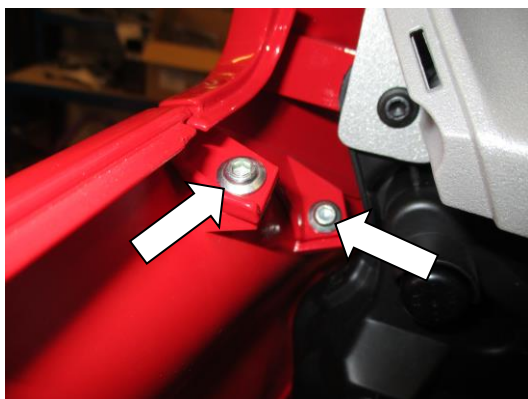
- ITEM 1 = CRASH PROTECTOR CAPS- L&RHS (BC0002) (x2).
 ITEM 2 = CRASH PROTECTOR BOLTS- L&RHS, M12x1.25x120mm LONG HEX HEAD (x2).
 ITEM 3 = M12 PLAIN WASHERS- L&RHS (x2).
 ITEM 4 = LOCKING WASHERS- L&RHS (LW0001) (x2).
 ITEM 5 = CRASH PROTECTORS- L&RHS (B0061 with CS340, 12mm) (x2).
 ITEM 6 = SPACER, L&RHS (S1034=63mm LONG) (x2).
 ITEM 7 = M6 FLAT CAPS- L&RHS (x8).
 ITEM 8 = FRONT CLAMPING BOLTS- L&RHS, M6x65mm LONG CAP HEAD (x4).
 ITEM 9 = LEFT HAND SIDE MAIN MOUNTING PLATE (M0511) (x1).
 ITEM 10 = FRONT MOUNTING BLOCK-L&RHS (M0513) (x2).
 ITEM 11 = FRAME CLAMPS (F0046) (x4).
 ITEM 12 = REAR MOUNTING BLOCK-L&RHS (M0514) (x2).
 ITEM 13 = REAR CLAMPING BOLTS- L&RHS, M6x65mm LONG CAP HEAD (x4).
 ITEM 14 = RIGHT HAND SIDE MAIN MOUNTING PLATE (M0512) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

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PICTURE 5



PICTURE 6



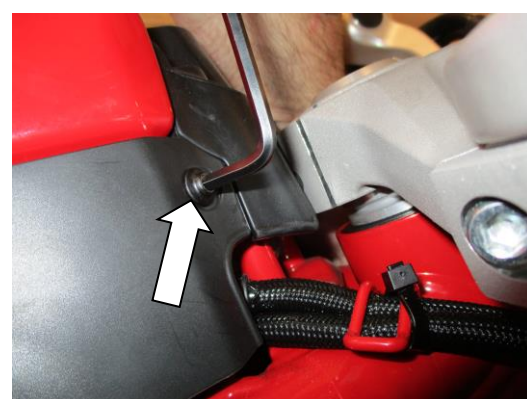
PICTURE 7



PICTURE 8



PICTURE 9

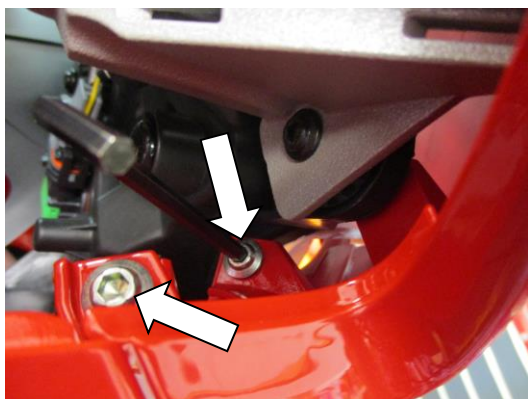


PICTURE 10

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PICTURE 11



PICTURE 12



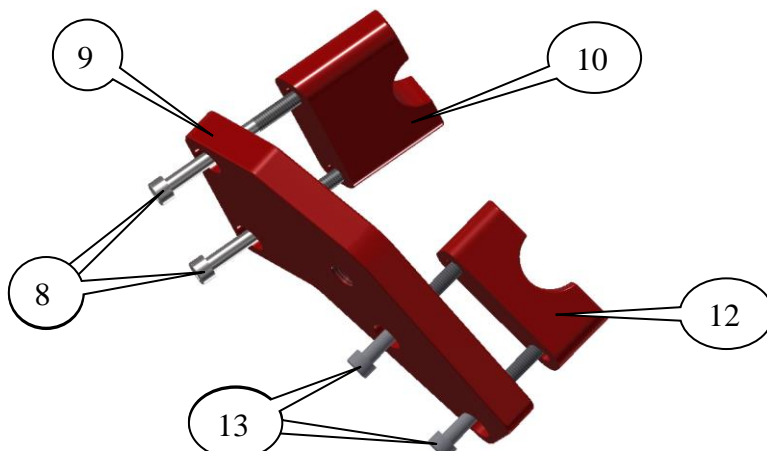
PICTURE 13



PICTURE 14



PICTURE 15

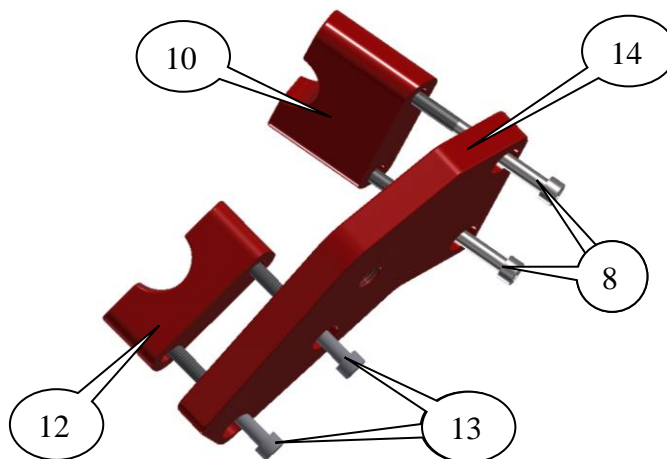


PICTURE 16

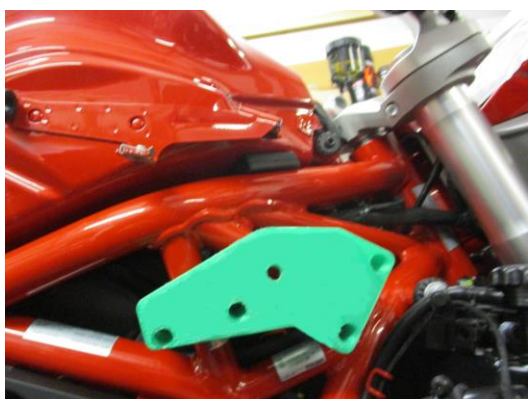
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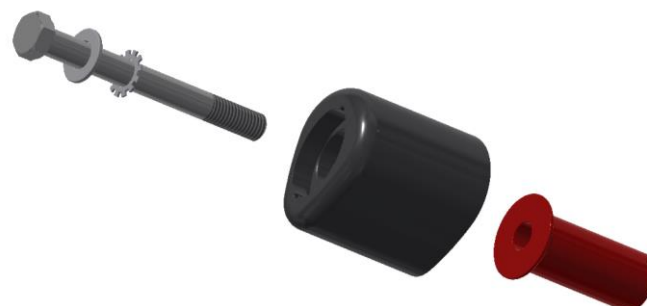
PICTURE 17



PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21

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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.

Near side (left side as you sit on bike)

- Place two of the longer M6 cap head bolts (item 8) into the two holes in the left-hand side main mounting plate (item 9) so the head of the bolts fit into the counter-bore as shown in picture 16.
- Place one of the front mounting blocks (item 10—it is one of the longer blocks) over the exposed bolts so the angled face sits against the main mounting plate as shown in picture 16.
- Place two of the shorter M6 cap head bolts (item 13) into the two holes in the left-hand side main mounting plate (item 9) so the head of the bolts fit into the counter-bore as shown in picture 16.
- Place one of the rear mounting blocks (item 12—it is one of the shorter blocks) over the exposed bolts so the angled face sits against the main mounting plate as shown in picture 16.
- Offer into position as shown in picture 17 (it is worthwhile using a length of electrical tape to prevent marking of the frame) and secure using two of the frame clamps (items 11) the assembly will find its natural position, then tighten all four bolts.

Off side (right side as you sit on bike)

- Place two of the longer M6 cap head bolts (item 8) into the two holes in the right-hand side main mounting plate (item 14) so the head of the bolts fit into the counter-bore as shown in picture 18.
- Place one of the front mounting blocks (item 10—it is one of the longer blocks) over the exposed bolts so the angled face sits against the main mounting plate as shown in picture 18.
- Place two of the shorter M6 cap head bolts (item 13) into the two holes in the right-hand side main mounting plate (item 14) so the head of the bolts fit into the counter-bore as shown in picture 18.
- Place one of the rear mounting blocks (item 12—it is one of the shorter blocks) over the exposed bolts so the angled face sits against the main mounting plate as shown in picture 18.
- Offer into position as shown in picture 19 (it is worthwhile using a length of electrical tape to prevent marking of the frame) and secure using two of the frame clamps (items 11) the assembly will find its natural position, then tighten all four bolts.
- Place the M6 flat caps (item 7) into the heads of all the M6 bolt heads.
- Refit both fairings and infill panels on both sides of the motorcycle.
- Place one of the M12 washers (item 3) onto the one of the M12 bolts (item 2) as shown in picture 21.
- Place one of the locking washers (item 4) onto the bolt so it sits against the washer just fitted as shown in picture 21.
- Place the bolt with both washers into the crash protector (item 5) as shown in picture 21.

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- Offer this assembly into the threaded hole in the mounting plate as shown in picture A on page 1. 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 19mm 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)

- Place one of the M12 washers (item 3) onto the one of the M12 bolts (item 2) as shown in picture 20.
- Place one of the locking washers (item 4) onto the bolt so it sits against the washer just fitted as shown in picture 20.
- Place the bolt with both washers into the crash protector (item 5) as shown in picture 20.
- Offer this assembly into the threaded hole in the mounting plate as shown in picture B on page 1. 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 19mm 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.

Issue 1 20/07/2017 (NSY)

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NOTICE DE MONTAGE CP0428BL/WH
PROTECTIONS CRASH SANS PERCAGE
DUCATI SUPERSPORT 2017

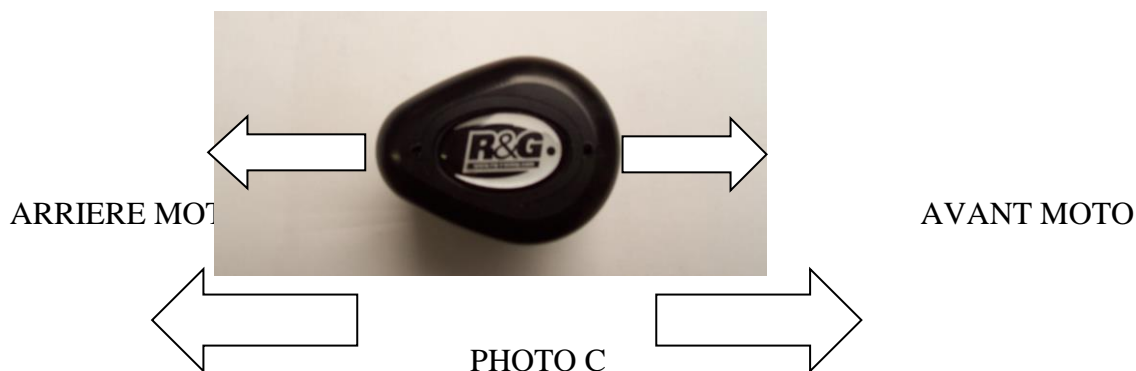
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PHOTO 'A'



PHOTO 'B'



Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder 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 PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

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VALEURS DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm

M5 BOULON = 12Nm

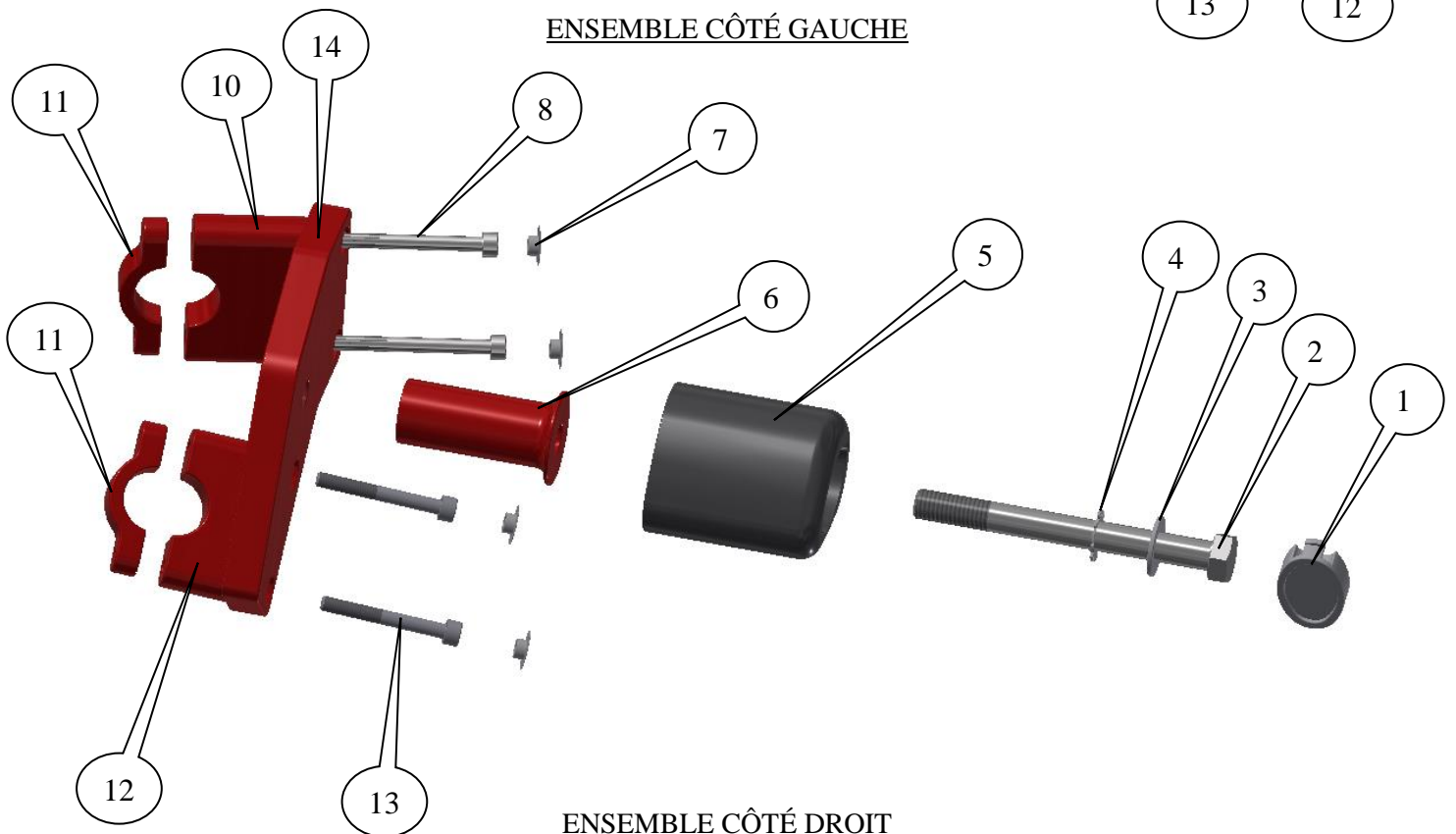
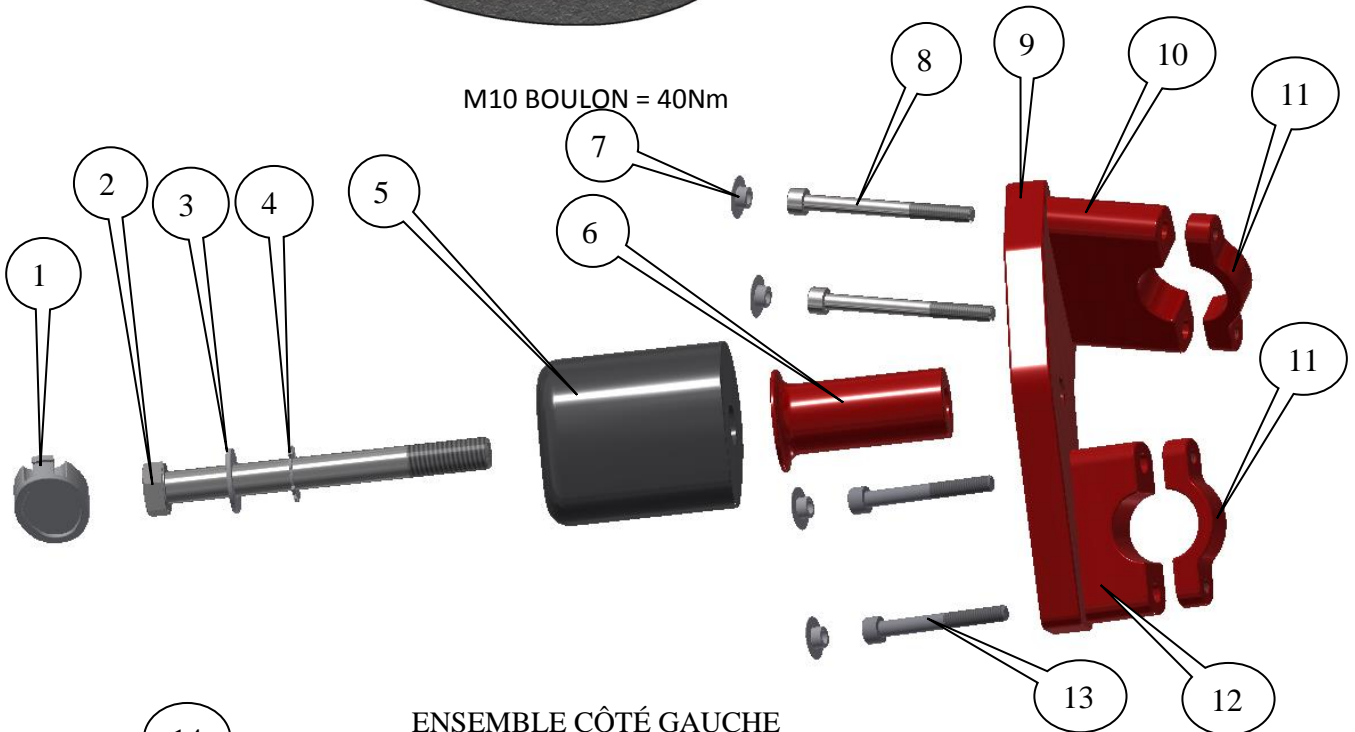
M6 BOULON = 15Nm

M8 BOULON = 20Nm

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OUTILS REQUIS

- Clés à cliquet + douille de 19mm.
 - Clés Allen.
- Clé dynamométrique (à 40Nm).

LEGENDE

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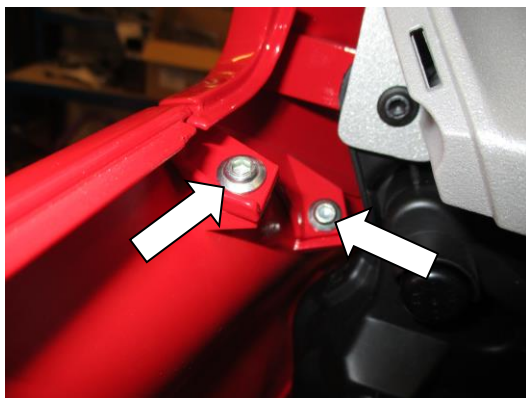
- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH – CÔTÉ GAUCHE ET DROIT (BC0002) (x2).
 ARTICLE 2 = BOULONS DE PROTECTION CRASH- CÔTÉ GAUCHE ET DROIT - M12x1.25x120mm (x2).
 ARTICLE 3 = M12 RONDELLES - CÔTÉ GAUCHE ET DROIT (x2).
 ARTICLE 4 = RONDELLES DE BLOCAGE - CÔTÉ GAUCHE ET DROIT (LW0001) (x2).
 ARTICLE 5 = PROTECTIONS CRASH - CÔTÉ GAUCHE ET DROIT (B0061 avec CS340, 12mm) (x2).
 ARTICLE 6 = ENTRETOISES, CÔTÉ GAUCHE ET DROIT (S1034=63mm DE LONG) (x2).
 ARTICLE 7 = M6 CAPUCHONS PLATS - CÔTÉ GAUCHE ET DROIT (x8).
 ARTICLE 8 = BOULONS DE PLAQUE AVANT - CÔTÉ GAUCHE ET DROIT, M6x65mm (x4).
 ARTICLE 9 = PLAQUE DE FIXATION PRINCIPALE DU CÔTÉ GAUCHE (M0511) (x1).
 ARTICLE 10 = BLOC DE MONTAGE AVANT - CÔTÉ GAUCHE ET DROIT (M0513) (x2).
 ARTICLE 11 = PLAQUES DE CADRE (F0046) (x4).
 ARTICLE 12 = BLOC DE MONTAGE ARRIÈRE - CÔTÉ GAUCHE ET DROIT (M0514) (x2).
 ARTICLE 13 = BOULONS DE PLAQUE ARRIÈRE - CÔTÉ GAUCHE ET DROIT, M6x65mm (x4).
 ARTICLE 14 = PLAQUE DE FIXATION PRINCIPALE DU CÔTÉ DROIT (M0512) (x1).



PHOTO 1



PHOTO 2



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PHOTO 3



PHOTO 5



PHOTO 7



PHOTO 9

PHOTO 4



PHOTO 6

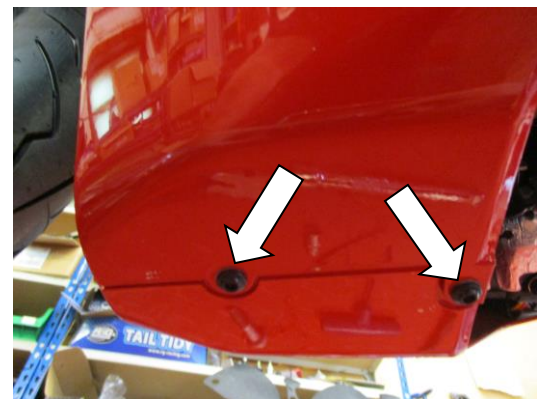


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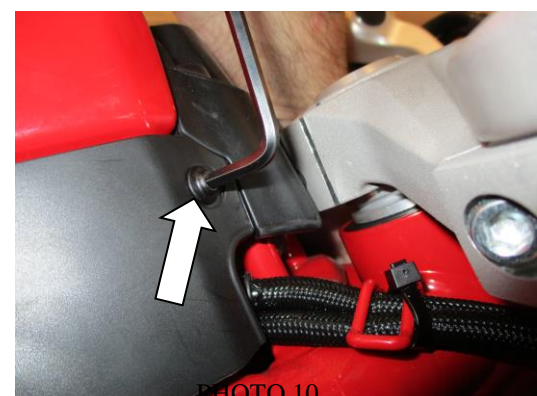


PHOTO 10

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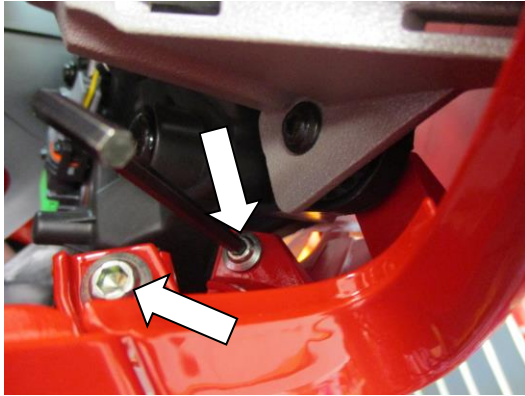


PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15

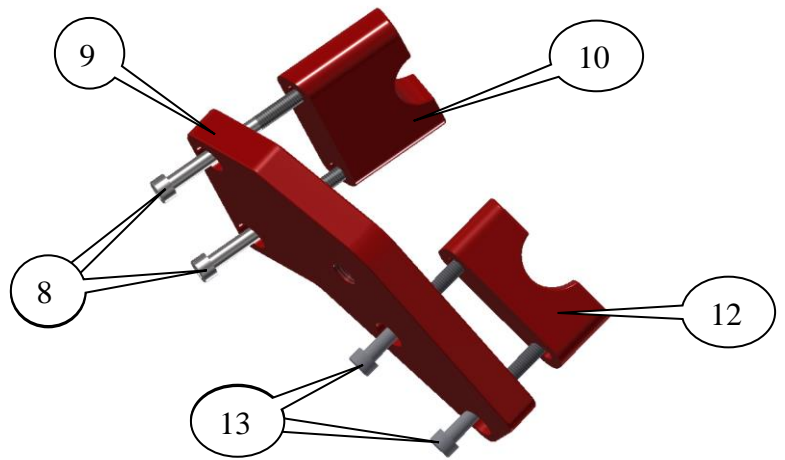


PHOTO 16

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PHOTO 17

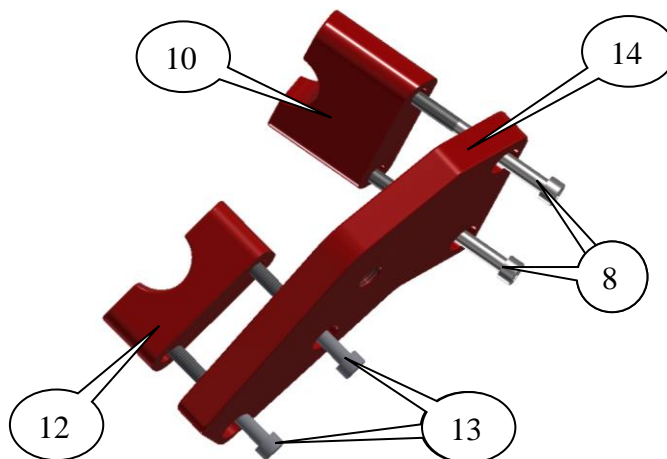


PHOTO 18

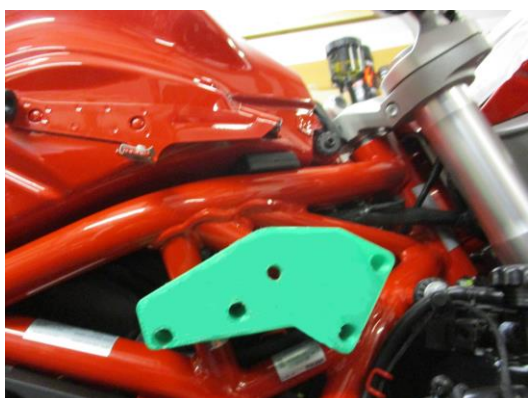


PHOTO 19

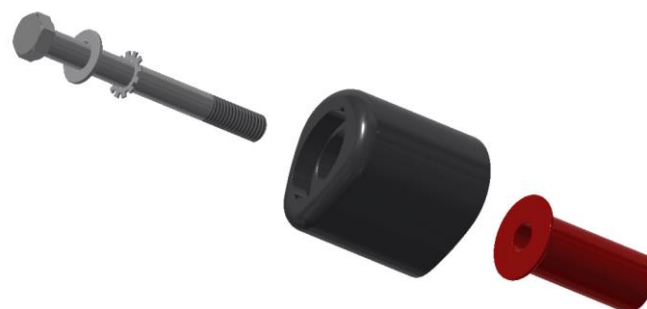


PHOTO 20



PHOTO 21

NOTICE DE MONTAGE

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

- Enlever les 2 boulons, voir photos 1 et 2.
- Enlever le panneau interne en plastique noir pour accéder aux boulons de carénage latéral.
- Enlever les boulons de carénage, voir photos 3, 4, 5, 6, 7 et 8.
- Tirer le carénage vers l'extérieur pour désengager les crochets puis pousser vers l'avant pour enlever les crochets avant, puis enlever le carénage.

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

- Enlever les 2 boulons indiqués sur les photos 9 et 10.
- Enlever le panneau interne en plastique noir 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 désengager les crochets puis pousser vers l'avant pour enlever les crochets avant, puis enlever le carénage.

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

- Insérer 2 boulons M6 (article 8) dans les 2 trous de la plaque de fixation principale du côté gauche (article 9) de façon à ce que la tête des boulons se place dans le contre alésage, voir photo 16.
- Placer un des blocs de montage avant (article 10= c'est l'un des blocs les plus longs) sur les boulons exposés de façon à ce que la face inclinée se place contre la plaque de montage principale, voir photo 16.
- Placer les 2 boulons courts M6 (article 13) dans les 2 trous de la plaque de montage principale du côté gauche (article 9) de façon à ce que la tête des boulons se place dans le contre alésage, voir photo 16.
- Placer un des blocs de montage arrière (article 12= c'est l'un des blocs les plus courts) sur les boulons exposés de façon à ce que la face inclinée se place contre la plaque de montage principale, voir photo 16.
- Monter en position, voir photo 17 (Il est conseillé d'utiliser un morceau d'adhésif électrique pour éviter de marquer le cadre) puis fixer en utilisant les 2 plaques de cadre (articles 11). L'ensemble va trouver sa position naturelle. Enfin, serrer les 4 boulons.

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

- Insérer 2 boulons M6 (article 8) dans les 2 trous de la plaque de fixation principale du côté droit (article 14) de façon à ce que la tête des boulons se place dans le contre alésage, voir photo 18.
- Placer un des blocs de montage avant (article 10= c'est l'un des blocs les plus longs) sur les boulons exposés de façon à ce que la face inclinée se place contre la plaque de montage principale, voir photo 18.
- Placer les 2 boulons courts M6 (article 13) dans les 2 trous de la plaque de montage principale du côté droit (article 14) de façon à ce que la tête des boulons se place dans le contre alésage, voir photo 18.
- Placer un des blocs de montage arrière (article 12= c'est l'un des blocs les plus courts) sur les boulons exposés de façon à ce que la face inclinée se place contre la plaque de montage principale, voir photo 18.

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- Monter en position, voir photo 19 (Il est conseillé d'utiliser un morceau d'adhésif électrique pour éviter de marquer le cadre) puis fixer en utilisant les 2 plaques de cadre (articles 11). L'ensemble va trouver sa position naturelle. Enfin, serrer les 4 boulons.
- Placer les capuchons plats M6 (article 7) dans les têtes de chaque boulon M6.
- Remonter les 2 carénages et panneaux internes des 2 côtés de la moto.
- Placer une des rondelles M12 (article 3) sur un des boulons M12 (article 2), voir photo 21.
- 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 photo 21.
- Placer le boulon avec ses 2 rondelles dans la protection crash (article 5), voir photo 21.
- Monter l'ensemble sur le trou fileté de la plaque de montage, voir photo A sur la page 1. Veiller à ce qu'aucune partie ne puisse toucher les panneaux de carénage. Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 19mm. **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 un sticker de caoutchouc dans le creux des bouchons de chaque protection crash (article 1).
- Placer les 2 capuchons (article 1) dans les 2 protections.

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

- Placer une des rondelles M12 (article 3) sur un des boulons M12 (article 2), voir photo 20.
- 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 photo 20.
- Placer le boulon avec ses 2 rondelles dans la protection crash (article 5), voir photo 20.
- Monter l'ensemble sur le trou fileté de la plaque de montage, voir photo B sur la page 1. Veiller à ce qu'aucune partie ne puisse toucher les panneaux de carénage. Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 19mm. **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 un sticker de caoutchouc dans le creux des bouchons de chaque protection crash (article 1).
- Placer les 2 capuchons (article 1) dans les 2 protections.

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