



**INSTRUCTIONS FOR CP0069BL & CP0070BL CRASH PROTECTORS  
MV AGUSTA F4 (FRONT & REARS)**



**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!*

**Tops/Fronts – Left/ Right hand side**

- Remove fairings, undo frame to engine mounting bolt only on one side. The bolt is located high, mid engine.
- Unwind bolt until it will touch inner fairing, paint end of bolt with white paint/ Tippex.
- Replace fairing, paint mark should then be left on internal side of fairing, remove fairing again, pilot drill fairing from internal side in centre of white mark, refit fairing and make sure that the pilot hole is in centre of bolt.
- If so, remove fairing using a 28mm tank cutter/cone cutter, carefully drill from external side of fairing to internal side, deburr hole using sharp knife.
- Remove engine bolt completely, insert spacer in the frame cavity, making sure that the hole is in the right end, refit fairing, then pass bolt through bobbin using two washers under hexagon bolt head and pass through spacer onto engine. 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.
- Repeat for opposite side.

**Rears/Lowers**

- Remove engine bolt located just behind the fairing set into frame above crank case, slide the R & G tie bar through into its location. Remove engine bolt located on the other side and slide bar through.
- Slide R & G bobbin over bar on either side, place washers and nuts on bar ends and tighten.

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**FRANCE**

**INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0069BL & CP0070BL MV AGUSTA F4  
(FRONT & REARS)**

**La présentation des pièces 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.**

**DROIT ET GAUCHE EN HAUT**

- Enlever les carénages, Enlever la vis de fixation moteur. Ne faire qu'un côté à la fois. La vis est positionnée en haut et au milieu.
- Desserrer la vis de manière à la faire toucher l'intérieur du carénage. Puis peindre la tête de la vis à l'aide de peinture ou de tippex.
- Remettre le carénage sur la moto.
- La vis doit avoir laissée de la peinture à l'intérieur du 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)
- Enlever la vis
- Insérer l'entretoise dans le renforcement du cadre,
- Remonter le carénage.
- Glisser deux rondelles sur la vis puis placer la vis à travers un tampon.
- Glisser le tout à travers l'entretoise.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Refaire les mêmes opérations pour le côté opposé.

**DROIT ET GAUCHE EN BAS**

- Enlever la vis de fixation moteur localisée juste à l'arrière du carénage, près de la boîte de vitesse.
- Glisser la barre R&G.
- Glisser les tampons R&G, placer une rondelle sur la barre et finir par des écrous, puis serrer. Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.

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