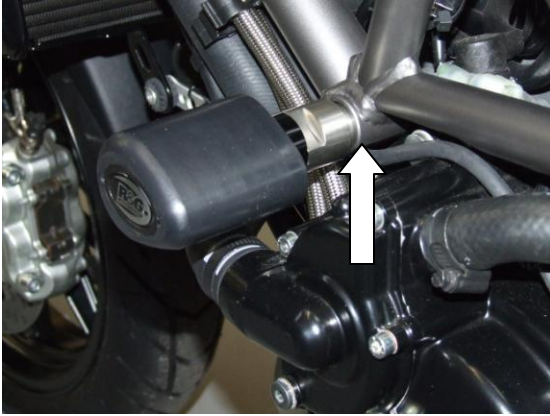
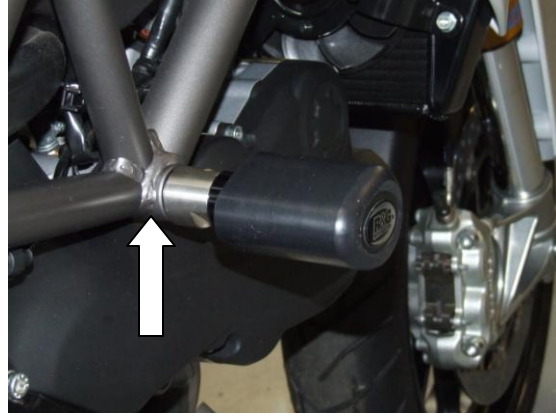




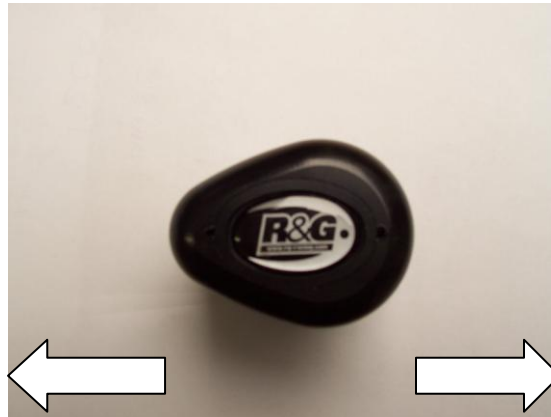
FITTING INSTRUCTIONS FOR CP0266 CRASH PROTECTORS
DUCATI MULTISTRADA 1200 2010



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

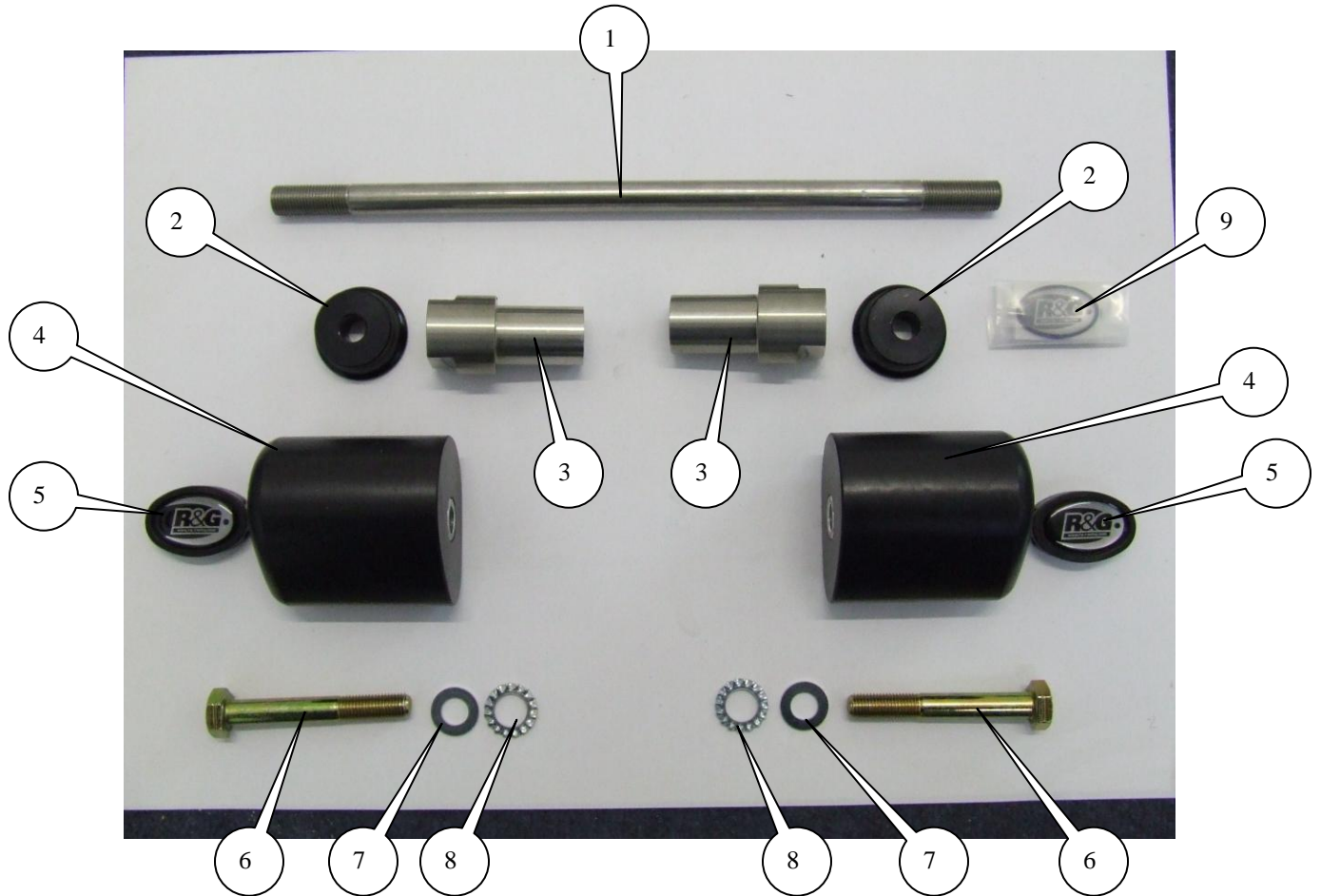
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



LEGEND

- ITEM 1= M12 ENGINE-BAR (265mm LONG) (EB052) (x1).
- ITEM 2= SPACERS (S0262) (x2).
- ITEM 3= EXTENSIONS (E0047) (x2).
- ITEM 4= PROTECTOR (B0061 WITH CS341) (x2).
- ITEM 5= PROTECTOR CAPS (BC0002) (x2).
- ITEM 6= M10x1.25x70mm LONG HEX HEAD BOLTS (x2).
- ITEM 7= M10 PLAIN WASHERS (x2).
- ITEM 8= LOCK-WASHERS (LW0001) (x2).
- ITEM 9= BUBBLE-STICKERS (RGS0005) (x4).



TOOLS REQUIRED

- Socket set to include 15, 17 and 24mm sockets and wrench.
 - Set of metric allen keys to include 8mm A/F
 - Torque wrench (up to 40Nm).

INSTRUCTIONS

- Undo the nut on the engine bolt located mid engine (as arrowed in pictures A and B).
- Take R&G tie bar and, with a soft hammer, use it to knock through the OEM bolt leaving equal amounts protruding on each side of the frame.
- Fit the extensions on each end of tie bar (the smaller diameter goes inside the frame) and tighten.
- Take the M10 bolts and slide a plain washer up to the head of the bolt, followed by one of the shake proof washers. Pass the bolts through the protectors and then slide the spacer over the bolt (the larger diameter sits against the back face of protector) and up to the protector.
- Fit the protectors with spacers to either side of the bike. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- When the protectors are tight fit the caps in to the protector.
- If not already fitted fit bubble sticker into recess of bobbin cap.