



**PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE**

**Fitting Instructions for CP0002BL Crash Protectors  
Aprilia Mille RSV R ('01-'03)**

**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!***

**Top Fairing Protectors**

**Offside (right hand side as you sit on the bike)**

**Parts included: 1 aluminium block (with angled face), 1 crash protector (neck length of 32mm), 2 M10 x 90 socket-headed cap screws, 1 M12 x 110 hexagon-headed bolt, 2 M10 washers & 1 M12 washer**

- Remove fairing panel
- Remove both of the top engine bolts
- Using R&G aluminium block and the two M10 x 90 socket-headed cap screws supplied, along with the original washers, insert M10 washers onto M10 x 90 bolts and insert into aluminium block
- For each bolt, the original engine washers sit between the back end of the aluminium block and the frame
- Place hexagon-headed bolt (110mm) into the centre hole of the aluminium block, ensuring that it protrudes far enough to touch the inside of the fairing when it is replaced
- Put some Tippex or paint on the head of the bolt in order to make a mark on the inside of the fairing, to determine drilling position
- Replace fairing in order to make a mark on the inside
- Remove fairing
- Place masking tape over area of panel to be drilled (on outside of panel)
- Drill pilot hole only, from the inside of the panel outwards
- Refit panel and check correct alignment
- Remove panel and drill 12.2 mm diameter hole. This must be done slowly, working from the outside of the panel towards the inside
- Refit fairing
- Put bolt through crash protector; push up very lightly against fairing and mark hole on masking tape to be made for bobbin shank to pass through.
- Remove fairing
- Carefully, using a Dremel tool or similar, cut the hole
- Refit fairing
- Bobbin should now fit through fairing without interference.
- Tighten in place with bolt supplied (110mm hex. head) – 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.

**Nearside (left hand side as you sit on the bike)**

**Parts included: 1 aluminium block (with stepped face), 1 crash protector (neck length of 60mm), 1 M10 x 90 socket-headed cap screws, 1 M10 x 80 socket head cap screw, 1 M12 x 120 hexagon-headed bolt, 2 M10 washers & 1 M12 washer**

- Remove fairing panel
- Remove both of the top engine bolts



- Using R&G aluminium block and the M10 x 90 & M10 x80 socket-headed cap screws supplied, along with the original washers, insert M10 washers onto M10 bolts and insert into aluminium block (80mm bolt in stepped end of block)
- For each bolt, the original engine washers sit between the back end of the aluminium block and the frame (shortest bolt and step in block closest to front of bike.)
- Place hexagon-headed bolt (120mm) into the centre hole of the aluminium block, ensuring that it protrudes far enough to touch the inside of the fairing when it is replaced
- Put some Tippex or paint on the head of the bolt in order to make a mark on the inside of the fairing, to determine drilling position
- Replace fairing in order to make a mark on the inside
- Remove fairing
- Place masking tape over area of panel to be drilled (on outside of panel)
- Drill pilot hole only, from the inside of the panel outwards
- Refit panel and check correct alignment
- Remove panel and drill 12.2 mm diameter hole. This must be done slowly, working from the outside of the panel towards the inside
- Refit fairing
- Put bolt through crash protector; push up very lightly against fairing and mark hole on masking tape to be made for bobbins shank to pass through.
- Remove fairing
- Carefully, using a Dremel tool, cut the hole
- Refit fairing
- Bobbin should now fit through fairing without interference.
- Tighten in place with bolt supplied (120mm hex. head) - 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.

#### **Important Note**

**We would advise when cutting panels to wear a facemask, in a well-ventilated area.**

**Carbon fibre can be dangerous to health (used on RSVR panel).**

**Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.**

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