



**FITTING INSTRUCTIONS FOR CP0368BL**  
**AERO CRASH PROTECTORS**  
**DUCATI MONSTER 1200 '14-**



Picture A

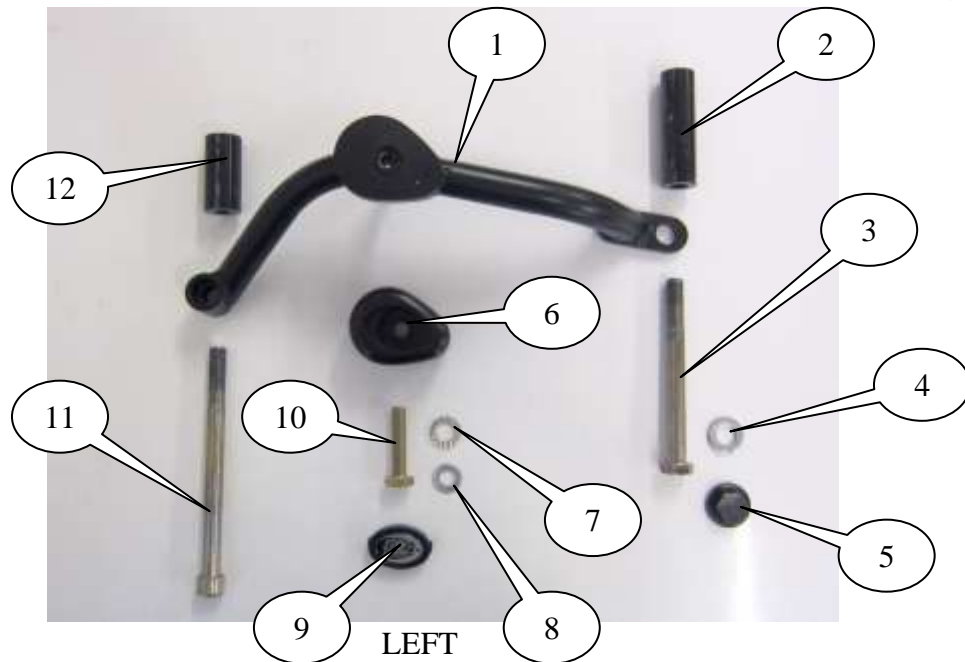


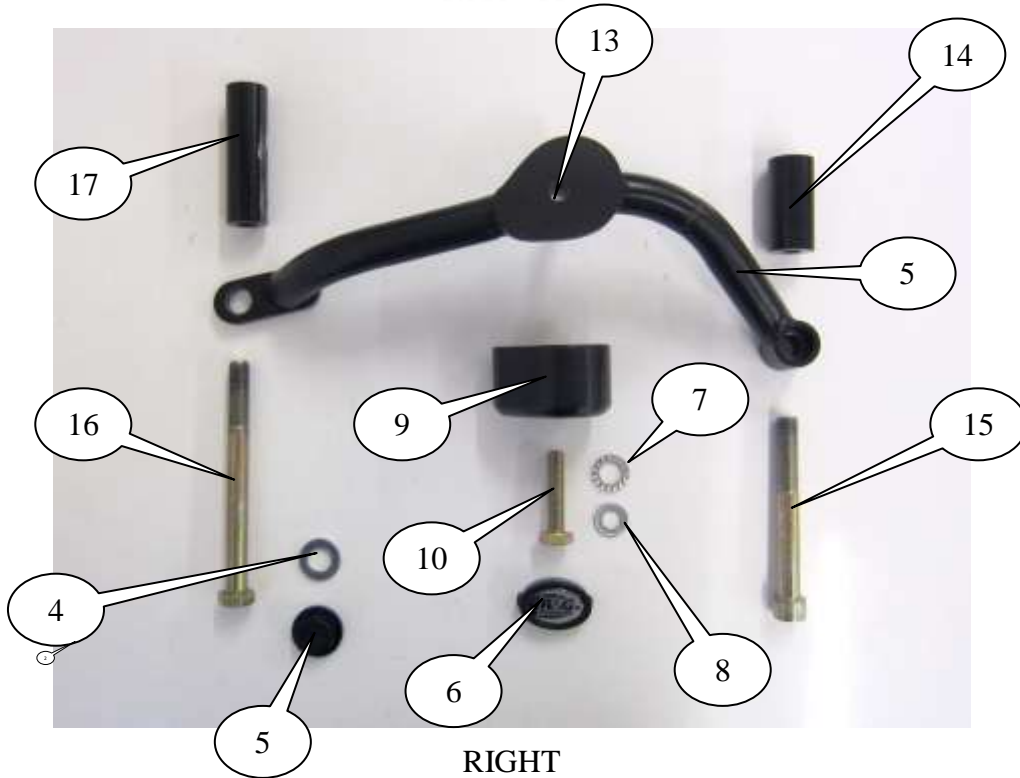
Picture B

**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**

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)





RIGHT

**LEGEND**

- ITEM 1 = LEFT CRASH BAR (CB043) (x1).
- ITEM 2 = SPACER (S0789) (75mm long) (x1).
- ITEM 3 = M12x1.25x120mm LONG HEX HEAD BOLT (x1).
- ITEM 4 = M12 WASHERS (x2).
- ITEM 5 = M12 CAP HEAD RUBBER CAP (x2).
- ITEM 6 = CRASH PROTECTOR (B0472 with CS449) (x2).
- ITEM 7 = LOCK-WASHERS (LW0001) (x2).
- ITEM 8 = M10 WASHERS (x2).
- ITEM 9 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 10 = M10x1.50x40mm LONG HEX HEAD BOLTS (x2).
- ITEM 11 = M12x1.25x150mm LONG CAP HEAD BOLT (x1).
- ITEM 12 = SPACER (S0788) (80.50mm long) (x1).
- ITEM 13 = RIGHT CRASH BAR (CB044) (x1).
- ITEM 14 = SPACER (S0790) (43.50mm long) (x1).
- ITEM 15 = M12x1.25x90mm LONG CAP HEAD BOLT (x1).
- ITEM 16 = M12x1.25x130mm LONG HEX HEAD BOLT (x1).
- ITEM 17 = SPACER (S0791) (82mm long) (x1).

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!*

**TOOLS REQUIRED**

- Socket set to include 10mm A/F socket and wrench.
- Socket set to include 14, 17 & 19mm socket and wrench.

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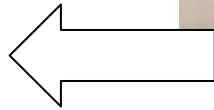
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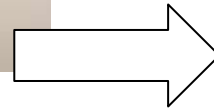


- Long socket extensions.
- Torque wrench (up to 40N/m).

TOWARDS REAR  
OF BIKE



TOWARDS FRONT  
OF BIKE



PICTURE C



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14

## **FITTING INSTRUCTIONS**

### **Left Side (as you sit on the bike)**

- Remove the rubber cap in the rear engine/frame mount by gently prising it out using a flat screwdriver or knife blade. These are only held in place with silicon adhesive.
- Remove the two engine mounting bolts that are in the two frame mounts, as shown in picture 1.
- In the front frame mount, position the 80.50mm long spacer (item 12 – S0788 – 80.50mm long) with the smaller diameter positioned in the boss first, as shown in picture 2. *The radiator hose may need to be gently pulled down to allow easier fitting.*
- In the rear frame mount, position the 75mm long spacer (item 2 – S0789 – 75mm long) with the smaller diameter positioned in the boss first, as shown in picture 3.
- Take the M12 x 120mm long hex head bolt (item 3) and position one M12 washer (item 4) over the end of the thread. This can now be inserted through the flat rearward mount on the left side engine bar (item 1 – CB043) and offered up to the bike, as shown in picture 4. Loosely tighten the bolt a number of turns into the engine boss.
- The front of the crash bar should now align with the front mount. Take the M12 x 150mm long cap head bolt (item 11) and position through the front mounting boss so that the head of the bolt sits inside the recess and the bolt tightens into the engine boss, as shown in picture 5. *The radiator hose may need to be gently pulled down again to allow easier fitting.*



- Ensure the bar is correctly mounted before tightening the two bolts. Do not exceed 40N/m of torque.
- The crash protector can now be fitted. Slide one of the 10mm washers (item 8) onto one of the M10 x 1.50 x 40mm long hex head bolt (item 10) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 7) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 6) so head of bolt and washers goes into counter-bore in.
- Offer the crash protector up to the mounting plate on the bar and tighten the bolt, as shown in picture 6.
- Tighten the bolt until you feel some compression from inside the protector using a 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. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.

#### **Right Side (as you sit on the bike)**

- The right side bar fits in the same way as the left side bar.
- Remove the rubber cap in the rear engine/frame mount by gently prising it out using a flat screwdriver or knife blade. These are only held in place with silicon adhesive.
- Remove the two engine mounting bolts that are in the two frame mounts, as shown in picture 7.
- In the front frame mount, position the 43.50mm long spacer (item 14 – S0790 – 43.50mm long) with the smaller diameter positioned in the boss first, as shown in picture 8
- In the rear frame mount, position the 82mm long spacer (item 17 – S0791 – 82mm long) with the smaller diameter positioned in the boss first, as shown in picture 9.
- Take the M12 x 130mm long hex head bolt (item 16) and position one M12 washer (item 4) over the end of the thread. This can now be inserted through the flat rearward mount on the right side engine bar (item 13 – CB044) and offered up to the bike, as shown in picture 10. Loosely tighten the bolt a number of turns into the engine boss.
- The front of the crash bar should now align with the front mount. Take the M12 x 90mm long cap head bolt (item 15) and position through the front mounting boss so that the head of the bolt sits inside the recess and the bolt tightens into the engine boss, as shown in picture 11.
- Ensure the bar is correctly mounted before tightening the two bolts. Do not exceed 40N/m of torque.
- The crash protector can now be fitted. Slide one of the 10mm washers (item 8) onto one of the M10 x 1.50 x 40mm long hex head bolt (item 10) so the washer sits against head of bolt.
- Slide one serrated locking washer (item 7) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 6) so head of bolt and washers goes into counter-bore in.
- Offer the crash protector up to the mounting plate on the bar and tighten the bolt, as shown in picture 12.
- Tighten the bolt until you feel some compression from inside the protector using a 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. Then apply a quarter turn. Do not over tighten as damage can occur to the bike. Do not exceed 40N/m of torque.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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- On the two rear hex head bolts, rubber caps (item 5) are provided to fit over the head of the bolts. It is advised to apply a little superglue or silicon to these to ensure they remain in place.

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**INSTRUCTIONS DE MONTAGE POUR CP0368BL**  
**PROTECTIONS CRASH**  
**DUCATI MONSTER 1200 '14-**



Photo A

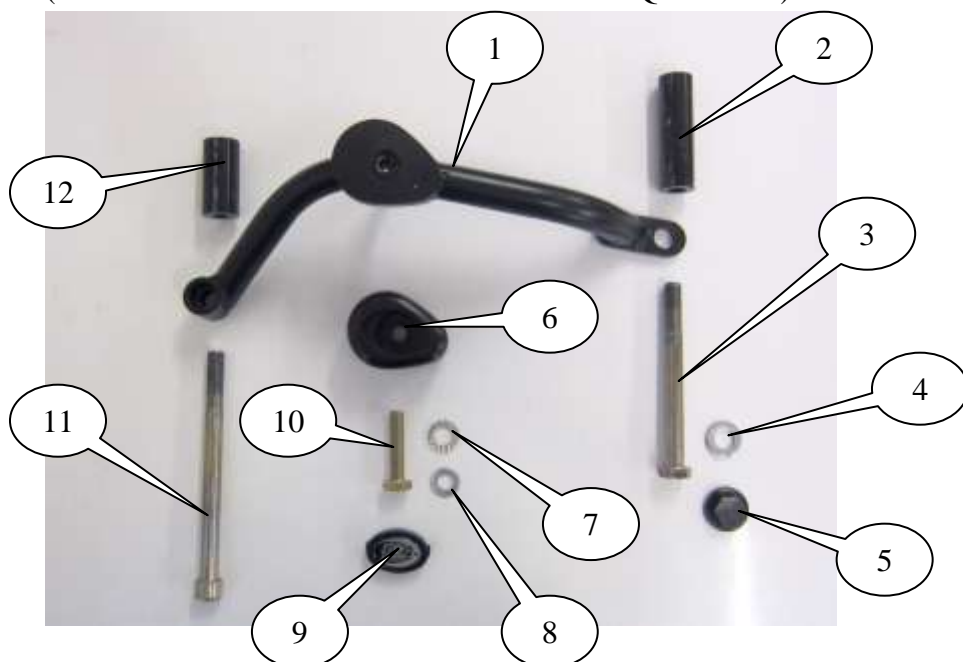


Photo B

**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 EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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



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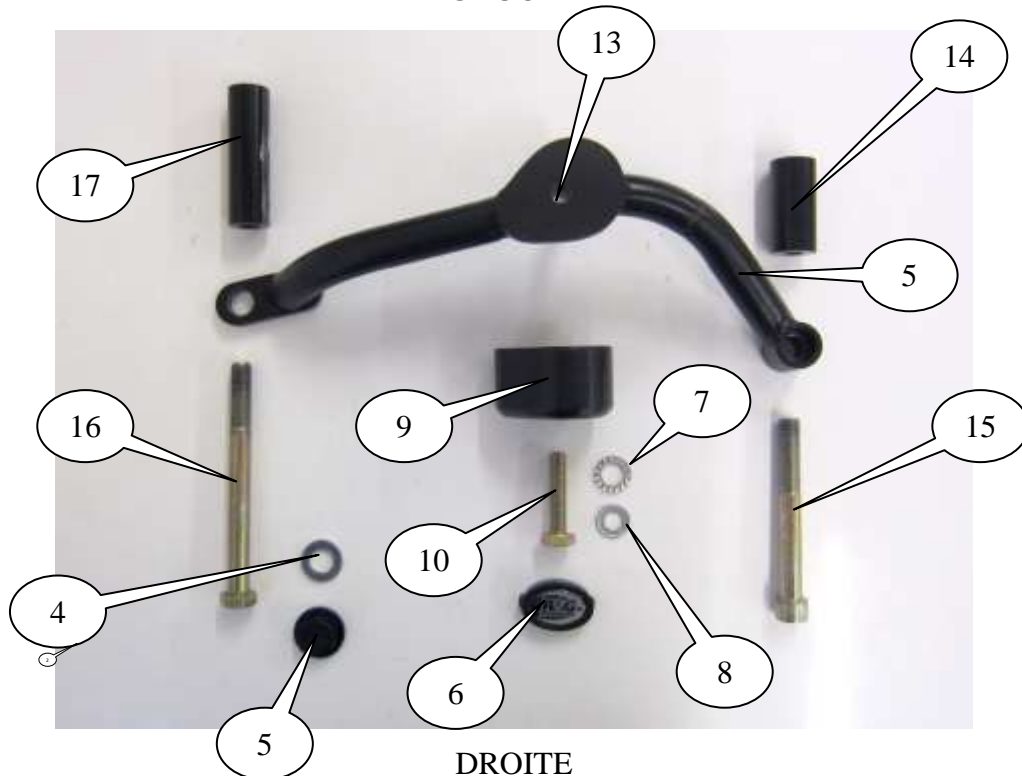
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GAUCHE



DROITE

**LEGENDE**

- ARTICLE 1 = BARRE DE CRASH GAUCHE (CB043) (x1).
- ARTICLE 2 = ENTRETOISE (S0789) (75mm long) (x1).
- ARTICLE 3 = M12x1.25x120mm BOULON (x1).
- ARTICLE 4 = M12 RONDELLES (x2).
- ARTICLE 5 = M12 CAPUCHON CAOUTCHOUC (x2).
- ARTICLE 6 = PROTECTION CRASH (B0472 avec CS449) (x2).
- ARTICLE 7 = RONDELLES DE BLOCAGE (LW0001) (x2).
- ARTICLE 8 = M10 RONDELLES (x2).
- ARTICLE 9 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
- ARTICLE 10 = M10x1.50x40mm BOULONS (x2).
- ARTICLE 11 = M12x1.25x150mm BOULON (x1).
- ARTICLE 12 = ENTRETOISE (S0788) (80.50mm de long) (x1).
- ARTICLE 13 = BARRE DE CRASH DROITE (CB044) (x1).
- ARTICLE 14 = ENTRETOISE (S0790) (43.50mm de long) (x1).
- ARTICLE 15 = M12x1.25x90mm BOULON (x1).
- ARTICLE 16 = M12x1.25x130mm BOULON (x1).
- ARTICLE 17 = ENTRETOISE (S0791) (82mm de long) (x1).

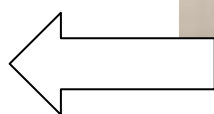
Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*



### OUTILS REQUIS

- Jeu de clés à douille 10, 14, 17 & 19mm.
  - Extensions de clés.
- Clé dynamométrique (à 40N/m).

Arrière de la moto



Avant moto

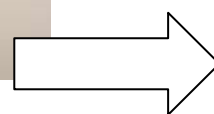


PHOTO C



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

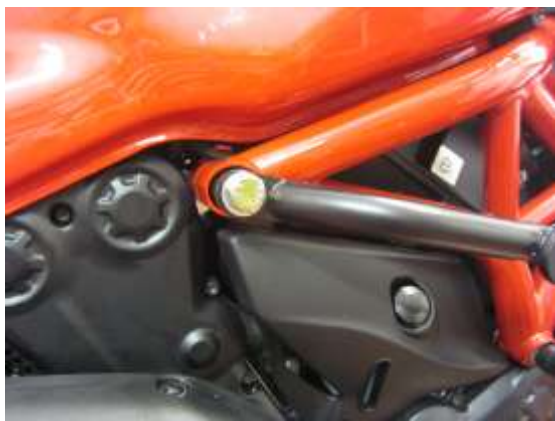


Photo 10



Photo 11



Photo 12



Photo 13



Photo 14

#### **INSTRUCTIONS DE MONTAGE :**

##### **Coté gauche (assis sur la moto)**

- Enlever le capuchon de caoutchouc à l'arrière du support moteur/cadre en le tirant doucement à l'aide d'un tournevis plat. Ils tiennent en place avec un silicone autocollant.
- Enlever les 2 boulons de fixation moteur qui se situent dans les 2 supports cadre, comme sur la photo1.
- Sur le support de cadre avant, positionnez l'entretoise de 80.50mm de long (article 12 – S0788 – 80.50mm de long) avec le petit diamètre positionné dans le patron en premier, comme sur la photo2. *Le tuyau de radiateur doit être doucement tiré pour que l'installation soit plus facile.*
- Dans le support de cadre arrière, positionnez l'entretoise de 75mm de long (article 2 – S0789 – 75mm de long) avec le petit diamètre positionné dans le patron en premier, comme sur la photo3.
- Prendre le boulon M12 x 120mm (article 3) et positionnez une rondelle M12 (article 4) sur l'extrémité du filetage. Il peut ensuite être inséré à travers le support arrière plat sur l'axe moteur du coté gauche (article 1 – CB043) et monté sur la moto, comme sur la photo4. Serrer légèrement le boulon un quart de tour dans le patron moteur.



- L'avant de la barre de crash doit s'aligner avec le support avant. Prendre le boulon M12 x 150mm (article 11) et positionnez-le à travers le support patron avant pour que la tête du boulon se place à l'intérieur du creux et que le boulon soit serré dans le patron moteur, comme sur la photo5. *Le tuyau de radiateur pourra être tiré une nouvelle fois pour faciliter le montage.*
- Veillez à ce que l'axe soit correctement monté avant de serrer les 2 boulons. Ne pas excéder 40Nm de couple.
- La protection crash peut maintenant être installée. Glisser une des rondelles 10mm (article 8) sur un des boulons M10 x 1.50 x 40mm (article 10) pour que la rondelle place contre la tête du boulon.
- Glisser une rondelle de blocage (article 7) sur le boulon pour qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon avec ses rondelles à travers la protection crash (article 6) pour que la tête du boulon et les rondelles aillent dans le contre alésage.
- Mettre la protection crash sur la plaque de montage sur l'axe puis serrer le boulon, comme sur la photo 6.
- 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 COTE 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. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

#### **Coté droit (Assis sur la moto)**

- L'axe du coté droit se place de la même façon que l'axe du coté gauche.
- Enlever le capuchon de caoutchouc dans le support arrière cadre/moteur en le tirant doucement à l'aide d'un tournevis plat. Ils tiennent en place avec un silicone autocollant
- Enlever les 2 boulons de fixation moteur qui se situent dans les 2 supports cadre, comme sur la photo7.
- Sur le support de cadre avant, positionnez l'entretoise de 43.50mm (article 14 – S0790 – 43.50mm de long) avec le petit diamètre positionné dans le patron en premier, comme sur la photo8.
- 80.50mm de long (article 12 – S0788 – 80.50mm de long), comme sur la photo2. *Le tuyau de radiateur doit être doucement tiré pour que l'installation soit plus facile.*
- Dans le support cadre arrière, positionnez l'entretoise de 82mm de long (article 17 – S0791 – 82mm de long) avec le petit diamètre positionné dans le patron en 1er, comme sur la photo9.
- Prendre le boulon M12 x 130mm (article 16) et positionnez une rondelle M12 (article 4) sur l'extrémité du filetage. Il peut à présent être inséré à travers le support plat arrière sur l'axe moteur coté droit (article 13 – CB044) et monté sur la moto, comme sur la photo10. Serrer légèrement le boulon dans la patron moteur.
- L'avant de la barre de crash doit s'aligner avec le support avant. Prendre le boulon M12 x 90mm (article 15) et positionnez-le à travers le support patron avant pour que la tête du boulon se place dans le creux et que le boulon soit serré dans le patron moteur, comme sur la photo11. *Le tuyau de radiateur pourra être tiré une nouvelle fois pour faciliter le montage.*
- Veillez à ce que l'axe soit correctement monté avant de serrer les 2 boulons. Ne pas excéder 40Nm de couple.
- La protection crash peut maintenant être installée. Glisser une des rondelles 10mm (article 8) sur un des boulons M10 x 1.50 x 40mm (article 10) pour que la rondelle place contre la

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tête du boulon M10 x 1.50 x 40mm (article 10) pour que la rondelle place contre la tête du boulon.

- Glisser une rondelle de blocage (article 7) sur le boulon pour qu'elle se place contre la rondelle tout juste installée.
- Glisser ensuite le boulon avec ses rondelles à travers la protection crash (article 6) pour que la tête du boulon et les rondelles aillent dans le contre alésage.
- Mettre la protection crash sur la plaque de montage sur l'axe puis serrer le boulon, comme sur la photo 12.
- Serrer le boulon de la protection 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 COTE 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. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants
- Mettre les capuchons de protection crash dans les 2 protections.
- Sur les 2 boulons arrière, les capuchons de caoutchoucs (article 5) sont fournis pour être placés sur les têtes des boulons. Il est conseillé d'appliquer un peu de superglue ou du silicone dessus pour s'assurer qu'ils restent en place.

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