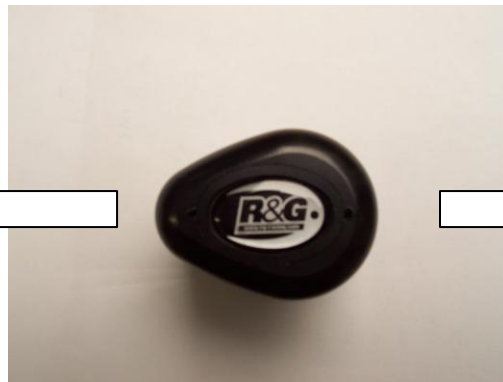




**FITTING INSTRUCTIONS FOR CP0236BL CRASH PROTECTORS
SUZUKI 1250s GT 08'-**



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



Tools Required

19mm socket (crash protectors) 10mm socket (Radiator) 8mm Allen key (Frame fixings)
6mm Allen key (8mm fixing bolts) 5mm Allen key (6mm fixing bolts)
4mm Allen key (Fairing screws) 14mm spanner (OEM nuts)

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!*

Right-hand side (as you sit on bike)

- Remove the fairing from both sides of the bike.
- Remove the two bolts from halfway down the front frame tube (14mm spanner and a 8mm allen key) this is made easier by removing the three bolts that hold the radiator in place (10mm socket), witch will allow you to move it slightly. (DO NOT REMOVE THE HOSES)
- Take the long aluminium bar in the kit and screw it into the R&G block that has the two bosses in the cut out. (See left hand picture below)

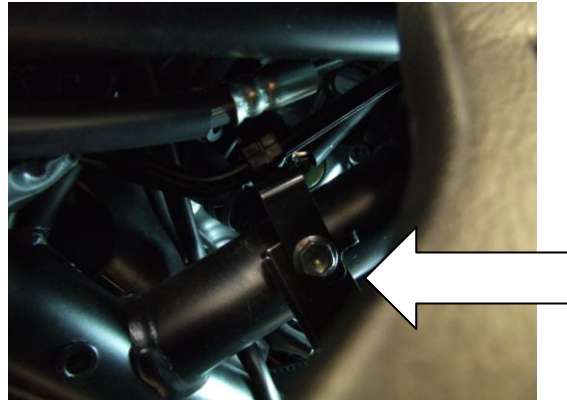
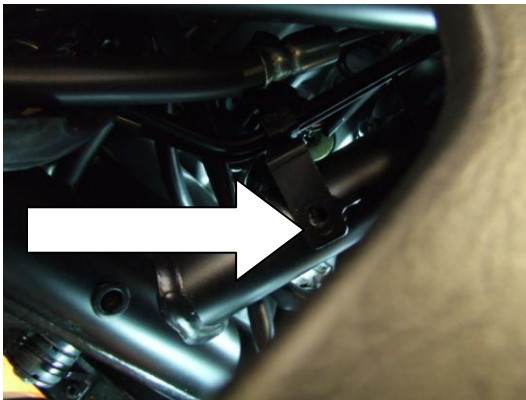
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- Take the block assembly and offer up to the frame, passing the bar through in front of the exhaust pipes, and use the two M10 cap head bolts supplied in the kit with the two OEM nuts to fix to the frame. Do not fully tighten at this point.



POSITION OF CLAMP BOLT FOR THE NEW POSITON OF THE HORN

Left-hand side (as you sit on bike)

- Remove the horn from the bracket on the frame
- Take the other R&G block and fit the end of the tie bar, which you have just fitted, into the counter bore and loosely secure with one of the M6 cap head bolts (see right hand picture above), and push the block up to the frame over the square bracket.
- Fit the clamp to the block using two M6 cap head bolts. Note the clamp fits with the longer end facing the rear of the bike



- Tighten all the bolts on both sides.
- Fit the wedge shaped blocks to the R&G blocks with the threaded hole to the rear of the bike, with the M8 cap head bolts with the longer bolt to the rear and short bolt to the front.
- Refit the radiator.
- Fit the horn to the frame in the position shown in the photo above, by removing the bolt that holds the clamp to the frame and then fit the horn bracket under the clamp and then refit the bolt and tighten.
- Replace both sides of the fairing.
- Install the M12 bolt with the plain washer up to the head of the bolt followed by the shake proof washer into bobbin counter bore, place the spacer over the free end of bolt and fit to the tapered block and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE 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 40nm of torque.
- When the protectors are tight fit the caps into the protectors.

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**FRANCE INSTRUCTIONS DE MONTAGE DES PROTECTIONS CP0236BL
SUZUKI 1250s GT 08'-**

LA PRESENTATION DES PIECES 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.

OUTILS NECESSAIRES

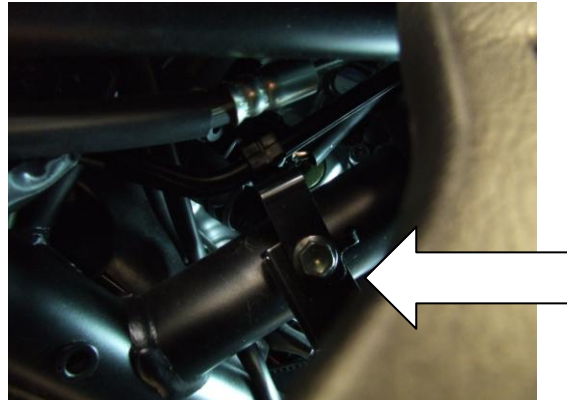
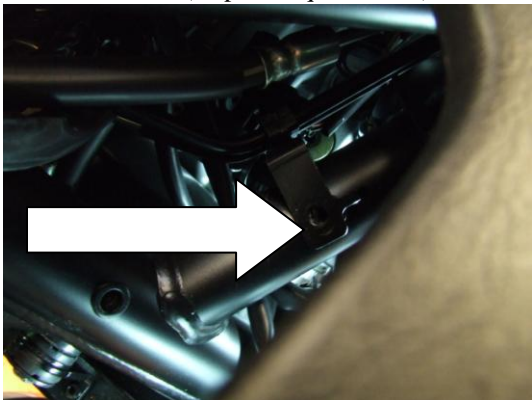
Clé 19mm (Tampons) 10mm (Radiateur)

Clé Allen de 8mm (Fixation de cadre) ;6mm (8mm Vis de fixation) ;5mm (6mm vis de fixation) ;4mm (Vis de carénage)

Clé plate de 14mm (Ecroû d'origine)

DROIT

- Enlever le carénage des deux côtés de la moto.
- Enlever les deux vis situées sur la partie avant et en bas du tube de cadre. (Clé de 14 plate et clé Allen de 8 mm. Cette opération est rendu plus facile en enlevant les 3 vis qui retiennent le radiateur en place (clé de 10 mm) vous pourrez ainsi avancer le radiateur et ainsi accéder aux vis (NE PAS ENLEVER/DEMONTER LES DURITES).
- Prendre la longue barre R&G en aluminium et la visser dans le bloc R&G ayant les deux « bosses » à l'endroit de l'usinage arrière. (voir photo en haut à gauche)
- Prendre l'ensemble sur le cadre et positionner la barre à l'avant de la sortie des pots d'échappement. Utiliser les 2 vis M10 livrées dans le kit et les écrous d'origine pour fixer le bloc sur la moto. (ne pas bloquer les vis).



POSITION DE LA PATTE POUR LA NOUVELLE POSITION DU KLAXON.



GAUCHE

- Enlever le klaxon du cadre.
- Prendre le bloc R&G restant et fixer le sur la barre en aluminium à l'aide d'une vis M6 livrée dans le kit. Ne pas bloquer la vis M6 pour le moment. Pousser ensuite le bloc sur le cadre sur le support carré.
- Fixer le bloc à l'aide de la patte de serrage, fournie utiliser les deux vis M6 livrées dans le kit.
Note : la patte de fixation se place avec la partie la plus longue vers l'arrière de la moto.
- Serrer les vis de chaque côté.
- Fixer le bloc avec la cale (petite pièce en forme de u).
- Fixer ensuite les plaques pentues sur les blocs R&G, les trous filetés dirigés vers l'arrière.
- Les vis M8 les plus longues seront à placer dans les trous du milieu et les petites vis M8 vers l'avant des blocs.
- Refixer le radiateur.
- Fixer le klaxon sur le cadre, (voir photos juste au-dessus) vous devrez enlever la vis qui retient le support de klaxon au cadre, puis fixer le support de klaxon en dessous de la patte, puis remonter la vis et serrer.
- Remonter le carénage.
- Glisser une rondelle sur la vis M12 puis une rondelle crantée et glisser le tout dans l'un des tampons R&G. Placer l'entretoise sur la vis contre le tampon et serrer le tout sur le bloc R&G (Trou fileté M12)
- Attention au sens de montage des tampons (la partie la plus large vers l'avant de la moto).
- Serrer les vis jusqu'à ce que vous sentiez la compression à l'intérieur des tampons, ne pas trop serrer.
Couple de serrage Maxi 40nm.
- Clipper les caches R&G dans les tampons de protection.

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