



**FITTING INSTRUCTIONS FOR CP0063 CRASH PROTECTORS
SUZUKI HAYABUSA**



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!

Nearside

- Remove fairing panel
- Undo front most engine bolt
- Unwind bolt until it will softly touch the inside of the fairing
- Paint the end of the bolt with Tippex or white paint
- Refit fairing and mark position
- Remove fairing
- Pilot drill hole from inside to out (centre of paint mark)
- Refit panel and make sure hole position is correct
- Remove fairing panel
- Drill 28mm hole using hole cutter/cone cutter (from outside towards inside)
- Using a sharp knife deburr hole
- Refit fairing
- Slide washer over bolt (M10 X 110mm) and pass through bobbin (use the longer of the two bobbins)
- Slide on 15mm long ali spacer
- Pass assembly through 28m hole and up to 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.

Offside

- Repeat as above, but using the shorter nylon bobbin. Note: Use 9mm long spacer.



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Goods must be in re-sellable condition, in the opinion of R&G Racing.

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Notice de montage

CP0063 SUZUKI 1300 HAYABUSA GSX R	Perçage, 25 mm D et G
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Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

Gauche:

- œ Démonter le carénage;
- œ Enlever la vis de fixation de moteur.
- œ Desserrer la vis de manière à ce qu'elle soit en contact avec le carénage.
- œ Mettre une touche de peinture ou tipex sur l'extrémité de la vis et remettre le carénage afin de faire une marque sur l'intérieur du carénage. Cette opération doit être réalisée avec une grande attention car elle détermine le positionnement du centre de perçage de votre carénage.
- œ Démonter le carénage.
- œ Percer le centre de la marque précédemment réalisée à l'aide d'un forêt diam. 6 mm.
- œ Vérifier le centrage du perçage en remettant le carénage sur la machine.
- œ Démonter le carénage.
- œ Percer ensuite le carénage à l'aide d'une scie cloche (diam ext. environ 26 à 28 mm) (conseil: Percer le carénage de l'extérieur vers l'intérieur, utiliser une scie cloche de qualité et munie d'un forêt centreur).
- œ Glisser la plus grande entretoise en alu entre le cadre et le carénage. (L:15mm)
- œ Remettre le carénage
- œ Serrer ensuite le tampon de protection, en utilisant la vis CHC M10 x 110 mm, ne pas oublier de mettre une rondelle entre le tampon et la vis M10 x 110 mm.

Droite:

refaire la même opération sur le côté droit en utilisant la vis et l'entretoise les plus courtes.(entretoise 9 mm)

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