



## **FITTING INSTRUCTIONS FOR CP0123BKBL & CP0123SIBL CRASH PROTECTORS SUZUKI SV1000 (WITH/WITHOUT SUZUKI GENUINE LOWER FAIRING)**



**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!*

- If Suzuki lower fairing is fitted, loosen it on both sides and allow it to sit on floor under bike
- Undo main engine bar (middle one of 3 bolts on frame), using a socket on each side at same time
- Take R&G replacement stainless steel engine bar and use it to push out the original mild steel main engine bar (if the bar is difficult to remove, use a soft hammer to help knock it through)

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

- Undo rear engine bolt (bolt nearest the front seat)
- Take R&G aluminium block with the two longest bosses and slide over the engine bar
- Take longest 10mm cap head bolt (120mm excluding head) & slide one 10mm washer up to head
- Fit bolt through block and into rear engine mount and tighten

### **Nearside**

- Repeat offside process, except using the next longest 10mm cap head bolt (100mm exc. head)
- Take two 12mm washers and fit one to each end of engine bar
- Fit the two 12mm nyloc nuts to each end and tighten, using a socket at each end
- Replace lower fairing
- Take one of last 2 M10 washers & slide up behind head of one of 2 hex bolts (110mm exc. head)
- Pass bolt through one of the protectors and then fix the assembly to the R&G block on one side of the bike (NOTE see next point, in bold type, regarding positioning of the aluminium spacers)
- If NO lower fairing is fitted, slide one of the two ali spacers up after the washer under head of bolt. If lower fairing IS fitted, leave this spacer off the bolt and fit **BETWEEN** the crash protector and the ali block (this increases protrusion to clear the fairing panel)
- Tighten with a 17mm long-reach socket. 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. Be careful not to strip threads! Repeat for other side

***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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## Notice de montage

**CP0123 SUZUKI 1000 SV**

**MOTEUR**

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.

- œ Si un carénage SUZUKI est monté sur la moto, vous devrez démonter les vis de fixation de chaque côté ceci afin de poser le carénage sur le sol en dessous de la moto.
- œ Démontez l'axe principal (au milieu du cadre) pour cela utiliser une clé pour chaque côté et dévisser en même temps.
- œ Remplacez l'axe d'origine par celui livré dans le kit R&G. Utilisez un maillet souple pour chasser l'axe d'origine à l'aide de l'axe R&G.

### Conseil de montage:

#### DROITE(assis sur la moto):

- œ Démontez la vis de fixation moteur à l'arrière (vis près de la selle)
- œ Prenez le bloc alu ayant les entretoises les plus longues et placez le côté de l'entretoise le plus large au niveau de l'axe moteur principal.
- œ Prenez ensuite la plus longue des vis M10 (L=120 mm) et glissez une rondelle M10 contre la tête de vis.
- œ Fixez le support en alu à l'aide de cette vis M 10 x 120. cette vis se place en haut sur l'arrière de la pièce en alu.

#### GAUCHE (assis sur la moto):

- œ Refaire les mêmes opérations que pour le côté droit, utilisez la vis la plus petite (L=100 mm) pour la fixation du bloc en alu.
- œ Prenez ensuite les rondelles M12 et placez les sur l'axe moteur R&G contre les pièces en alu.
- œ Placez un écrou M12 de chaque côté et serrez les deux écrous simultanément à l'aide de deux clés.
- œ Remontez le carénage
- œ Prenez les vis M10 et placez une rondelle M10 contre les deux têtes de vis.
- œ Pour les versions sans carénage: Vous devez mettre les entretoises en alu sur les vis M10 et passer l'ensemble de chaque côté dans les tampons R&G, bloquez les vis à l'aide de deux clés de 17 mm.
- œ Pour les versions avec carénage: Vous devez placer les entretoises en alu entre les tampons et les pièces en alu.
- œ Serrez les vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

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