



FITTING INSTRUCTIONS FOR CP0142 CRASH PROTECTORS SUZUKI GSX-F 600/ 750 FW ('98) ONWARDS

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 and offside

- **NOTE: complete one side before starting the other side**
- Remove side fairing
- Remove the two 8mm bolts situated at the bottom front of the frame
- Take R&G block and offer it up to the bike, so that the pointed part faces forwards
- Take one of the clamps supplied and fit between frame and engine
- Take the two 6mm bolts and pass through block and finger tighten into clamp
- Take the two M8 cap head bolts supplied and place through block – finger tighten at this stage
- When happy with position and alignment, tighten all of the bolts (don't go crazy with it)
- Refit fairing (note it may be necessary to trim inside edge, where fairing meets block – it will be unseen)
- Take one of the large bolts and place a washer behind the head
- Pass this assembly through one of the crash protectors and fix to the R&G block
- 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.

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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R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



Notice de montage

CP0142 SUZUKI 600-750 GSX-F 98-07

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.

Conseil de montage:

DROITE ET GAUCHE:

IMPORTANT: NE FAIRE QU'UN COTE A LA FOIS

- Démontez le carénage latéral.
- Démontez les 2 vis M8 situées à l'avant du cadre vers le bas.
- Prenez un des blocs en aluminium et positionnez le sur le cadre. (la partie « pointue » sera positionné vers l'avant de la moto.) cf photo.



- Fixez le bloc en aluminium à l'aide des pattes de serrage livrées dans le kit.

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- Prenez les 2 vis M6, et passez les à travers les rondelles M6. Puis passez le tout à travers la pièce en alu. Puis serrez, à la main, les 2 vis.
- Prenez ensuite les 2 vis M8 et replacez les à travers la pièce en alu et vissez les, à la main, dans le cadre.
- Lorsque le positionnement de la protection est correcte, serrez les 4 vis.
- Replacez le carénage sur la moto. Il est possible que vous devriez légèrement limer à l'intérieur du carénage. En effet le carénage peut toucher la pièce en alu. (découpe invisible de l'extérieur)
- Prenez ensuite une rondelle et placez la sur l'une des vis de fixation des tampons.
- Passez ensuite la vis à travers l'un des tampons R&G et placez le tout sur le bloc en alu.
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faites un quart de tour. Ne pas trop serrer car cela pourrait les filetages de la moto. Ne pas excéder 40nm de couple de serrage.

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