



FITTING INSTRUCTIONS FOR CP0206BL/WH CRASH PROTECTORS SUZUKI BANDIT 650 K7 & 1250 K7



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!*

Both sides

- Undo the front engine bolt and remove from the bike (long bolt goes right through engine)
- Take the longer stainless steel extension and screw it to the shortest thread on R&G engine bar with the hexagon facing away from the bar.
- Slide this assembly back through the engine from the left hand side of the bike, then screw on the other stainless steel extension with the flats facing outboard and hand tighten the assembly.
- Remove the two bolts that hold the engine mount bracket to the frame on the left hand side of the bike.
- Take the R&G tapered block and fit to the frame using the M8 cap head bolts and washers. The thick end of the block goes to the top and the cut out on the side goes against the hose.
- Take the smaller of the two blocks and fit to the tapered block and the stainless steel extension using three of the M10x40mm long cap head bolts and tighten.
- Tighten the extension on the right hand side and then fit the larger block with the tapered cut out against the frame using the M10x40mm long cap head bolt and the clamp with the two M6 cap head bolts. Note the clamp will only go on one way. Tighten all the bolts
- Fit the bobbins to the blocks on either side of the bike using the M12 hex head bolts with the washers under the head.
- 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 over tighten as damage can occur to the bolt. Do not exceed 40nm of torque.

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La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto

Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - les rondelles en caoutchouc doivent être jetées !

Les 2 cotés

- Défaire les boulons avant du moteur and les enlever de la moto (Les longs boulons qui vont droit à travers le moteur)
- Prendre la plus longue des extensions en acier inoxydable et la visser au plus court filetage sur la barre de moteur protectrice R&G.
- Faire glisser l'ensemble à travers le moteur du côté gauche de la moto, puis visser sur l'extension en acier inoxydable avec l'extérieur (face plane) et visser le tout à la main.
- Enlever les 2 boulons qui retiennent le support moteur au cadre sur le côté gauche de la moto.
- Prenez le block R&G Racing conique, et l'installer au cadre en utilisant les boulons M8 à tête cylindrique et les rondelles. L'extrémité la plus épaisse du bloc se dirige vers le haut et le côté découpé doit s'appliquer contre le tuyau.
- Prenez le plus petit des 2 blocs et l'installer au bloc conique et l'extension en acier inoxydable en utilisant 3 des longs boulons à tête cylindrique M10x40mm puis visser.
- Serrer l'extension sur le côté droit et installer le plus gros bloc avec avec la conique découpée contre le cadre en utilisant les longs boulons à tête cylindrique M10x40mm et la pince avec les 2 boulons M6 à tête cylindrique. Notez que la pince ne fonctionne que dans un sens. Serrez l'ensemble des boulons.
- Montez les bobines sur les blocs de chaque côté de la moto en utilisant les boulons M12, en oubliant pas de placer des rondelles sous la tête de ces boulons.
- Serrer le boulon jusqu'à ce que vous sentiez une certaine compression de l'intérieur de la protection. Tournez encore un peu plus afin d'augmenter légèrement le degré de compression. Appliquez ensuite un quart de tour. Ne serrez pas trop car les dommages peuvent s'appliquer aux boulons. Ne pas dépasser 40nm de couple.

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