



FITTING INSTRUCTIONS FOR CP0168BL/WH CRASH PROTECTORS SUZUKI GSXR-600/750 '06-

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!*

Offside (RIGHT SIDE AS YOU SIT ON THE BIKE)

- Remove existing engine bolt (located middle of the top fairing - can be seen without removing the fairing)
- Take M10 x 80mm long bolt and slide washer over it
- Assemble bolt through crash protector (the one with the shorter neck)
- Offer the whole assembly up to the bike
- 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.

Nearside

- Remove fairing panel
- Unscrew engine bolt (the front bolt, directly opposite the exposed engine bolt that you have just replaced on the right side) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint; check correct alignment
- Using 1 inch (28mm) tank cutter/cone cutter, use pilot hole and drill slowly from outside to inside (note as the fairing is in two parts where you are drilling we suggest you protect the fairing and use a clamp to hold the two parts together while drilling)
- Replace fairing
- Take the M10 x 100mm long bolt and slide the washer over it
- Pass the bolt through the crash protector (the one with the longer neck)
- Slide the spacer over the bolt and up behind the bobbin (largest diameter next to the bobbin)
- Offer the assembly up to the bike
- 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.



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Notice de montage

CP0168 SUZUKI 600-750 GSXR 2006->

Percage, 28 mm Gauche

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:

Droit:

- Enlever la vis de fixation de moteur (visible sans démonter le carénage (vis 6 pans creux)
- Prendre la vis (M10 x 80) et mettre une rondelle M10.
- Mettre la vis et la rondelle dans la protection ayant la plus petite collerette.
- Serrer ensuite la vis dans le moteur. Serrer la 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.

Gauche:

- Démonter le carénage.
- Déserrer la vis de fixation de moteur (La vis est celle à l'opposé de la vis côté droit). La vis doit être suffisamment déserrée pour venir toucher le carénage, après l'avoir repositionné sur la moto.
- Mettre de la peinture ou du tippex sur l'extrémité de la vis
- Remettre le carénage.
- S'assurer que la marque de peinture ou de tippex soit visible et qu'elle soit correctement placée.
- Démonter le carénage.

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- Perçer le centre de la marque à l'aide d'un forêt diam 6 mm.(perçer de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERÇAGE SUR VOTRE CARENAGE.
- Repositionner le carénage et vérifier que le perçage soit au milieu de l'axe de la vis.
- Retirer le carénage et perçer le carénage à l'aide d'une scie cloche diam. 28 mm

Conseil: perçer de l'extérieur vers l'intérieur du carénage.

A noter que le carénage est en deux parties, nous vous conseillons de protéger votre carénage et de fixer les carénages, ceci afin d'effectuer la meilleure découpe.

- Retirer la vis de fixation d'origine.
- Après avoir perçé le carénage, remettre celui-ci sur la moto.
- Prendre la vis M10 x 100 mm, mettre une rondelle passer l'ensemble dans la protection en plastique et mettre l'entretoise en alu entre le cadre et le tampon R&G
- Serrer ensuite le tampon de protection dans le moteur. Serrer la 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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