



FITTING INSTRUCTIONS FOR CP0280 CRASH PROTECTORS
SUZUKI GSX-R600 2011



PICTURE ONE

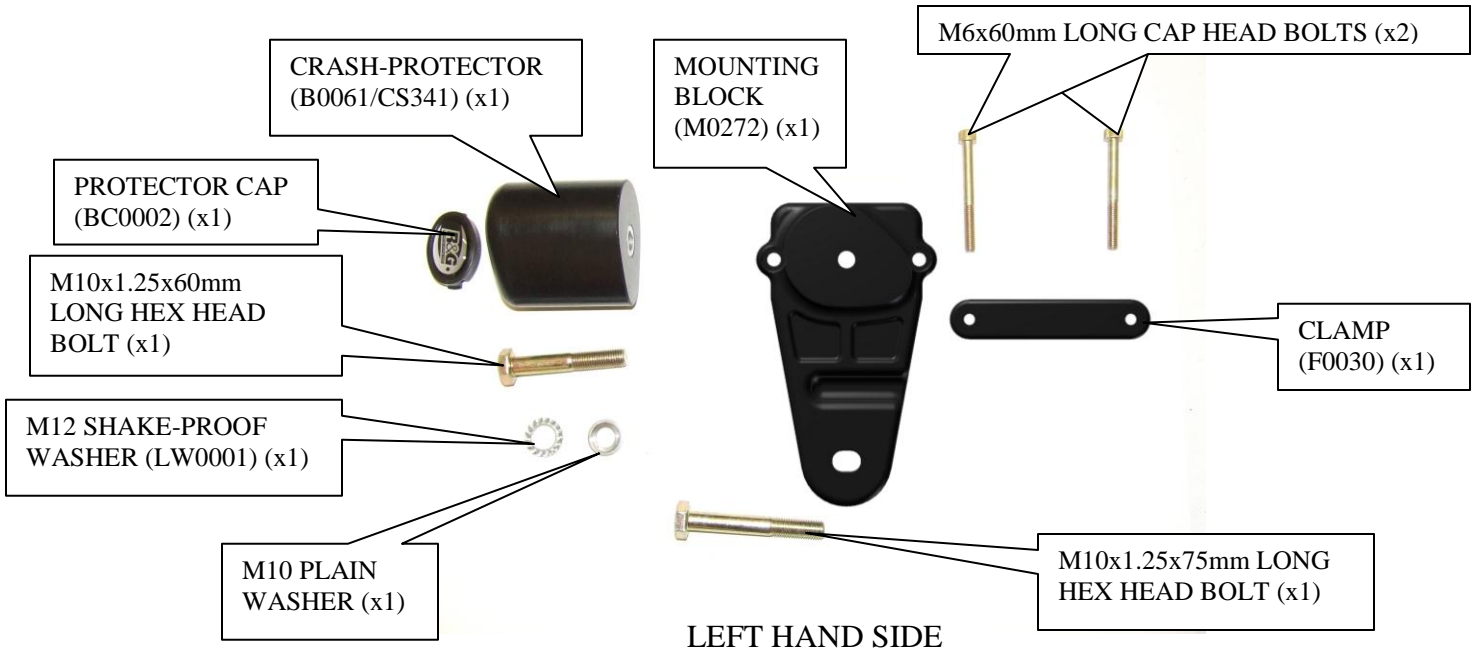


PICTURE TWO

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

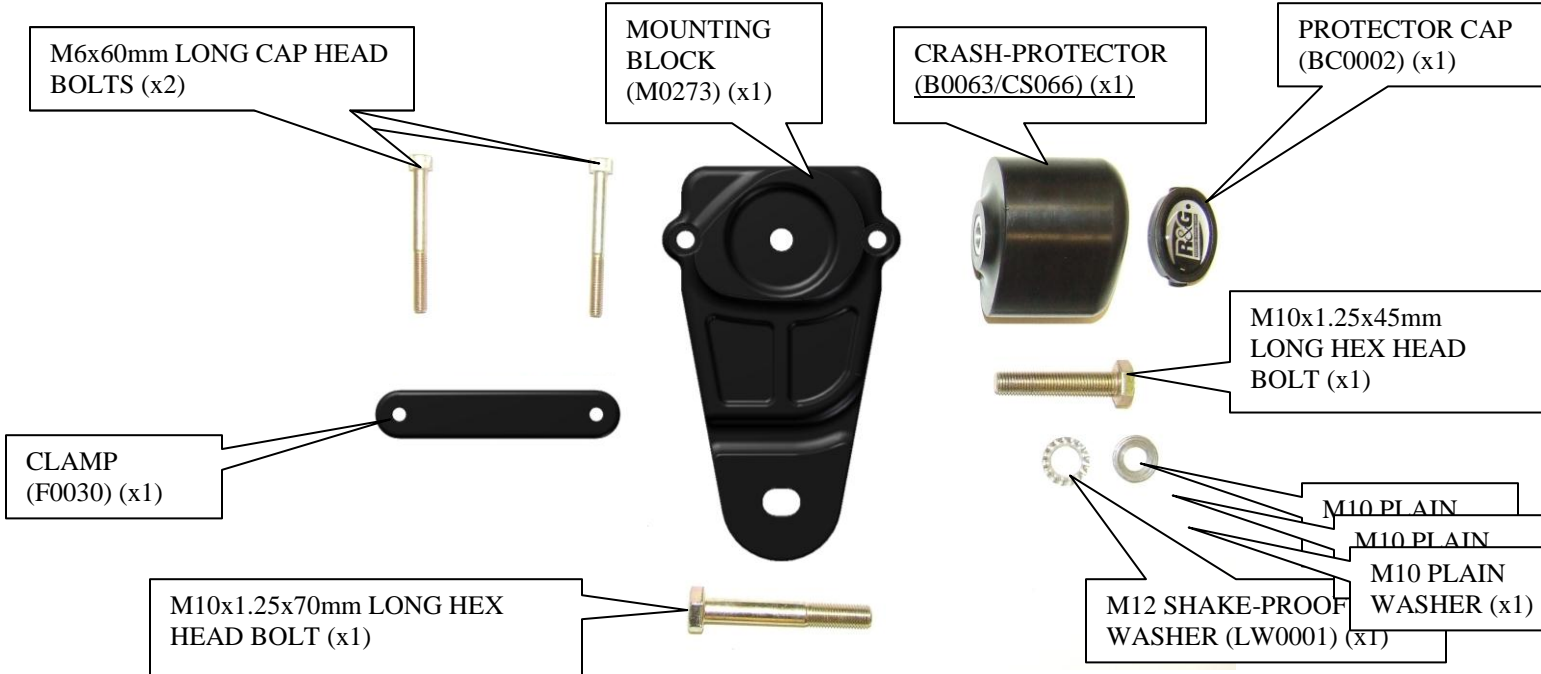
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)





THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.



RIGHT HAND SIDE

You will also receive four lengths of self-adhesive foam (not shown).

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!*

TOOLS REQUIRED

- Socket set to include 17mm socket and wrench.
 - Set of metric Allen keys.
- Torque wrench (up to 40Nm).



PICTURE THREE



Nearside (left side as you sit on the bike)

- Remove side fairing.
- Remove engine bolt in position arrowed in picture ONE.
- Take a length of self-adhesive foam and stick to inside face and sides (that wrap around the frame) of mounting block (M0272) and trim to size, this helps prevent marking the frame.
- Place the M10x75mm long hex head bolt with washer through the slot in the mounting block (M0272).
- Offer this assembly up to frame as shown in picture ONE and tighten bolt to no more than 40Nm torque.
- Take a length of self-adhesive foam and stick to face of the clamp (F0030) (the face that will sit against the frame) and trim.
- Place the clamp behind frame and using two of the M6 cap head bolts through the mounting block (M0272) secure and tighten.
- Refit side fairing ensuring the mounting block assembly does not distort the fairing.
- Take the hex headed M10x60mm long bolt and place one of the plain washers up to the head of bolt followed by a shake proof washer (LW0001).
- Pass the bolt assembly through the longer crash protector so bolt head and washers go into the counter-bore.
- Install the crash protector assembly onto the mounting block, ensuring that the crash protector is aligned with the aero shaped spigot, Note the larger diameter of the protector faces towards the front of the bike as shown in picture THREE.
- 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 bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.

Offside (right side as you sit on the bike)

- Remove side fairing.
- Remove engine bolt in position arrowed in picture TWO.
- Take a length of self-adhesive foam and stick to inside face and sides (that wrap around the frame) of mounting block (M0273) and trim to size, this helps prevent marking the frame.
- Place the M10x70mm long hex head bolt with washer through the slot in the mounting block (M0273).
- Offer this assembly up to frame as shown in picture TWO and tighten bolt to no more than 40Nm torque.
- Take a length of self-adhesive foam and stick to face of the clamp (F0030) (the face that will sit against the frame) and trim.
- Place the clamp behind frame and using two of the M6 cap head bolts through the mounting block (M0273) secure and tighten.
- Refit side fairing ensuring the mounting block assembly does not distort the fairing.
- Take the hex headed M10x45mm long bolt and place one of the plain washers up to the head of bolt followed by a shake proof washer (LW0001).



- Pass the bolt assembly through the shorter crash protector so bolt head and washers go into the counter-bore.
- Install the crash protector assembly onto the mounting block, ensuring that the crash protector is aligned with the aero shaped spigot, Note the larger diameter of the protector faces towards the front of the bike as shown in picture THREE.
- 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 bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.

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FRANCE
INSTRUCTIONS DE MONTAGE DES PROTECTIONS
CP0280 SUZUKI GSX-R600 2011



ARRIERE DE LA MOTO

AVANT DE LA MOTO

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

OUTILS NECESSAIRES

- Clefs à douille 17 mm
- Jeu de clef Allen
- Clef Dynamométrique (+ de 40Nm)

Gauche (assis sur la moto)

- Enlevez le carénage latéral .
- Enlevez la vis de fixation moteur montrée en photo 1.
- Prenez une bande de mousse auto-adhésive et collez-la sur la pièce en alu (M0272) partie en face interne et sur les côtés de la pièce. Découpez les parties en mousse qui dépassent de la pièce en aluminium. (cette mousse protégera le cadre de rayures éventuelles).
- Glissez une rondelle M10 sur la vis M10x75, puis glissez le tout à travers le trou oblong de la pièce en aluminium. (M0272).
- Placez le tout sur la moto (comme indiqué en photo 1), et serrez la vis. (ne pas excéder le couple de serrage - 40Nm)



- Prenez une longueur de mousse auto-adhésive et collez-la sur la pièce de serrage F0030- (cette pièce sert à bloquer la grosse pièce en alu R&G entre le cadre). Puis découpez le surplus de mousse.
- Placez la pièce de serrage F0030 derrière le cadre et à l'aide des 2 vis M6 (livrées dans le kit), bloquez la pièce en aluminium (M0272). Serrez les 2 vis.
- Remontez le carénage sur la moto. Attention le bloc en aluminium, ne doit pas être en contact avec le carénage.
- Glissez une rondelle M10 (lisse) puis une rondelle crantée M10 sur l'une des vis M10x60mm.
- Glissez le tout à travers le tampon de protection le plus large ; la tête de la vis et les rondelles seront positionnées dans le renforcement de la protection.
- Installez la protection sur le bloc en aluminium. Attention au sens de montage de la protection. Voir la photo ci dessus.
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans la pièce en alu. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).

Droit(assis sur la moto)

- Enlevez le carénage latéral .
- Enlevez la vis de fixation moteur montrée en photo 2.
- Prenez une bande de mousse auto-adhésive et collez-la sur la pièce en alu (M0273) partie en face interne et sur les côtés de la pièce. Découpez les parties en mousse qui dépassent de la pièce en aluminium. (cette mousse protégera le cadre de rayures éventuelles).
- Glissez une rondelle M10 sur la vis M10x70, puis glissez le tout à travers le trou oblong de la pièce en aluminium. (M0273).
- Placez le tout sur la moto (comme indiqué en photo 2), et serrez la vis. (ne pas excéder le couple de serrage - 40Nm)
- Prenez une longueur de mousse auto-adhésive et collez-la sur la pièce de serrage F0030- (cette pièce sert à bloquer la grosse pièce en alu R&G entre le cadre). Puis découpez le surplus de mousse.
- Placez la pièce de serrage F0030 derrière le cadre et à l'aide des 2 vis M6 (livrées dans le kit), bloquez la pièce en aluminium (M0273). Serrez les 2 vis.
- Remontez le carénage sur la moto. Attention le bloc en aluminium, ne doit pas être en contact avec le carénage.
- Glissez une rondelle M10 (lisse) puis une rondelle crantée M10 sur l'une des vis M10x45mm.
- Glissez le tout à travers le tampon de protection le plus étroit ; la tête de la vis et les rondelles seront positionnées dans le renforcement de la protection.
- Installez la protection sur le bloc en aluminium. Attention au sens de montage de la protection. Voir la photo ci dessus.
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tournez encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans la pièce en alu. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).

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