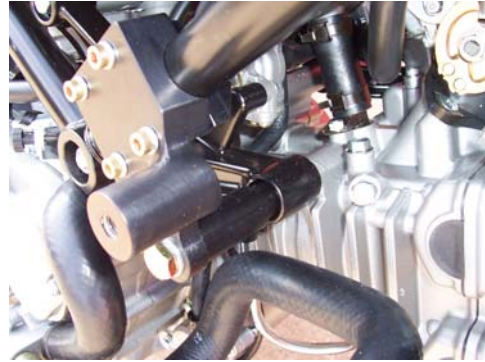




## FITTING INSTRUCTIONS FOR CP0189BL CRASH PROTECTORS HYOSUNG GT650R & GT650S '05-



LEFT HAND SIDE



RIGHT HAND SIDE

**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 (left side as you sit on the bike)**

- Remove lower fairing
- Remove the front engine bolt situated to the rear of the front cylinder (see picture above for position)
- Take the M10x80 hex head bolt and slide one of the M10 washers up to the head of the bolt.
- Take the smaller R&G block and slide the bolt through the 10mm hole
- Take the shorter spacer and slide it over the bolt with the larger diameter up to the block
- Offer the block up to the frame so that the cut out in the block goes over the frame and the 10mm bolt screws into the front engine mount. Do not fully tighten at this point.
- Take 4 of the M6 cap head bolts and slide a M6 washer over the bolts and up to the head, then insert through the block
- Take 2 of the clamps and place behind the frame and screw in the M6 bolts (do not fully tighten)
- Tighten the M10 bolt and then the M6 bolts.
- Position the pointed marking in to the threaded boss so that the point just comes into contact with the fairing when it is refitted
- Refit fairing, and push it firmly on to the marking tool point so that it marks the inside of the fairing
- Remove fairing
- Pilot drill 6mm hole from inside to outside of fairing
- Fit fairing, make sure pilot hole lines up with the point on the marking tool
- Remove panel and drill 28 mm diameter hole (tank cutter/cone cutter) from the outside to the inside of the fairing
- Deburr hole with sharp knife
- Remove marking tool from the block
- Refit fairing.
- Put M10 washer on one of the M10 x 70mm long bolt and pass through one of the crash protectors.
- Pass assembly through fairing hole and into R&G aluminium block

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](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- 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.

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

Repeat as per nearside, except using the longer spacer supplied and M10 x 130mm long hex head bolt

*Due to risk of cross-threading bolts etc; we recommend that our products be fitted by our official dealers or a qualified mechanic*

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## Notice de montage

**CP0189** HYOSUNG 650 GTR GTS

Perçage Droite et 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.

### **PRIERE DE LIRE LA NOTICE AVANT DE COMMENCER LE MONTAGE DE LA PROTECTION**

#### **Conseil de montage:**

COTE GAUCHE

- œ Démontez le bas de carénage.
- œ Enlevez la vis de fixation moteur située à l'arrière du cylindre avant.
- œ Prenez la vis M10 x 80 et glissez une rondelle M10 contre la tête de vis.
- œ Prenez le bloc R&G le plus petit et glissez la vis dans le trou M10
- œ Prenez l'entretoise cylindrique la plus courte et positionnez la sur la vis, contre le bloc R&G. La partie la plus large de l'entretoise se positionnera contre la pièce en alu.
- œ Placez l'ensemble sur la moto. Attention la partie coupée se placera contre la cadre et le trou diamètre 10 mm devra être en face de la fixation moteur.
- œ Positionnez la vis dans la fixation du moteur. Ne pas bloquer la vis.
- œ Prenez 4 vis M6 + 4 Rondelles M6 et glissez une rondelle par vis.
- œ Placez les vis dans les 4 logements prévus sur la pièce en alu.
- œ Prenez ensuite 2 petites pièces en aluminium (pièce en forme de U) et placez les en face des trous M6. Ces pièces serviront à fixer le bloc en alu sur le cadre.
- œ Serrez les 5 vis fermement (1 x M 10 et 4 x M 6)
- œ Placez l'outil pointu, livré dans le kit de montage, dans le filetage de la pièce en alu R&G. Cette pièce pointue vous servira à réaliser le repère intérieur vous permettant ainsi de percer le carénage correctement.
- œ Remontez le bas de carénage. Attention vérifier que la pointe soit en contact avec le carénage.
- œ Appuyez ensuite avec votre main sur l'endroit du carénage où se situe la pointe.
- œ Démontez le carénage et vérifiez que la marque soit visible. Si non, recommencer en faisant sortir un peu plus la pointe du filetage.
- œ Percez le carénage avec un forêt diam 6 mm. (percer le centre du repère de l'intérieur du carénage vers l'extérieur.)
- œ Repositionnez le carénage et vérifiez le bon alignement avec la pointe.
- œ Enlevez la pointe de la pièce en alu.
- œ Percez ensuite le carénage de l'extérieur vers l'intérieur à l'aide d'une scie cloche diamètre 28 mm.)
- œ Ebavurez le trou si nécessaire.

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Vous devrez ensuite effectuer les mêmes opérations que précédemment pour le côté Droit. Pour ce côté, vous devrez utiliser la vis M10 la plus longue ainsi que la pièce en aluminium la plus longue.

Une fois réalisé, vous devez:

- ☞ Remontez le carénage sur la moto
- ☞ Prenez les rondelles M10 et placez les sur les vis M10 x 70 mm.
- ☞ Glissez ensuite l'ensemble dans les tampons R&G et serrez les protections dans les fixations des blocs d'aluminium Attention: le serrage ne doit pas être supérieur à 40 nm.

