



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

FITTING INSTRUCTIONS FOR CP0174BL CRASH PROTECTORS SUZUKI GSR 600

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 top, front engine bolt
- Insert the shorter high tensile steel bolt (with washer behind bolt head) through crash protector with the shorter neck.
- Slide the thinner aluminium spacer over the bolt and up to the crash protector
- Insert R&G bolt into frame, replacing original engine bolt
- 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 (left side as you sit on the bike)

- Remove top, front engine bolt
- Insert the longer high tensile steel bolt (with washer behind bolt head) through crash protector with the longer neck.
- Slide the thicker aluminium spacer over the bolt and up to the crash protector.
- Insert R&G bolt into frame, replacing original engine bolt
- 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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This policy does not affect your statutory rights and does not refer to faulty goods.

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

CP0174 SUZUKI 600 GSR 2006->

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:

- œ Démonter la vis de fixation moteur à l'avant.
- œ Prendre la vis M10 la plus petite, mettre une rondelle M10 et placer l'ensemble dans le tampon R&G le plus petit.
- œ Mettre une entretoise en aluminium (la plus petite) sur le vis M10. L'entretoise doit être positionnée entre le tampon et le cadre.
- œ Fixer ensuite l'ensemble sur la moto
- œ 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:

- œ Démonter la vis de fixation moteur à l'avant.
- œ Prendre la vis M10 la plus longue, mettre une rondelle M10 et placer l'ensemble dans le tampon R&G le plus grand.
- œ Mettre une entretoise en aluminium (la plus grande) sur le vis M10. L'entretoise doit être positionnée entre le tampon et le cadre.
- œ Fixer ensuite l'ensemble sur la moto
- œ 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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