



FITTING INSTRUCTIONS FOR CP0133BL & CP0138 CRASH PROTECTORS SUZUKI SV650 K3- (WITHOUT LOWER FAIRING)

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!*

- Undo main engine bar (middle one of 3 bolts on frame), using a socket on each side at same time
- Take R&G replacement stainless steel engine bar and use it to push out the original mild steel main engine bar (if the bar is difficult to remove, use a soft hammer to help knock it through)

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

- Undo front engine bolt (bolt nearest the forks)
- Take R&G aluminium block with the stepped thickness and slide over the engine bar
- Take longest 10mm Hex head bolt (140mm excluding head) & slide one 10mm washer up to head
- Fit bolt through block and into front engine mount and tighten

Nearside

- Repeat offside process, except using one of the 90mm Hex head bolts
- Take two 12mm washers and fit one to each end of engine bar
- Fit the two 12mm nyloc nuts to each end and tighten, using a socket at each end
- Take one of last 2 M10 washers & slide up behind head of one of 2 hex bolts (90mm exc. head)
- Pass bolt through one of the protectors and then fix the assembly to the R&G block on one side of the bike
- Tighten with a 17mm long-reach socket. 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.
- Be careful not to strip threads!
- Repeat for other side

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

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Notice de montage

CP0133, CP0138 SUZUKI 650 SV N-S K3-4-5-6-7-8 MOTEUR

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.

Aluminium blocks are anodised black to match the black frame of the K5- models



Conseil de montage:

- Enlevez l'axe principal (cet axe se situe en repère N°1), utilisez deux clés pour démonter l'axe.

Remplacez l'axe d'origine par l'axe R&G livré dans le kit.(utilisez un maillet pour sortir l'axe d'origine).

DROITE:

- ☞ Démontez la vis de fixation moteur (repère N°2)
- ☞ Positionnez ensuite le bloc en alu ayant un usinage (en forme d'étagé, cf photo) sur la moto, en plaçant le côté le plus épais vers l'avant de la moto, l'autre côté sera placé sur l'axe central.
- ☞ Mettez ensuite une rondelle M10 sur la vis la plus longue (M10 x 140 mm)
- ☞ Placez la vis dans le trou de fixation avant et serrez.
- ☞ Serrez au couple de serrage d'origine.

GAUCHE:

Pour le côté gauche, refaire les mêmes opérations que pour le côté droit, en utilisant le bloc d'aluminium restant, ainsi que la vis M10 restantes (La plus petite).

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Fixation de l'axe principale.

- Placez une rondelle M12 sur l'axe (une de chaque côté)
- Placez ensuite les écrous M12 sur la barre et serrez fermement. (utilisez deux clés pour serrer l'axe)

Fixation des tampons R&G

Pour fixer les tampons, vous devez placer les deux rondelles M10 sur les deux vis six pans M10 x 90, puis les passer dans les tampons.

- œ Ensuite serrez l'ensemble sur les blocs en aluminium. (Trou central sur les deux blocs R&G)
- œ Serrez les vis à l'aide d'une clé de 17 mm.
- œ Serrez 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 pièce. Ne pas excéder 40nm de couple de serrage.

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