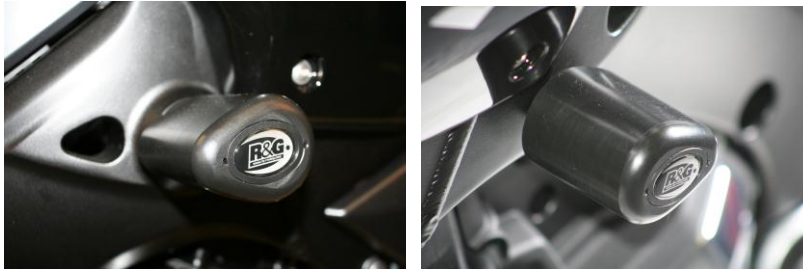




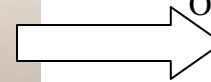
FITTING INSTRUCTIONS FOR CP0223BL AERO CRASH PROTECTORS SUZUKI B-KING 2008



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



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!*

Left-hand side (as you sit on bike)

- Remove the front engine bolt.
- Install one of the M10 bolts and a flat washer, followed by a shake proof washer, into bobbin counter bore. Place the longer spacer over the free end of bolt with the large diameter against the bobbin and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.

Right-hand side (as you sit on bike)

- Remove the front engine bolt only you do not undo the castellated nut.
- Install one of the M10 bolts and a flat washer, followed by a shake proof washer, into bobbin counter bore. Place the shorter spacer over the free end of bolt with the large diameter against the bobbin and tighten bolt until you feel some compression from inside the protector. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS PICTURED ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase

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



slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

R&G RACING RETURNS POLICY (NON-FAULTY GOODS)

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



Notice de montage

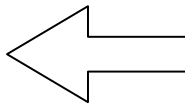
CP0223 SUZUKI 1300 B KING

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

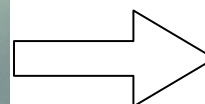
Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.



ARRIERE DE LA
MOTO



AVANT DE LA
MOTO





Conseil de montage:

GAUCHE :

- Démontez la vis de fixation moteur à l'avant (voir photo - 6 pans creux).
- Placez une rondelle M10 sur une vis M10, glissez la vis dans l'un des tampons R&G, placez l'entretoise la plus longue sur la vis (attention au sens de montage de l'entretoise.)
- Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto Ne pas exéder 40nm de couple de serrage.
- Une fois serrée, positionnez et clipsez le cache vis R&G dans le tampon

ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.

DROITE:

- Démontez la vis de fixation moteur à l'avant (voir photo - 6 pans creux).
 - Placez une rondelle M10 sur la deuxième vis M10, glissez la vis dans le tampon R&G restant, placez l'entretoise la plus petite sur la vis (attention au sens de montage de l'entretoise, la partie usinée couvrira l'écrou de réglage situé sur la moto)
 - Serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer les filetages de la moto Ne pas exéder 40nm de couple de serrage.
- Une fois serrée, positionnez et clipsez le cache vis R&G dans le tampon

ATTENTION : VOUS DEVEZ PLACER LES TAMPONS COMME INDIQUE SUR LA PHOTO CI DESSUS.