



**FITTING INSTRUCTIONS FOR CP0122BL CRASH PROTECTORS
SV650 UP TO '02 (WITH/WITHOUT SUZUKI GENUINE 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!*

- If Suzuki lower fairing is fitted, loosen it on both sides and allow it to sit on floor under bike
- 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)
- **PLEASE NOTE IT MAY BE NECESSARY TO USE SPACERS INCLUDED IN KIT ON NEW ENGINE BAR TO ALLOW MOUNTING BLOCK TO SIT FLAT ACROSS MOUNTING POINTS**

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

- Undo rear engine bolt (bolt nearest the front seat)
- Take R&G aluminium block with the two bosses and cut-out, and slide over the engine bar
- Take shortest 10mm cap head bolt (90mm excluding head) & slide one 10mm washer up to head
- Fit bolt through block and into rear engine mount and tighten

Nearside

- Repeat offside process, except using the longest 10mm cap head bolt (150mm exc. head) and fitting the spacer provided into the frame recess before positioning the aluminium block
- 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
- Replace lower fairing
- 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.

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.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR LES PROTECTIONS CP0122BL
SV650 APRES 2002 (AVEC OU SANS BAS DE CARENAGE D'ORIGINE)

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.

- Si le carénage d'origine SUZUKI est monté sur la moto, enlevez le.
- Desserrer l'axe de fixation moteur (situé au milieu des 3 points de fixation moteur- voir photo)
- Prendre la barre en inox R&G et remplacer l'axe d'origine par le notre.
- NOTEZ QU'IL PEUT ÊTRE NÉCESSAIRE D'UTILISER LES ENTRETOISES INCLUSES DANS LE KIT SUR LA NOUVELLE BARRE POUR PERMETTRE LE MONTAGE DES BLOCS EN ALUMINIUM SUR LA MOTO.

Droit

- Enlever la vis de fixation moteur arrière (vis proche de la selle)
- Prendre le bloc en aluminium R&G avec la partie usinée, et glisser la sur la barre de fixation R&G.
- Prendre la vis M10x90 mm et glisser une rondelle contre la tête de vis.
- Glisser la vis à travers le bloc et la positionner à l'arrière dans la fixation moteur.
- Serrer

Gauche

- Enlever la vis de fixation moteur arrière (vis proche de la selle)
 - Prendre le bloc en aluminium R&G, et glisser la sur la barre de fixation R&G.
 - Prendre la vis M10x150 mm et glisser une rondelle contre la tête de vis.
 - Glisser la vis à travers le bloc et positionner l'entretoise en alu la plus longue derrière le bloc.à l'arrière dans la fixation moteur.
 - Serrer
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- Prendre les rondelles M12 et placer une rondelle sur chaque côté des pièces en alu sur la barre R&G .
 - Placer les deux écrous Nyloc et serrer le tout.
 - Remonter le carénage (si nécessaire)
 - Prendre les rondelles M10 et les placer sur les vis M10x90, placer les rondelles contre les têtes de vis.
 - Puis glisser la vis et la rondelle à travers un tampon R&G.
 - Placer le tout sur la moto et visser le tout sur le trou de fixation situé sur le bloc R&G (au milieu)
 - Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer. Couple de serrage Maxi 40nm.

Nous vous conseillons de faire monter ce produit par un professionnel, merci de prendre contact avec votre revendeur.