



**FITTING INSTRUCTIONS FOR CP0141BL CRASH PROTECTORS
SUZUKI V-STROM 1000 UP TO '05 & KAWASAKI KLV1000**



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 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 one of the R&G aluminium blocks (cut out on block should sit towards the front at top) and slide over the engine bar
- Take shortest cap head bolt (100mm 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 the remaining cap head bolts (120mm excluding head)
- 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 (80mm excluding head)
- Pass bolt through one of the protectors and slide one of the discs over bolt and up to bobbin (slot facing away from bobbin). 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

CP0141 SUZUKI 1000 V-STROM	MOTEUR
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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:

Démontez les écrous de l'axe moteur central en utilisant des douilles et clés adaptées.

Deux personnes seront utiles.

Prenez la barre en Inox R&G est remplacez l'axe d'origine par l'axe fourni

DROITE:

- Démontez la vis de fixation moteur à l'avant. (prés de la fourche avant)
- Prenez un bloc R&G et placez le sur le cadre. La partie usinée se placera vers le haut à l'avant de la moto. Et positionnez ce bloc sur l'axe en inox.
- Prenez la vis M10 x 100 et glissez une rondelle M10 contre la tête de vis.
- Placez la vis à travers le bloc en alu et serrez la dans le trou de fixation à l'avant de la moto.
- Serrez fermement.

GAUCHE:

Refaire les mêmes opérations que pour le côté droit.

- Prenez ensuite les rondelles M12 et placez les sur l'axe central en inox contre les pièces en alu.
- Placez ensuite deux écrous autobloquants de chaque côté de l'axe. Et serrez l'ensemble.

- Vous devez ensuite positionner les tampons sur les blocs en aluminium à l'aide des vis, rondelles fournies dans le kit de montage.
- Attention de ne pas oublier de mettre les rondelles usinées en aluminium entre les blocs et les tampons de protections.
- Serrez les 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 filets de la moto. Ne pas exéder 40nm de couple de serrage.

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