



## FITTING INSTRUCTIONS FOR CP0201BL/WH CRASH PROTECTORS SUZUKI GSXR1000 K7-K9



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!*

### **Offside (right side as you sit on the bike)**

- Remove top, front engine bolt. **DO NOT REMOVE THE SPACER FROM THE FRAME.**
- Insert one of the M10x 100mm bolts (with washer behind bolt head then shake proof washer) through one of the crash protectors.
- Place 8mm spacer on bolt (sits between bobbin and frame)
- Insert R&G bolt into frame, replacing original engine bolt (THE LARGE DIAMETER OF THE BOBBIN GOES TO THE FRONT OF THE BIKE SEE PICTURE ABOVE)
- 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 other M10x100mm bolt (with washer behind bolt head then the shake proof washer) through the other crash protector.
- Place the larger spacer on to the bolt so that the bigger diameter sits against the bobbin.
- Insert R&G bolt into frame, replacing original engine bolt (THE LARGE DIAMETER OF THE BOBBIN GOES TO THE FRONT OF THE BIKE SEE PICTURE ABOVE).
- 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.



### **AMENDMENT FOR 2009 MODEL ONLY**



**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!***

### **Offside (right side as you sit on the bike)**

- Remove fairing panel
- Unscrew engine bolt (the bolt positioned as indicated by the arrow in the above right hand picture) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint; check correct alignment by refitting fairing and ensure pilot hole is aligned with engine bolt hole.
- Using 28mm tank cutter or a cone cutter, use pilot hole and drill slowly from outside to inside.
- Deburr hole in fairing.
- Remove engine bolt. **DO NOT REMOVE THE SPACER FROM THE FRAME.**
- Insert one of the M10x 100mm bolts (with washer behind bolt head then shake proof washer) through one of the crash protectors.
- Place 8mm spacer on bolt (sits between bobbin and frame)
- Insert R&G bolt into frame, replacing original engine bolt (**THE LARGE DIAMETER OF THE BOBBIN GOES TO THE FRONT OF THE BIKE SEE FIRST PICTURE**).
- 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 fairing panel
- Unscrew engine bolt (the bolt positioned as indicated by the arrow in the above left hand picture) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint; check correct alignment by refitting fairing and ensure pilot hole is aligned with engine bolt hole.
- Using 28mm tank cutter or a cone cutter, use pilot hole and drill slowly from outside to inside.

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- Deburr hole in fairing.
- Remove engine bolt. **DO NOT REMOVE THE SPACER FROM THE FRAME.**
- Insert one of the M10x 100mm bolts (with washer behind bolt head then shake proof washer) through one of the crash protectors.
- Place the larger remaining spacer on bolt (sits between bobbin and frame)
- Insert R&G bolt into frame, replacing original engine bolt (**THE LARGE DIAMETER OF THE BOBBIN GOES TO THE FRONT OF THE BIKE SEE FIRST PICTURE**).
- 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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**FRANCE**  
**INSTRUCTIONS DE MONTAGE DE LA PROTECTION**  
**CP0201BL/WH**  
**SUZUKI GSXR1000 K7-K8**

**La présentation des pièces 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.

**Droite**

- Enlever la vis de fixation moteur à l’avant. NE PAS ENLEVER L’ENTRETOISE ENTRE LE CADRE ET LE MOTEUR.
- Glisser une rondelle M10 sur la vis M10x100 mm puis une rondelle crantée et glisser le tout à travers un tampon de protection.
- Placer l’entretoise de 8mm sur la vis M10 (entre le cadre et le tampon)
- Placer le tout sur la moto et visser le tout sur la fixation moteur à l’avant. (attention au sens de montage du tampon- la partie la plus large vers l’avant).
- Serrer la vis jusqu’à ce que vous sentiez la compression à l’intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

**Gauche**

- Enlever la vis de fixation moteur à l’avant. NE PAS ENLEVER L’ENTRETOISE ENTRE LE CADRE ET LE MOTEUR.
- Glisser une rondelle M10 sur la vis M10x100 mm puis une rondelle crantée et glisser le tout à travers un tampon de protection.
- Placer l’entretoise la plus large sur la vis M10 (entre le cadre et le tampon)
- Placer le tout sur la moto et visser le tout sur la fixation moteur à l’avant. (attention au sens de montage du tampon- la partie la plus large vers l’avant).
- Serrer la vis jusqu’à ce que vous sentiez la compression à l’intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.



**INSTRUCTIONS DE MONTAGE DE LA PROTECTION  
CP0201BL/WH  
SUZUKI GSXR1000 K9**

**Droite**

- Enlever le carénage.
- Desserrer la vis de fixation moteur à l'avant de façon à ce qu'elle puisse toucher le carénage une fois que l'on repositionnera le carénage sur la moto.
- Peindre l'extrémité de la vis ( tête de vis )
- Remonter le carénage.
- Pousser la vis peinte contre le carénage ou presser légèrement le carénage contre la vis peinte (faire une marque à l'intérieur)
- Enlever le carénage
- **Perçage du carénage:**
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Enlever la vis peinte ( la nettoyer) **NE PAS ENLEVER L'ENTRETOISE SITUEE ENTRE LE CADRE ET LE MOTEUR**
- Remonter le carénage.
- Glisser une rondelle M10 sur la vis M10 x 100 mm puis une rondelle crantée et passer le tout à travers un tampon R&G.
- Glisser l'entretoise de 8mm sur la vis contre le tampon (contre la partie la plus petite du tampon)
- Placer le tout sur la moto à l'endroit du perçage du carénage.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

**Gauche**

- Enlever le carénage.
- Desserrer la vis de fixation moteur à l'avant de façon à ce qu'elle puisse toucher le carénage une fois que l'on repositionnera le carénage sur la moto.
- Peindre l'extrémité de la vis ( tête de vis )
- Remonter le carénage.
- Pousser la vis peinte contre le carénage ou presser légèrement le carénage contre la vis peinte (faire une marque à l'intérieur)
- Enlever le carénage
- **Perçage du carénage:**
- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.



- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Enlever la vis peinte ( la nettoyer) NE PAS ENLEVER L'ENTRETOISE SITUEE ENTRE LE CADRE ET LE MOTEUR
- Remonter le carénage.
- Glisser une rondelle M10 sur la vis M10 x 100 mm puis une rondelle crantée et passer le tout à travers un tampon R&G.
- Glisser l'entretoise la plus longue sur la vis contre le tampon (contre la partie la plus petite du tampon)
- Placer le tout sur la moto à l'endroit du perçage du carénage.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

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