



**FITTING INSTRUCTIONS FOR CP0393BL AERO CRASH PROTECTORS**  
**SUZUKI GSX-S 1000 2015-**



PICTURE 'A'



PICTURE 'B'



PICTURE 'C'

**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

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!*

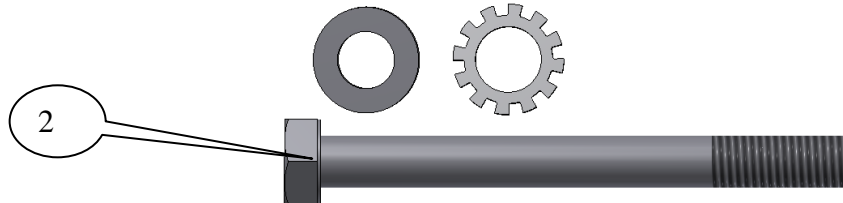
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)

Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)

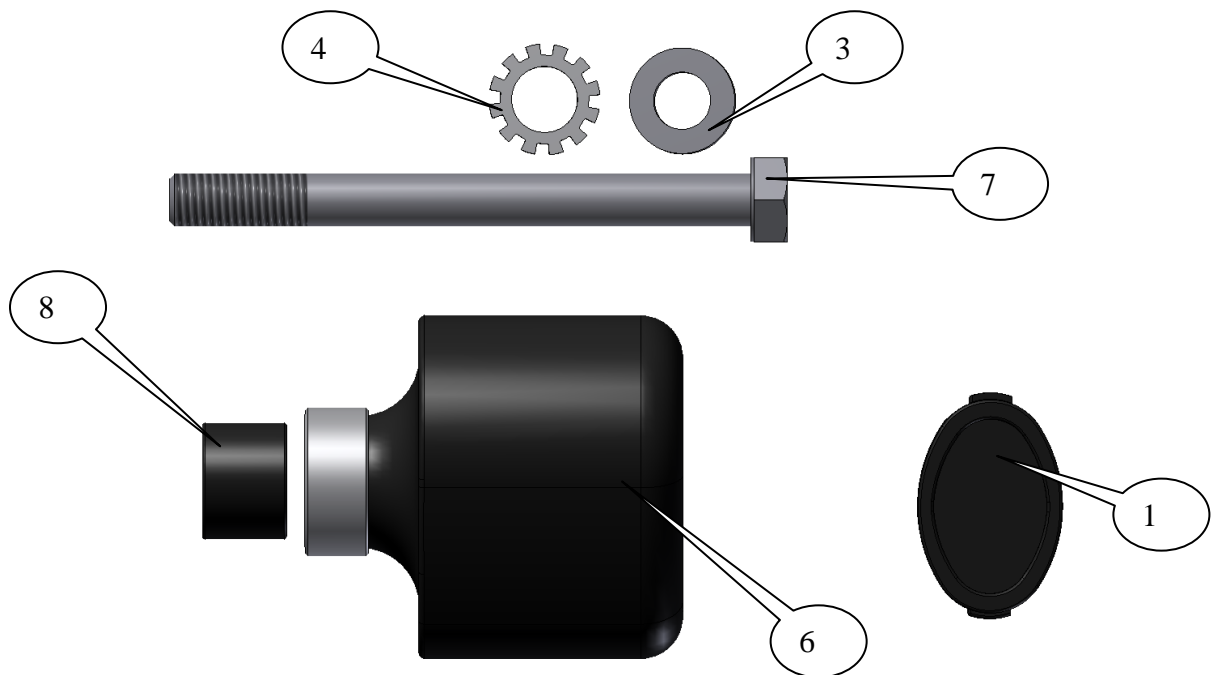
**GENERAL TORQUE SETTINGS**

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm





LEFT HAND SIDE



RIGHT HAND SIDE



### TOOLS REQUIRED

- Socket set to include 17mm A/F socket and wrench.
  - 8mm Allen key or socket bit.
  - Torque wrench (up to 40Nm).

### LEGEND

ITEM 1 = CRASH PROTECTOR CAPS, R&LHS (BC0002) (x2).

ITEM 2 = CRASH PROTECTOR BOLT LHS, M10x100mm LONG HEX HEAD (x1).

ITEM 3 = M10 PLAIN WASHERS, R&LHS (x2).

ITEM 4 = LOCKING WASHERS, R&LHS (LW0001) (x2).

ITEM 5 = CRASH PROTECTOR SPACER, LHS (S0893=15mm LONG) (x1).

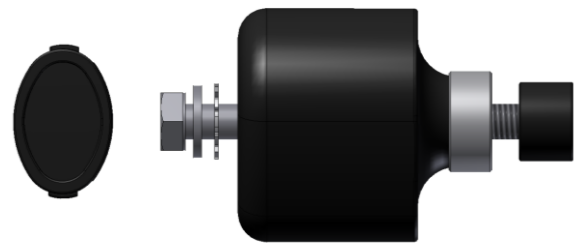
ITEM 6 = CRASH PROTECTORS, R&LHS (B0431 with CS341, 10mm) (x2).

ITEM 7 = CRASH PROTECTOR BOLT RHS, M10x110mm LONG HEX HEAD (x1).

ITEM 8 = CRASH PROTECTOR SPACER, RHS (S0894=16mm LONG) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



## FITTING INSTRUCTIONS

### *Near side (left side as you sit on bike)*

- Remove the bolt arrowed in picture 1.
- Place one of the plain washers (item 3) onto the longest hex headed bolt (item 2=100mm long) as shown in picture 2.
- Place one of the locking washers (item 4) over the bolt and against the washer just fitted as shown in picture 2.
- Place the bolt with both washers through one of the crash protectors (item 6) as shown in picture 2.
- Place the shorter spacer (item 5=15mm long) over the exposed end of the bolt with the larger diameter against the crash protector as shown in picture 2.
- Offer this assembly into position as shown in picture 'A' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40 N/m of torque.
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

### *Off side (right side as you sit on bike)*

- Remove the bolt arrowed in picture 3.
- Place one of the plain washers (item 3) onto the remaining shorter hex headed bolt (item 7=110mm long) as shown in picture 4.
- Place one of the locking washers (item 4) over the bolt and against the washer just fitted as shown in picture 4.
- Place the bolt with both washers through one of the crash protectors (item 6) as shown in picture 4.
- Place the longer spacer (item 8=16mm long) over the exposed end of the bolt with the larger diameter against the crash protector as shown in picture 4.
- Offer this assembly into position as shown in picture 'B' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' 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 over tighten as damage can occur to the bike. Do not exceed 40 N/m of torque.
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

ISSUE 1 14/07/2015 (NSY)

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**INSTRUCTIONS DE MONTAGE POUR CP0393BL PROTECTIONS CRASH LATERALES**  
**SUZUKI GSX-S 1000 2015-**



PHOTO 'A'



PHOTO 'B'



PHOTO C

**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.**

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

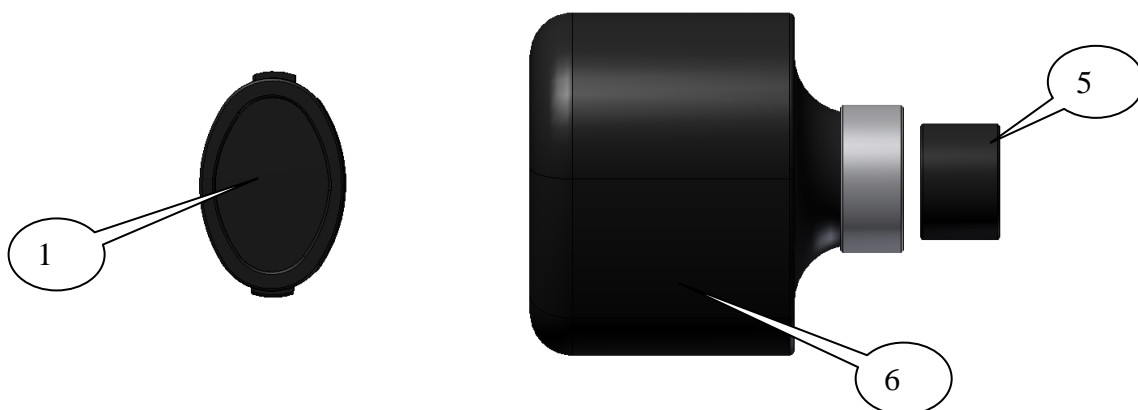
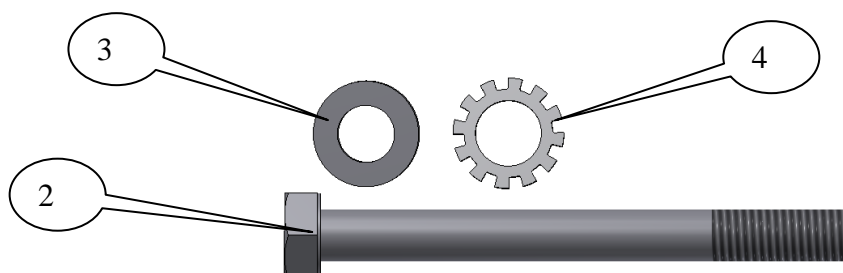
LES PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).



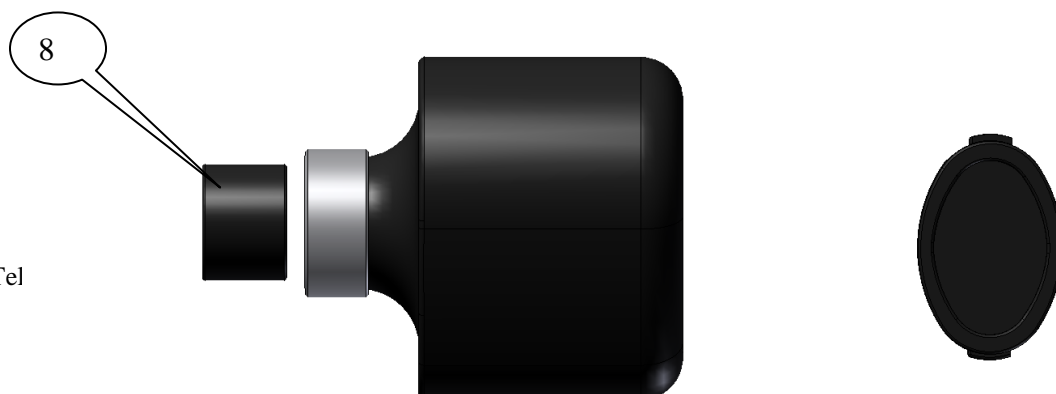
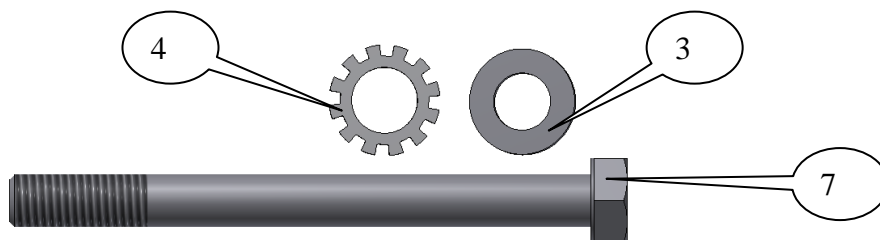
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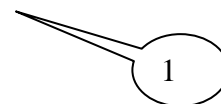
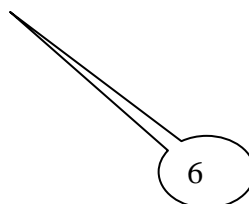
**COUPLES DE SERRAGE RECOMMANDES**

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm
- M10 BOULON = 40Nm



COTE GAUCHE





COTE DROIT

OUTILS REQUIS

- Jeu de clés 17mm.
- Clé Allen 8mm.
- Clé dynamométrique (à 40Nm).

LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH, COTE DROIT ET GAUCHE (BC0002) (x2).  
 ARTICLE 2 = BOULON DE PROTECTION CRASH GAUCHE, M10x100mm (x1).  
 ARTICLE 3 = M10 RONDELLES , DROITE ET GAUCHE (x2).  
 ARTICLE 4 = RONDELLES DE BLOCAGE, DROITE ET GAUCHE (LW0001) (x2).  
 ARTICLE 5 = ENTRETOISE DE PROTECTION CRASH, GAUCHE (S0893=15mm de long) (x1).  
 ARTICLE 6 = PROTECTIONS CRASH, DROITE ET GAUCHE (B0431 avec CS341, 10mm) (x2).  
 ARTICLE 7 = BOULON DE PROTECTION CRASH DROIT , M10x110mm (x1).  
 ARTICLE 8 = ENTRETOISE DE PROTECTION CRASH DROITE (S0894=16mm de long) (x1).

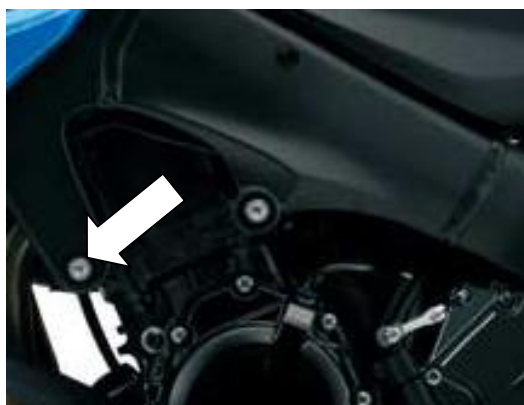


PHOTO 1

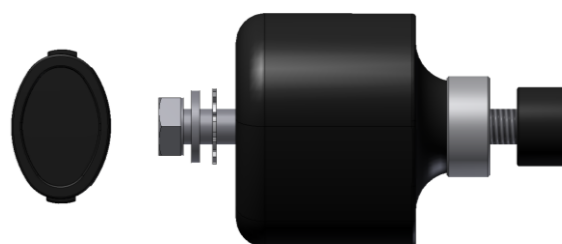


PHOTO 2

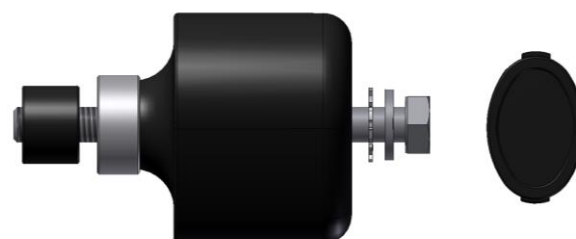






PHOTO 3

PHOTO 4

### Instructions de montage

#### Coté gauche (lorsqu'on est assis sur la moto)

- Enlever le boulon, indiqué sur la photo 1.
- Placer une des rondelles (article 3) sur le boulon le plus long (article 2=100mm de long) comme indique que la photo 2.
- Placer une des rondelles de blocage (article 4) sur le boulon et contre la rondelle tout juste insérée, voir photo 2.
- Placer le boulon avec les 2 rondelles dans une des protections crash (article 6), voir photo 2.
- Placer l'entretoise la plus courte (article 5=15mm de long) sur l'extrémité du boulon avec le diamètre le plus large contre la protection crash, voir photo 2.
- Poser l'ensemble en position, voir photo 'A' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

#### Coté droit (lorsqu'on est assis sur la moto)

- Enlever le boulon, indiqué sur la photo 3.
- Placer une des rondelles (article 3) sur le boulon restant, le plus court (article 7=110mm de long), voir photo 4.
- Placer une des rondelles de blocage (article 4) sur le boulon et contre la rondelle tout juste insérée, voir photo 4.
- Placer le boulon avec les 2 rondelles dans la protection crash restante (article 6), voir photo 4.
- Placer l'entretoise la plus longue (article 8=16mm de long) sur l'extrémité du boulon avec le diamètre le plus large contre la protection crash, voir photo 4.
- Poser l'ensemble en position, voir photo 'B' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash



jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.

- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

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