



CP0437

**FITTING INSTRUCTIONS FOR CP0437BL**  
**AERO CRASH PROTECTORS FOR SUZUKI GSX-S125 2017-**  
**- NON-DRILL KIT**

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Picture A

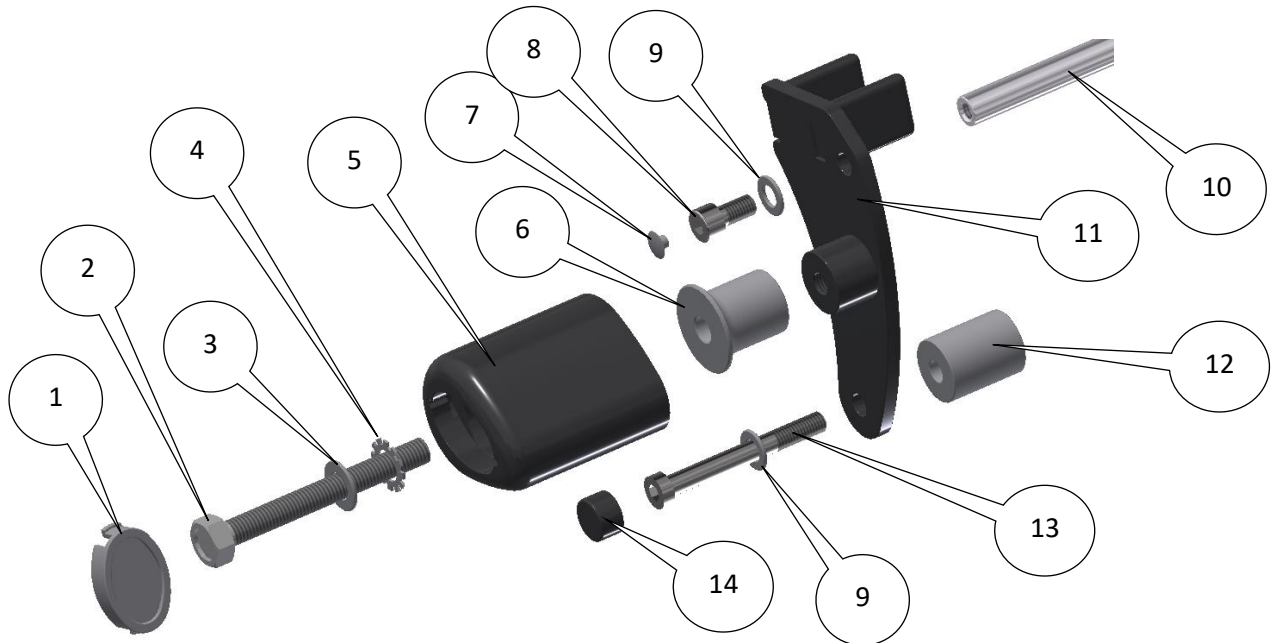


Picture B

**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.

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



**LEFT HAND SIDE**

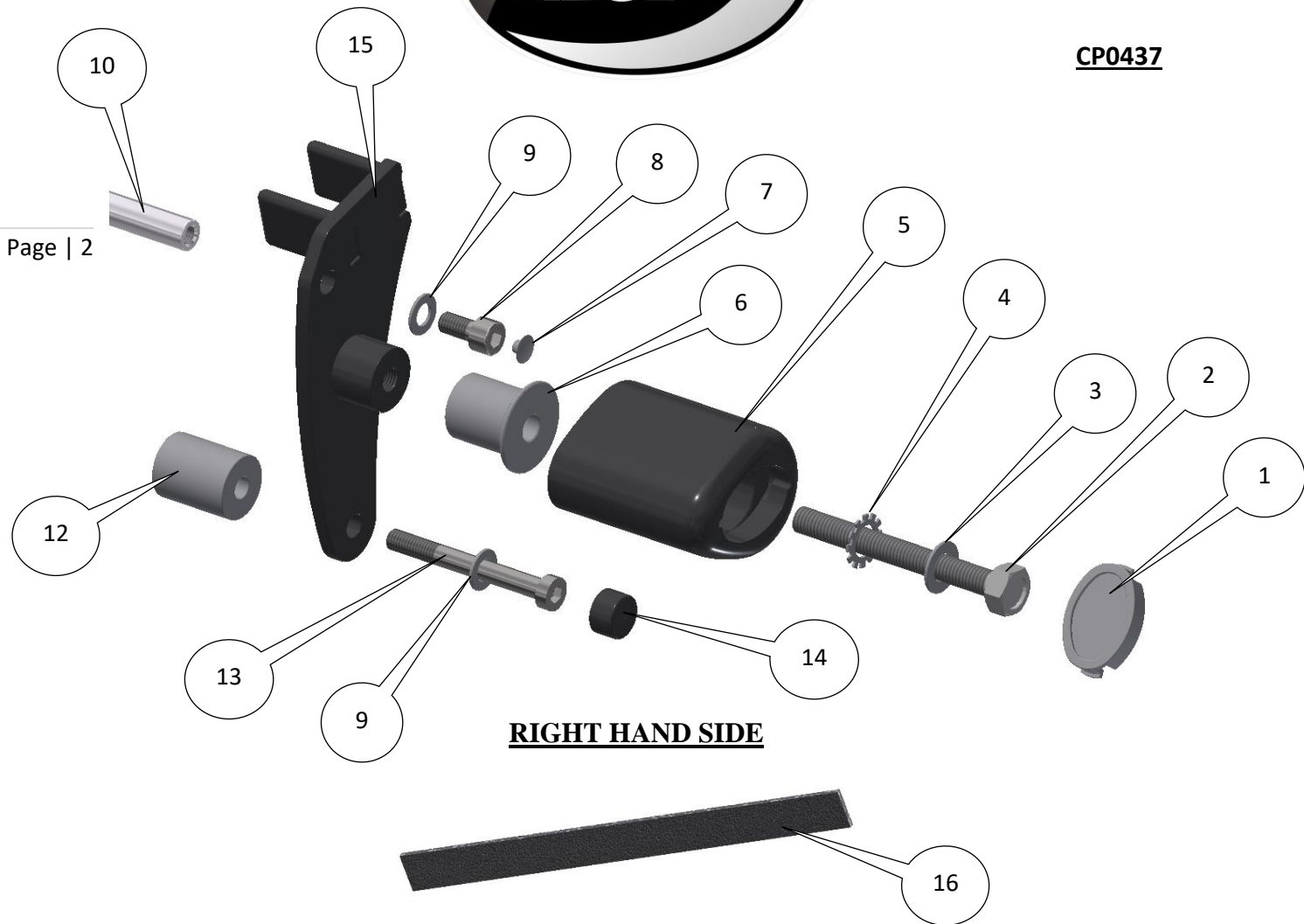
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**LEGEND**

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2 = CRASH PROTECTOR BOLTS (M10 x 1.25 x 90mm LONG HEX HEAD BOLTS) (x2)
- ITEM 3 = M10 x 19mm OD WASHERS (x2)
- ITEM 4 = LOCK-WASHERS (LW0001) (x2).
- ITEM 5 = CRASH PROTECTOR (B0061 with CS341) (x2).
- ITEM 6 = L & RHS CRASH PROTECTOR SPACER 30.5mm LONG (S0257) (x2)
- ITEM 7 = M8 FLAT CAP (NC0009) (x2)
- ITEM 8 = M8 x 15mm LONG CAP HEAD BOLTS (x2)
- ITEM 9 = M8 x 16mm OD WASHERS (x4)
- ITEM 10 = ENGINE BAR (EB090=241mm LONG) (x1)
- ITEM 11 = LHS MOUNTING PLATE (MP0204) (x1)
- ITEM 12 = L & RHS ENGINE SPACER 32mm LONG (S0572) (x2)
- ITEM 13 = FRAME/MOUNTING PLATE BOLTS (M8 x 1.25 x 75mm LONG HEX HEAD BOLTS) (x2)
- ITEM 14 = RUBBER BOLT CAP (NC0004) (x2)
- ITEM 15 = RHS MOUNTING PLATE (MP0205) (x1)
- ITEM 16 = LENGTH OF SELF ADHESIVE FOAM 200mm LONG (x1)

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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!*

**TOOLS REQUIRED**

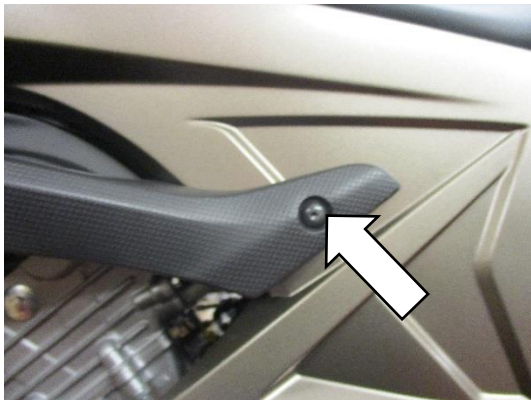
- Allen Keys set to include 4, 5 & 6mm AF.
- Socket set to include 12, 13 & 17mm sockets and wrench.
- Torque wrench (up to 40N/m).



PICTURE C

**GENERAL TORQUE SETTINGS**

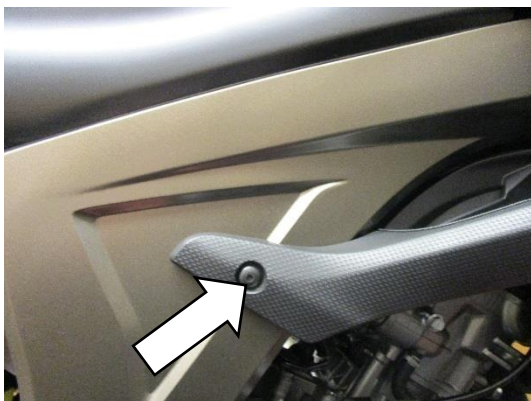
- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm



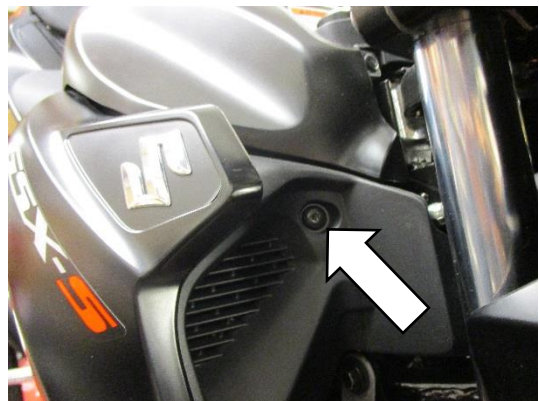
Picture 1



Picture 2



Picture 3



Picture 4

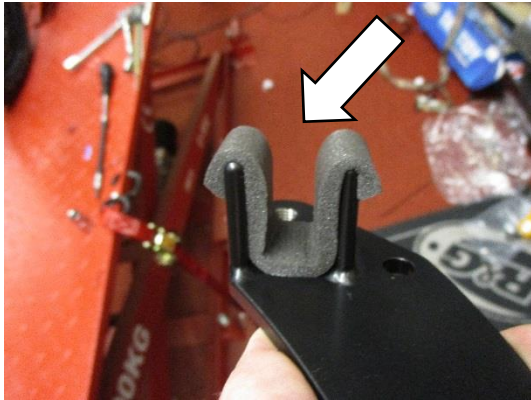
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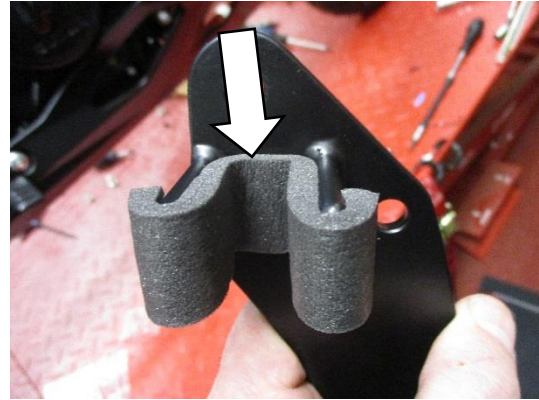
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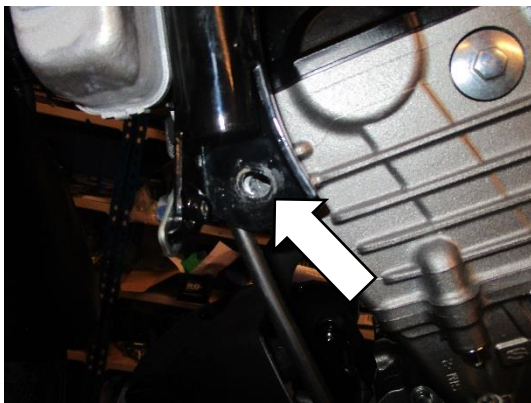
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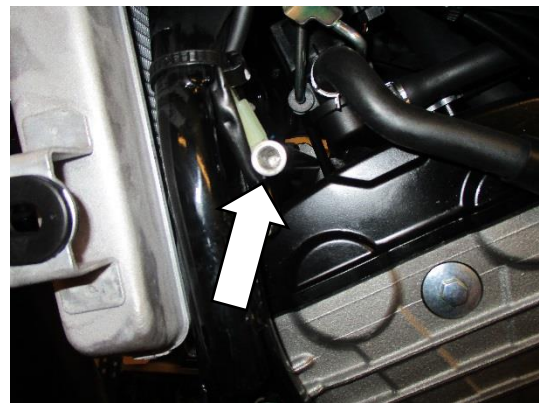
Picture 5



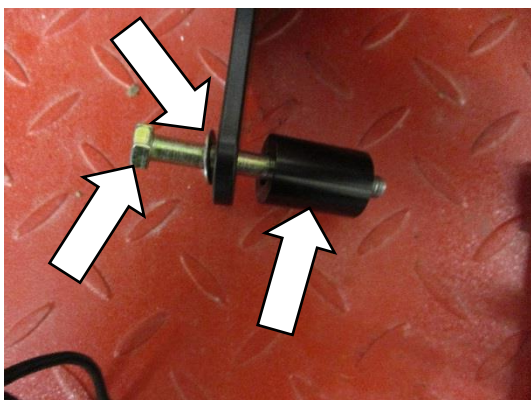
Picture 6



Picture 7



Picture 8



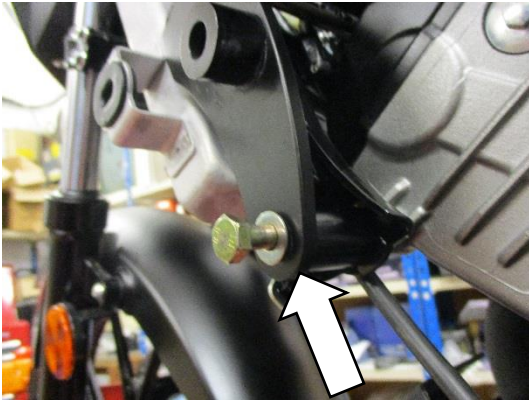
Picture 9



Picture 10



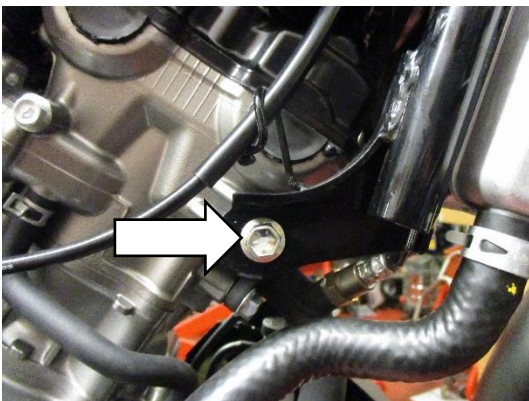
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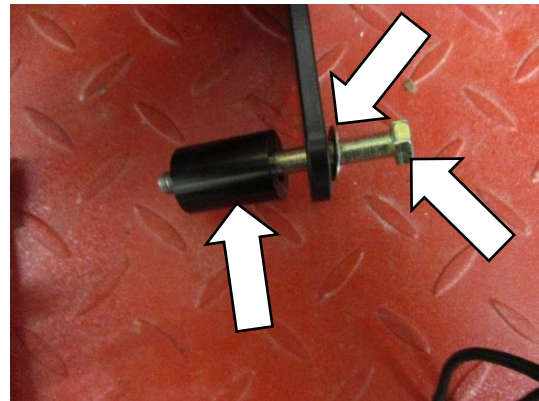
Picture 11



Picture 12



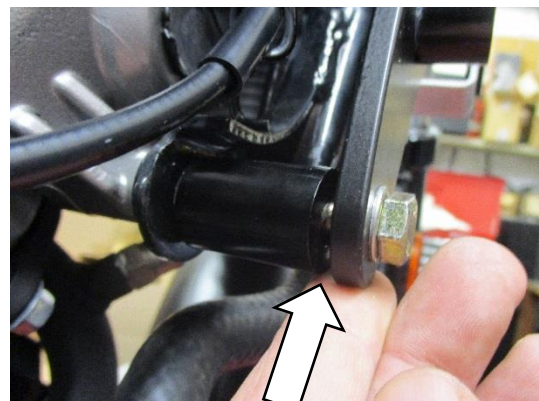
Picture 13



Picture 14



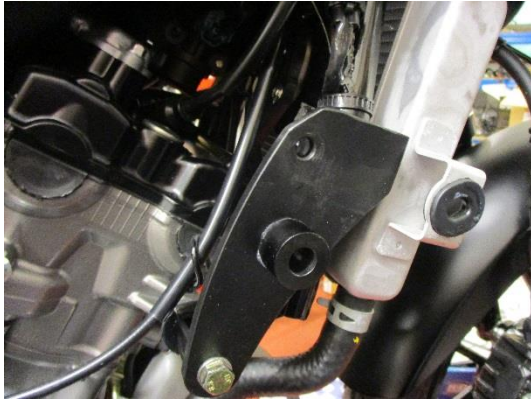
Picture 15



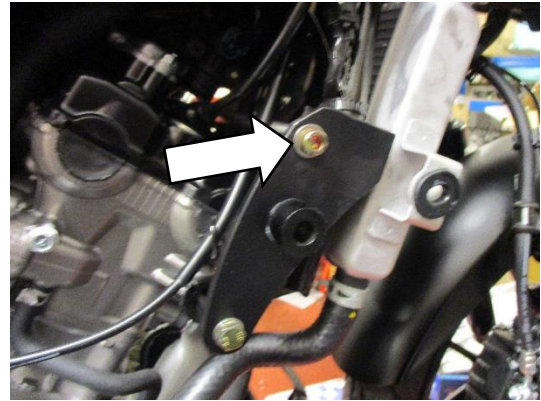
Picture 16



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Picture 17



Picture 18



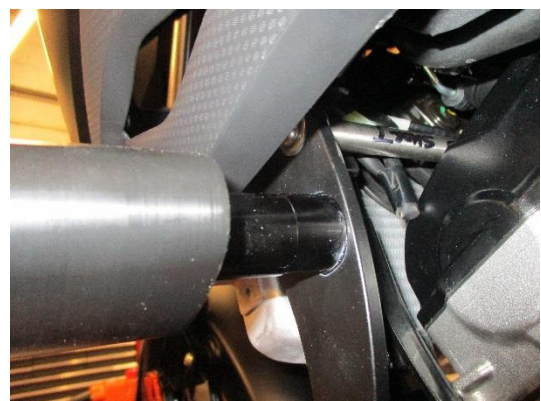
Picture 19



Picture 20



Picture 21



Picture 22



## **FITTING INSTRUCTIONS**

### **Left side (as you sit on the bike)**

- Remove the two bolts arrowed in Pictures 1 and 2 and remove the left-hand side fairing.

### **Right side (as you sit on the bike)**

- Remove the two bolts arrowed in Pictures 3 and 4 and remove the right-hand side fairing.

### **Left side (as you sit on the bike)**

- Cut and stick the self-adhesive foam (item 16) strip to both of the mounting plates (items 11 and 15) as shown in pictures 5 and 6.
- Remove the original engine bolt arrowed in picture 7.
- Place the engine bar (item 10) on top of the engine and behind the radiator as shown in picture 8.
- Place one of the M8 washers (item 9) onto one of the M8x75mm long hex head bolts (item 13) then through the left-hand side mounting plate (item 11), place one of the frame/mounting plate spacers (item 12) onto the exposed end of the bolt as shown in pictures 9 and 11.
- Offer this assembly onto the frame tube, behind the radiator as shown in picture 10.
- Engage and tighten the bolt through the frame bracket and into engine mount as shown in picture 11.
- Place the rubber bolt cap (item 14) onto the bolt head.
- Place one of the M8 washers (item 9) onto one of the M8x15 long cap head bolts (item 8).
- Carefully align the engine bar (item 10) with the hole in the mounting bracket and secure in place (do not fully tighten at this stage) with the M8 bolt and washer as shown in picture 12.

### **Right side (as you sit on the bike)**

- Remove the original engine bolt arrowed in picture 13.
- Place one of the M8 washers (item 9) onto one of the M8x75mm long hex head bolts (item 13) then through the right-hand side mounting plate (item 15), place one of the frame/mounting plate spacers (item 12) onto the exposed end of the bolt as shown in pictures 14 and 16.
- Offer this assembly onto the frame tube, behind the radiator as shown in picture 15.
- Engage and tighten the bolt through the frame bracket and into engine mount as shown in picture 16.
- Place the rubber bolt cap (item 14) onto the bolt head.
- Place one of the M8 washers (item 9) onto one of the M8x15 long cap head bolts (item 8).
- Carefully align the engine bar (item 10) with the hole in the mounting bracket and secure in place with the M8 bolt and washer as shown in pictures 17 and 18, tighten both engine bar bolts and place the flat caps (item 7) onto the bolts.
- Place one of the M10 washers (item 3) onto one of the M10x90mm long hex headed bolts (item 2) then place one of the lock washers (item 4) onto the exposed end of the bolt. Place this assembly through one of the crash protectors, then place one of the crash protector spacers (item 6) onto the exposed end of the bolt with the larger end against the crash protector as shown in picture 19.
- Repeat the above for the right-hand side crash protector assembly as shown in picture 20.
- Refit the right-hand side fairing as original.
- Offer either of the crash protector assemblies into the threaded hole on the right-hand side mounting plate as shown in picture 21 then tighten the crash protector bolt until you feel some compression from inside the protector using a 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 40N/m of torque.
- Locate one crash protector caps (item 1) to each crash protector.

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**Left side (as you sit on the bike)**

- Refit the left-hand side fairing as original.
- Offer the remaining crash protector assembly into the threaded hole on the left-hand side mounting plate as shown in picture 22 then tighten the crash protector bolt until you feel some compression from inside the protector using a 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 40N/m of torque.
- Locate one crash protector caps (item 1) to each crash protector.
- Ensure that the fairing panels are correctly fitted and that the crash protectors are securely tightened before riding.

ISSUE 1 29/03/2018 (NSY)

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**NOTICE DE MONTAGE CP0437BL**  
**PROTECTIONS CRASH SUZUKI GSX-S125 2017-**  
**- KIT NON PERCÉ**

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Photo A

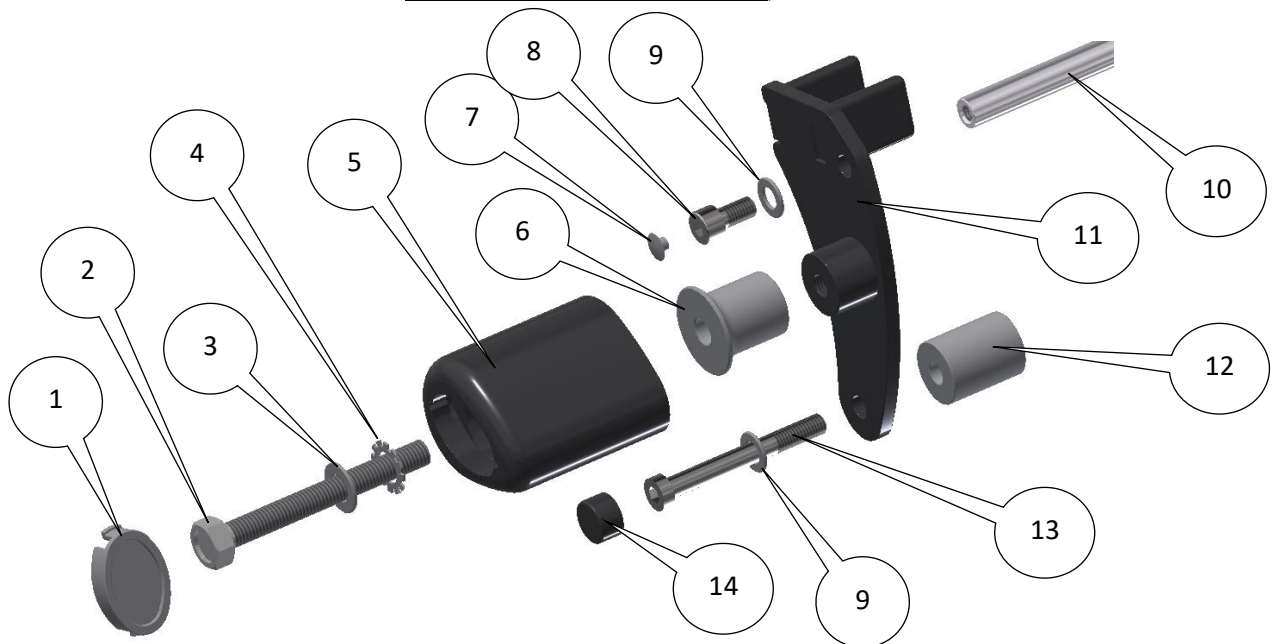


Photo B

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

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



**CÔTÉ GAUCHE**

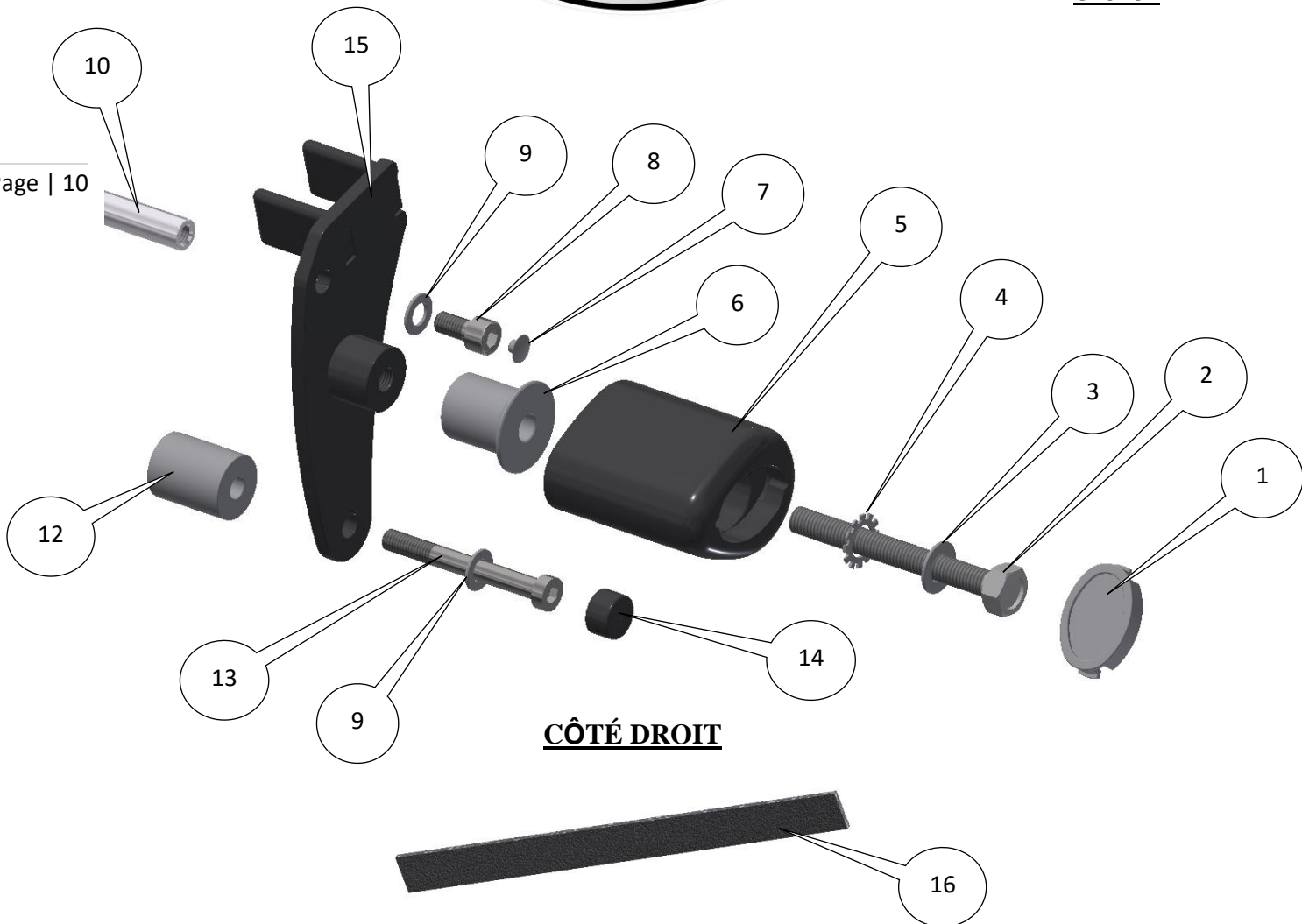
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### **LÉGENDE**

- ARTICLE 1 = BOUCHONS DE PROTECTION CRASH (BC0002) (x2).
- ARTICLE 2 = BOULONS DE PROTECTION CRASH (BOULONS M10 x 1.25 x 90mm) (x2)
- ARTICLE 3 = M10 x 19mm OD RONDELLES (x2)
- ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).
- ARTICLE 5 = PROTECTION CRASH (B0061 avec CS341) (x2).
- ARTICLE 6 = ENTRETOISE DE PROTECTION CRASH CÔTÉ GAUCHE ET DROIT 30.5mm DE LONG (S0257) (x2)
- ARTICLE 7 = M8 CAPUCHON (NC0009) (x2)
- ARTICLE 8 = M8 x 15mm BOULONS (x2)
- ARTICLE 9 = M8 x 16mm RONDELLES (x4)
- ARTICLE 10 = AXE MOTEUR (EB090=241mm DE LONG) (x1)
- ARTICLE 11 = PLAQUE DE FIXATION GAUCHE (MP0204) (x1)
- ARTICLE 12 = ENTRETOISE MOTEUR CÔTÉ GAUCHE ET DROIT 32mm DE LONG (S0572) (x2)
- ARTICLE 13 = BOULONS DE PLAQUE DE FIXATION/CADRE (BOULONS M8 x 1.25 x 75mm) (x2)
- ARTICLE 14 = CAPUCHON DE BOULON EN CAOUTCHOUC (NC0004) (x2)
- ARTICLE 15 = PLAQUE DE FIXATION DROITE (MP0205) (x1)

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ARTICLE 16 = LONGUEUR DE MOUSSE AUTOCOLLANTE 200mm DE LONG (x1)

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

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### **OUTILS REQUIS**

- Clés Allen 4, 5 & 6mm.
- Jeu de clés + douilles 12, 13 & 17mm.
- Clé dynamométrique (à 40 Nm).

ARRIÈRE MOTO



AVANT MOTO

PHOTO C

### **VALEURS DE SERRAGE RECOMMANDEES**

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

### **NOTICE DE MONTAGE**

#### **Côté gauche (assis sur la moto)**

- Enlever les boulons indiqués sur les Photos 1 et 2 puis enlever le carénage latéral côté gauche.

#### **Côté droit (assis sur la moto)**

- Enlever les 2 boulons indiqués sur les Photos 3 et 4 puis enlever le carénage latéral côté droit.

#### **Côté gauche (assis sur la moto)**

- Couper et coller la mousse autocollante (article 16) en bandeaux sur les 2 plaques de fixation (articles 11 et 15), voir photos 5 et 6.
- Enlever le boulon moteur d'origine, voir photo 7.
- Placer l'axe moteur (article 10) sur le dessus du moteur puis derrière le radiateur, voir photo 8.
- Placer une des rondelles M8 (article 9) sur un des boulons M8x75mm (article 13) puis à travers la plaque de fixation du côté gauche (article 11), placer une des entretoises de plaque de fixation/cadre (article 12) sur l'extrémité du boulon, voir photos 9 et 11.
- Monter cet ensemble sur le tube de cadre, derrière le radiateur, voir photo 10.
- Engager et serrer le boulon dans le support de cadre puis dans le support moteur, voir photo 11.
- Placer le capuchon de boulon caoutchouc (article 14) sur la tête du boulon.

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- Placer une des rondelles M8 (article 9) sur un des boulons M8x15 (article 8).
- Aligner l'axe moteur (article 10) avec le trou dans le support de fixation puis fixer en place (Ne pas serrer complètement pour le moment) avec le boulon M8 et la rondelle, voir photo 12.

#### **Côté droit (assis sur la moto)**

- Enlever le boulon moteur d'origine, voir photo 13.
- Placer une des rondelles M8 (article 9) sur un des boulons M8x75mm (article 13) puis dans la plaque de fixation du côté droit (article 15), placer une des entretoises de plaque de fixation/cadre (article 12) sur l'extrémité du boulon, voir photos 14 et 16.
- Monter l'ensemble sur le tube de cadre, derrière le radiateur, voir photo 15.
- Engager et serrer le boulon dans le support cadre puis dans le support moteur, voir photo 16.
- Placer le capuchon de boulon en caoutchouc (article 14) sur la tête du boulon.
- Placer une des rondelles M8 (article 9) sur un des boulons M8x15 (article 8).
- Aligner l'axe moteur (article 10) avec le trou dans le support de fixation puis fixer en place avec le boulon M8 et la rondelle, voir photos 17 et 18, serrer les 2 boulons d'axe moteur puis placer les capuchons (article 7) sur les boulons.
- Placer une des rondelles M10 (article 3) sur un des boulons M10x90mm (article 2) puis placer une des rondelles de blocage (article 4) sur l'extrémité du boulon. Placer cet ensemble dans une des protections crash, puis placer une des entretoises de protection crash (article 6) sur l'extrémité du boulon avec l'extrémité plus large contre la protection crash, voir photo 19.
- Répéter la procédure du dessus pour l'assemblage de protection crash du côté droit, voir photo 20.
- Remonter le carénage du côté droit, comme à l'origine.
- Monter l'assemblage de protection crash dans le trou fileté de la plaque de fixation côté droit, voir photo 21 puis serrer le boulon de protection crash jusqu'à ce que vous sentiez une compression de l'intérieur de la protection, avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon. Serrer à 40Nm de couple.
- Placer un des capuchons de protection crash (article 1) sur chaque protection crash.

#### **Côté gauche (assis sur la moto)**

- Remonter le carénage gauche comme à l'origine.
- Monter l'assemblage de protection crash restant dans le trou fileté de la plaque de fixation côté gauche, voir photo 22 puis serrer le boulon de protection crash jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon. Serrer à 40Nm de couple.
- Placer un des capuchons de protection crash (article 1) sur chaque protection.
- Veiller à ce que les panneaux de carénage soient correctement montés et que les protections crash soit correctement serrées avant de prendre la route.

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Abbildung A

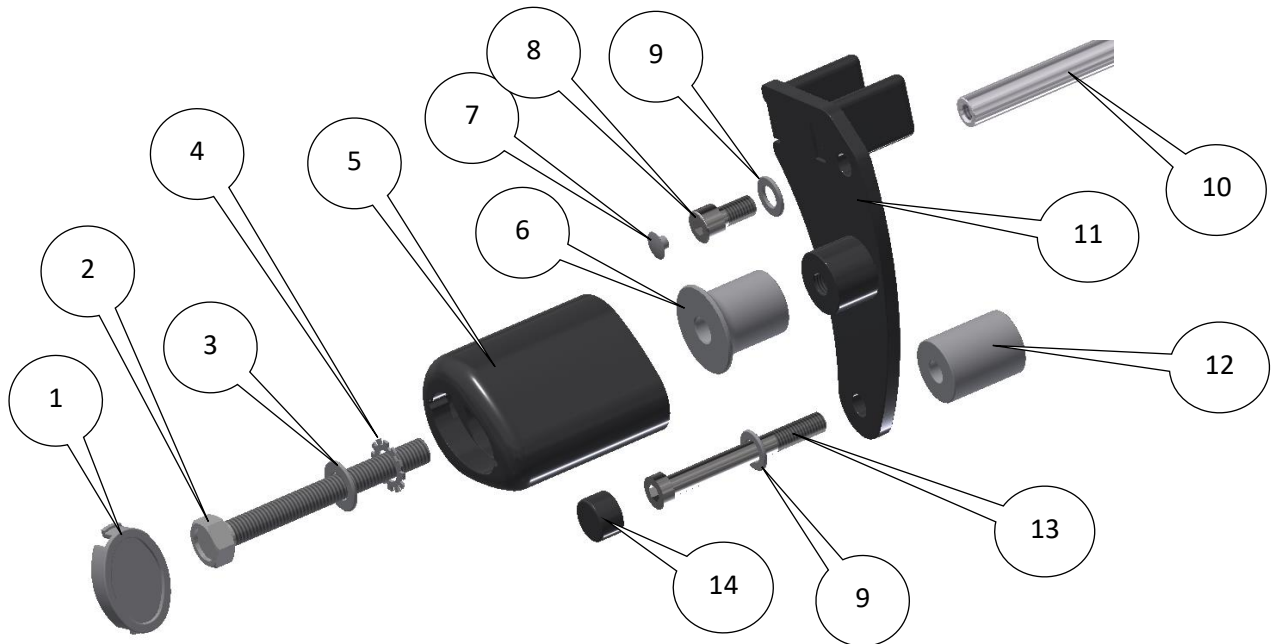


Abbildung B

**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.**

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG



**LINKE SEITE**

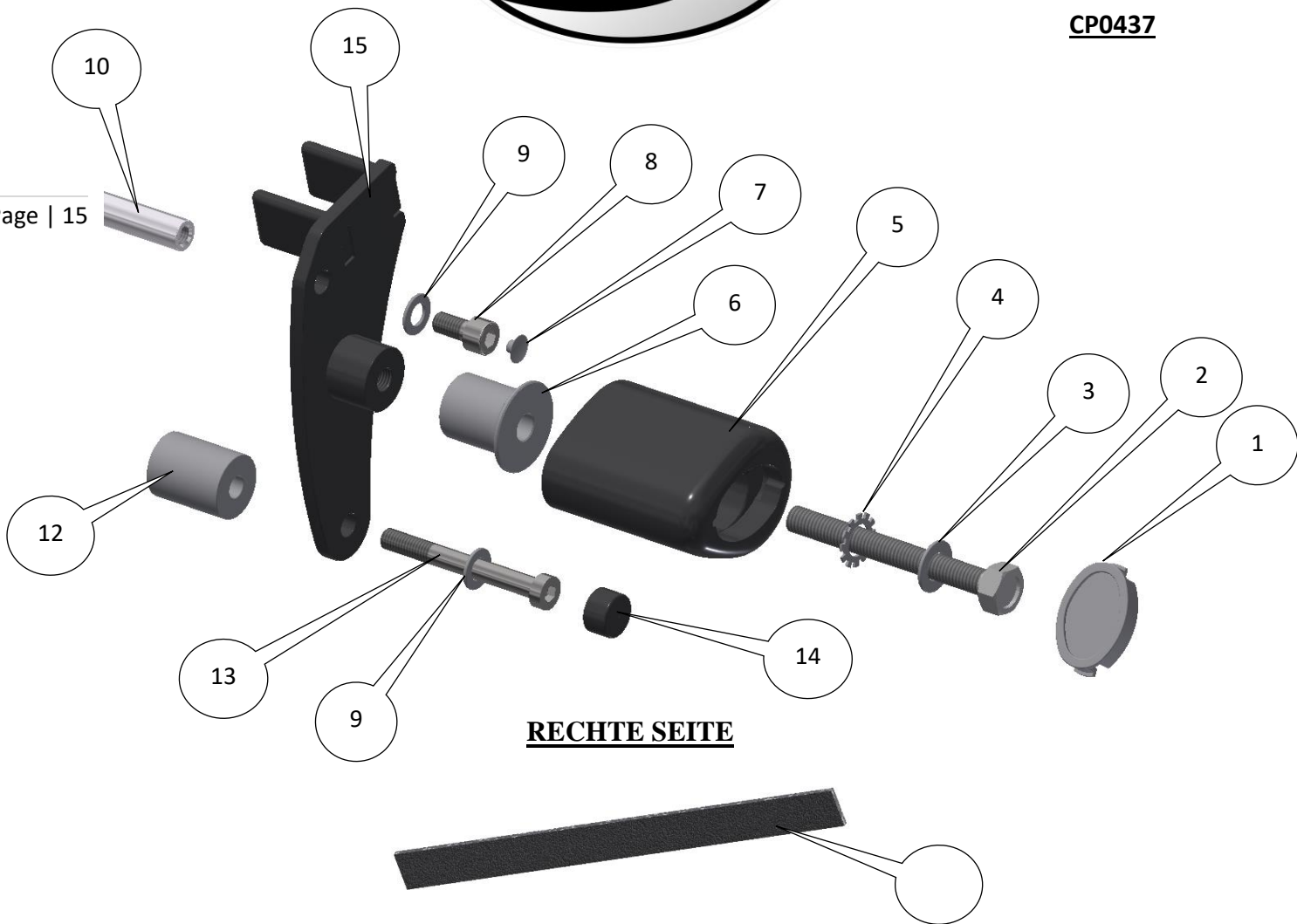
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**RECHTE SEITE**

**LIEFERUMFANG**

- ARTIKEL 1 = STURZPAD-SCHUTZKAPPEN (BC0002) (x2)
- ARTIKEL 2 = SCHRAUBEN FÜR DIE STURZPADS (M10 x 1,25 x 90mm SECHSKANTSCHRAUBE) (x2)
- ARTIKEL 3 = M10 x 19mm UNTERLEGSCHIBE (x2)
- ARTIKEL 4 = ZAHNSCHIBE (LW0001) (x2)
- ARTIKEL 5 = STURZPAD (B0061 with CS341) (x2)
- ARTIKEL 6 = DISTANZHALTER (STURZPAD) LINKE & RECHTE SEITE 30,5mm LÄNGE (S0257) (x2)
- ARTIKEL 7 = M8 FLACHE KAPPE (NC0009) (x2)
- ARTIKEL 8 = M8 x 15mm INBUSSSCHRAUBEN (x2)
- ARTIKEL 9 = M8 x 16mm UNTERLEGSCHIBE (x4)
- ARTIKEL 10 = VERBINDUNGSSTANGE (EB090=241mm LÄNGE) (x1)
- ARTIKEL 11 = LINKE MONTAGEPLATTE (MP0204) (x1)
- ARTIKEL 12 = DISTANZHALTER FÜR DEN MOTOR (L & R) 32mm LÄNGE (S0572) (x2)
- ARTIKEL 13 = RAHMEN/MONTAGEPLATTE-SCHRAUBE (M8 x 1,25 x 75mm SECHSKANTSCHRAUBE) (x2))
- ARTIKEL 14 = SCHRAUBENKAPPE AUS GUMMI (NC0004) (x2)
- ARTIKEL 15 = RECHTE MONTAGEPLATTE (MP0207) (x1)
- ARTIKEL 16 = SELBSTKLEBENDER SCRAUMSTOFF 200mm LÄNGE (x1)

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Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

**SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Satz Inbusschlüssel inkl. 4, 5 und 6mm Inbusschlüssel
- Steckschlüsselsatz inkl. 12, 13 & 17mm Steckschlüssel
  - Drehmomentschlüssel (bis 40Nm)



**ABBILDUNG C**

**ANZUGSDREHMOMENTE:**

- M4 SCHRAUBE = 8 NM
- M5 SCHRAUBE = 12NM
- M6 SCHRAUBE = 15NM
- M8 SCHRAUBE = 20NM
- M10 SCHRAUBE = 40NM

**MONTAGEANLEITUNG**

**Linke Seite (in Fahrtrichtung)**

- Entfernen Sie die zwei Schrauben, die in den Abbildungen 1 und 2 gekennzeichnet sind und entfernen Sie die linke Seitenverkleidung.

**Rechte Seite (in Fahrtrichtung)**

- Entfernen Sie die zwei Schrauben, die in den Abbildungen 3 und 4 gekennzeichnet sind und entfernen Sie die rechte Seitenverkleidung.

**Linke Seite (in Fahrtrichtung)**

- Den selbstklebenden Schaumstoffstreifen (Artikel 16) schneiden und an beiden Montageplatten (Artikel 11 und 15) ankleben – siehe Abbildungen 5 und 6.
- Entfernen Sie die original Motorschraube – siehe Abbildung 7.
- Die Verbindungsstange (Artikel 10) auf dem Motor und hinter dem Kühler platzieren – siehe Abbildung 8.
- Eine M8 Unterlegscheibe (Artikel 9) an einer M8x75mm Sechskantschraube (Artikel 13) anbringen und diese in die Montageplatte für die linke Seite (Artikel 11) einführen. Einen der Rahmen/Montageplatte-Distanzhalter (Artikel 12) am hervorstehenden Ende der Schraube anbringen – siehe Abbildungen 9 und 11.
- Diese Einheit am Rahmenrohr hinter dem Kühler anbringen, wie in Abbildung 10 abgebildet.
- Die Schraube durch die Rahmenhalterung in die Motorhalterung eindrehen und befestigen wie in Abbildung 11 abgebildet.
- Eine Schraubenkappe aus Gummi (Artikel 14) am Schraubenkopf anbringen.
- Eine M8 Unterlegscheiben (Artikel 9) an einer der M8x15 Inbusschrauben (Artikel 8) anbringen.

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- Die Verbindungsstange (Artikel 10) mit der Öffnung an der Montagehalterung ausrichten und mit der M8 Schraube und Unterlegscheibe sicher in Position fixieren (zu diesem Zeitpunkt noch nicht festziehen) – siehe Abbildung 12.

#### Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die original Motorschraube, die in Abbildung 13 gekennzeichnet ist.
  - Eine M8 Unterlegscheibe (Artikel 9) an einer M8x75mm Sechskantschraube (Artikel 13) anbringen und diese in die Montageplatte für die rechte Seite (Artikel 15) einführen. Einen der Rahmen/Montageplatte-Distanzhalter (Artikel 12) am hervorstehenden Ende der Schraube anbringen – siehe Abbildungen 14 und 16.
  - Diese Einheit am Rahmenrohr hinter dem Kühler anbringen, wie in Abbildung 15 abgebildet.
  - Die Schraube durch die Rahmenhalterung in die Motorhalterung eindrehen und befestigen wie in Abbildung 16 abgebildet.
  - Die Schraubenkappe aus Gummi (Artikel 14) am Schraubenkopf anbringen.
  - Eine M8 Unterlegscheiben (Artikel 9) an einer der M8x15 Inbusschrauben (Artikel 8) anbringen.
  - Die Verbindungsstange (Artikel 10) mit der Öffnung an der Montagehalterung ausrichten und mit der M8 Schraube und Unterlegscheibe sicher in Position fixieren - siehe Abbildungen 17 und 18. Beide Schrauben für die Verbindungsstange festziehen und die flachen Kappen (Artikel 7) an den Schrauben anbringen.
  - Eine M10 Unterlegscheibe (Artikel 3) an einer der M10x90mm Sechskantschrauben (Artikel 2) anbringen, danach eine der Zahnscheiben (Artikel 4) am hervorstehenden Ende der Schraube anbringen. Die Einheit durch ein Sturzpad führen, und einen der Distanzhalter für die Sturzpads (Artikel 6) am hervorstehenden Ende der Schraube anbringen – das größere Ende am Sturzpad anliegend – siehe Abbildung 19.
  - Wiederholen Sie das für die Sturzpad-Einheit für die rechte Seite – siehe Abbildung 20.
  - Montieren Sie die rechte Seitenverkleidung wie ursprünglich wieder.
- 
- Eine Sturzpad-Einheit in die Gewindeöffnung an der Montageplatte für die rechte Seite einführen – siehe Abbildung 21 - ziehen Sie die Schraube mittels eines 17 mm Steckschlüssels fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘C’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten
  - Eine Schutzkappe (Artikel 1) am Sturzpad anbringen.

#### Linke Seite (in Fahrtrichtung)

- Montieren Sie die linke Seitenverkleidung wie ursprünglich wieder.
- Die übrige Sturzpad-Einheit in die Gewindeöffnung an der Montageplatte für die linke Seite einführen – siehe Abbildung 22 - ziehen Sie die Schraube mittels eines 17 mm Steckschlüssels fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘C’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten
- Die Schutzkappen (Artikel 1) an beiden Sturzpads anbringen.
- Bitte überprüfen Sie, dass die Motorradverkleidung sowie die Sturzpads sicher montiert sind, bevor Sie mit dem Motorrad fahren.

AUSGABE 1 29/03/2018 (NSY)

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