



**FITTING INSTRUCTIONS FOR CP0320 CRASH PROTECTORS**  
**SUZUKI GSX-R750/600 2004-5**



PICTURE ONE

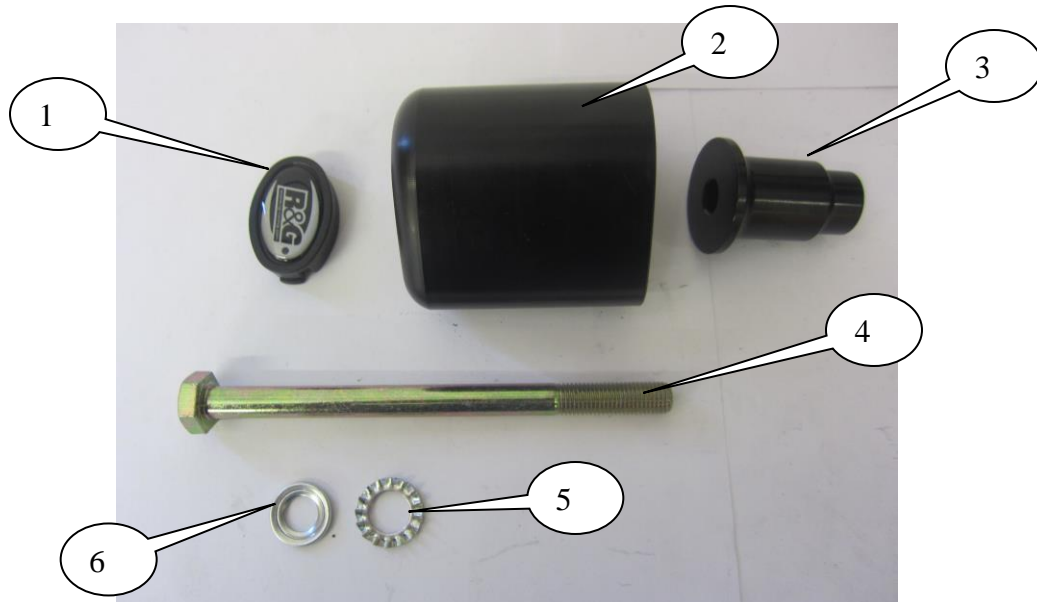


PICTURE TWO

**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

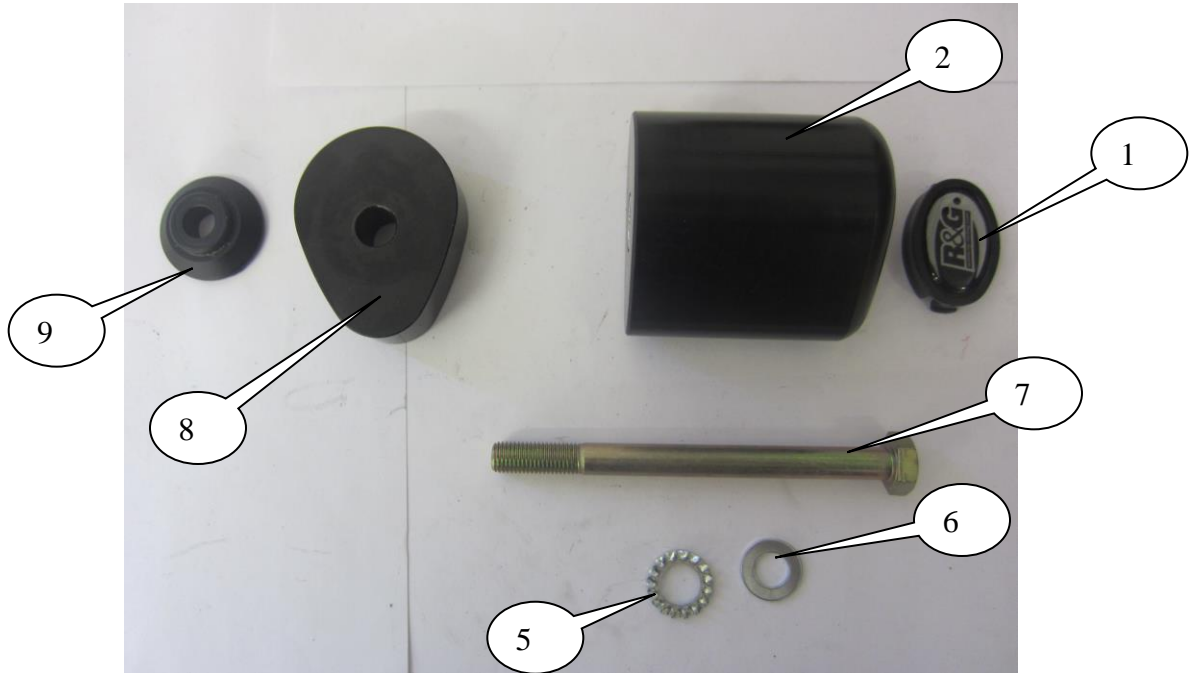
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND SIDE



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



**RIGHT HAND SIDE**

**LEGEND**

- ITEM 1= PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= PROTECTOR (B0061 WITH CS341) (x2).
- ITEM 3= SPACER LEFT HAND SIDE (45mm LONG) (S0355) (x1).
- ITEM 4= M10x1.25x130mm LONG HEX HEAD BOLT (LEFT HAND SIDE) (x1).
- ITEM 5= LOCK-WASHERS (LW0001) (x2).
- ITEM 6= M10 PLAIN WASHERS (x2).
- ITEM 7= M10x1.25x120mm LONG HEX HEAD BOLT (RIGHT HAND SIDE) (x1).
- ITEM 8= SPACER RIGHT HAND SIDE (AERO SHAPED 20mm WIDE) (S0533 WITH CS438) (x1).
- ITEM 9= SPACER RIGHT HAND SIDE (10mm WIDE) (S0058) (x1).

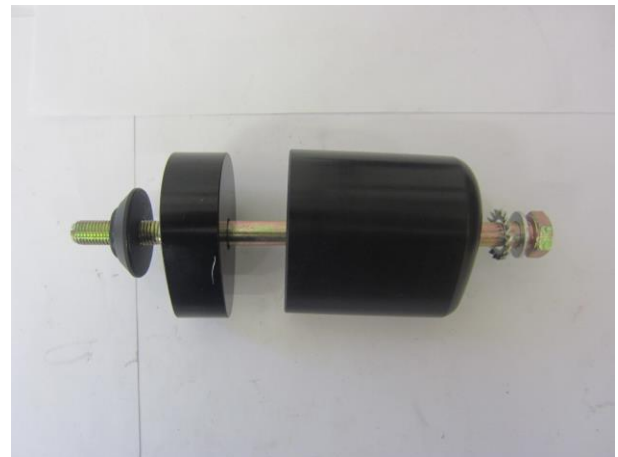
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

**TOOLS REQUIRED**

- Socket set to include 17mm socket and wrench.
  - Set of metric Allen keys.
  - Torque wrench (up to 40Nm).



PICTURE FOUR



PICTURE FIVE

#### **Left-hand side (as you sit on bike)**

- Remove the engine-mounting bolt in position arrowed in picture ONE.
- Slide one of the 10mm washers (item 6) onto the longer M10 hexagon headed bolt (item 4) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against the washer just fitted.
- Next slide bolt, washer and locking washer through either crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the longest spacer (item 3) (45mm long) over bolt so it sits against the crash protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt) as shown in picture four.
- Offer this assembly up to frame mount and tighten 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 THREE ABOVE 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item1).
- Fit the crash protector cap into the crash protector.



### **RIGHT-HAND SIDE (AS YOU SIT ON BIKE)**

- Remove the engine-mounting bolt in position arrowed in picture TWO.
- Slide one of the 10mm washers (item 6) onto the shorter M10 hexagon headed bolt (item 7) so washer sits against head of bolt.
- Slide serrated locking washer (item 5) over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the aero shaped spacer (item 8) (20mm long) over bolt so it sits against crash-protector.
- Next slide the smaller spacer (item 9) (10mm long) over bolt so larger diameter sits against the aero spacer just fitted (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt) as shown in picture five.
- Offer this assembly up to frame mount and tighten 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 THREE ABOVE 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 40nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

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**Instructions de montage**  
CP0320 Protections Crash  
SUZUKI GSX-R750/600 2004-5



Photo 1

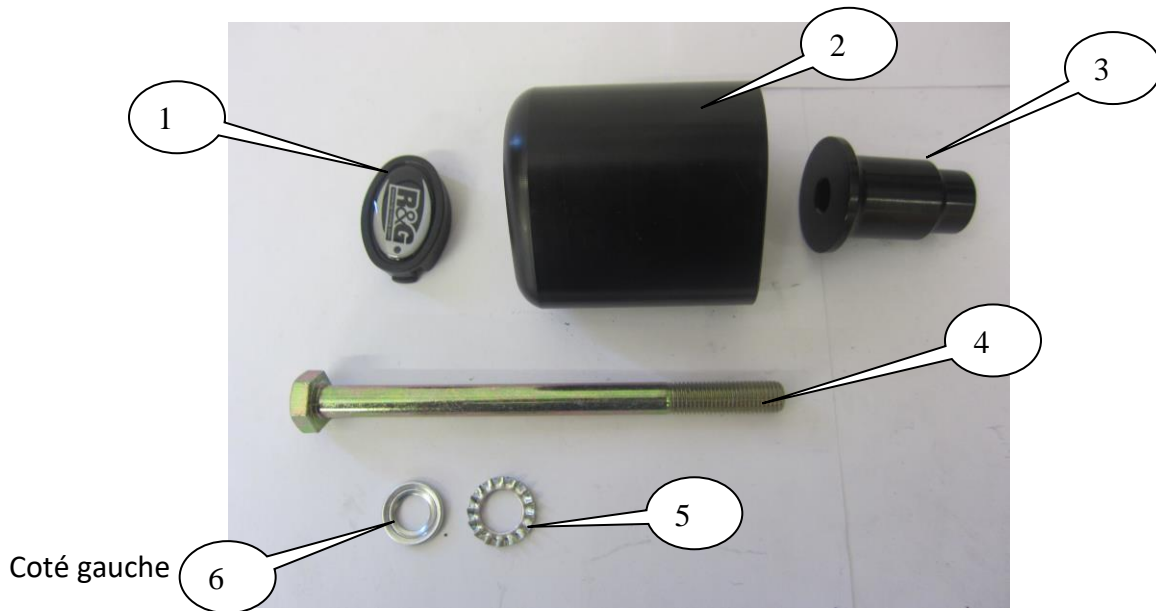


Photo 2

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

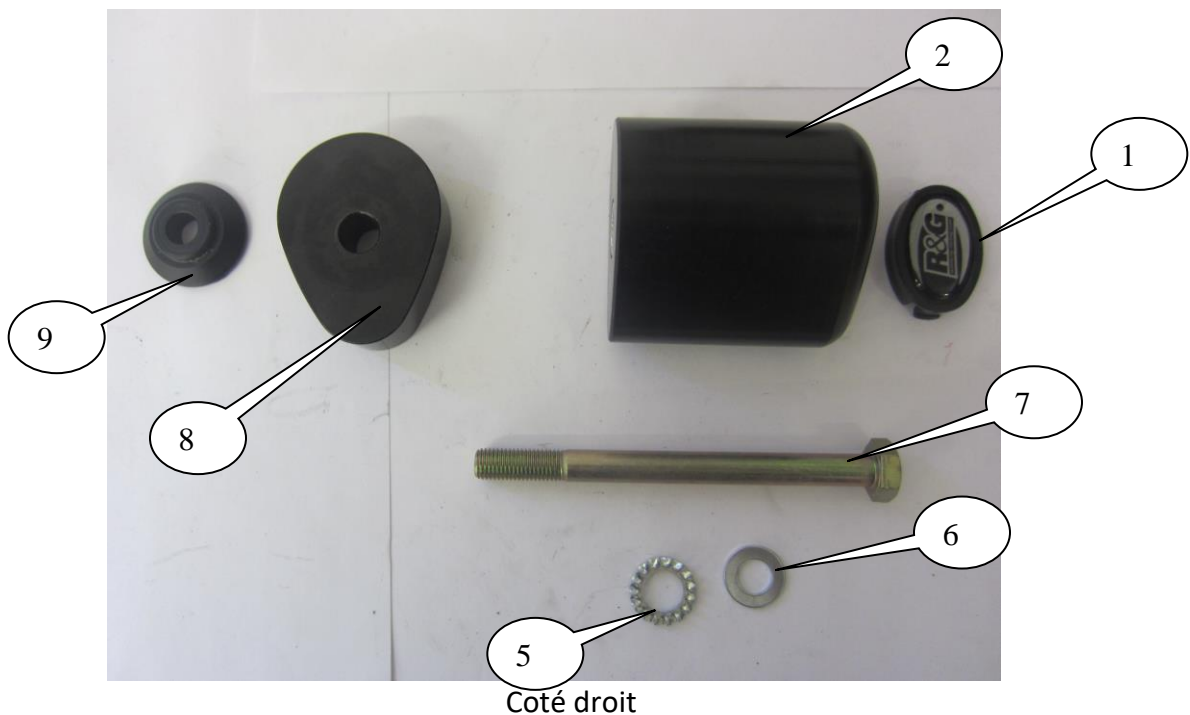
**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.**

Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.





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



### **LEGENDE**

- Article 1= Capuchons de protection (BC0002) (x2).  
Article 2= Protection (B0061 avec CS341) (x2).  
Article 3= Entretoise coté gauche (45mm de long) (S0355) (x1).  
Article 4= M10x1.25x130mm Long boulon à tête hexagonale (Coté gauche) (x1).  
Article 5= Rondelles de blocage (LW0001) (x2).  
Article 6= M10 Rondelles plates (x2).  
Article 7= M10x1.25x120mm Long boulon à tête hexagonale (Coté droit) (x1).  
Article 8= Entretoise coté droit (20mm) (S0533 avec CS438) (x1).  
Article 9= Entretoise coté droit (10mm) (S0058) (x1).

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

### **Outils requis**

- Clé de 17mm.
- Clés Allen

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- Clé Dynamométrique (réglée à 40Nm).

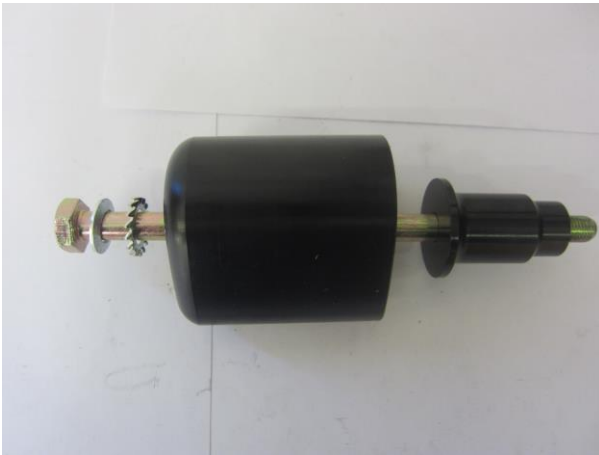
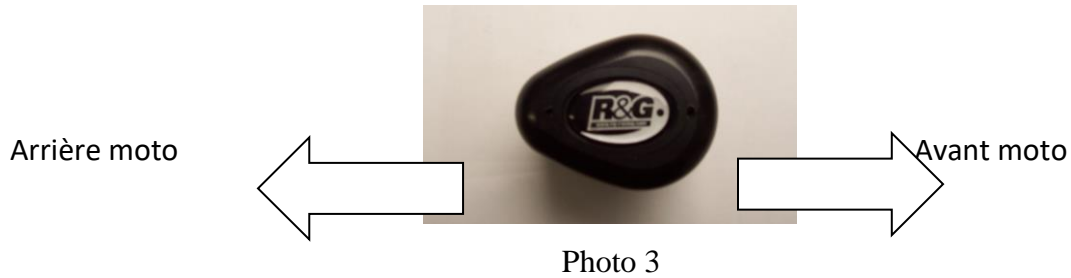


Photo 4

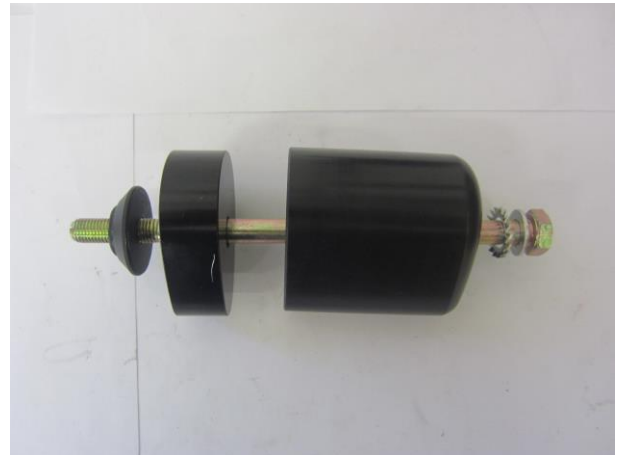


Photo 5

**COTE GAUCHE (ASSIS SUR LA MOTO)**

- Enlever le boulon de support moteur (photo 1)
- Glisser une des rondelles de 10mm (article 6) sur le boulon à tête hexagonale long M10 (article 4) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 5) autour du boulon de façon à ce qu'elle se place contre la rondelle qui vient d'être mise.
- Passer ensuite le boulon, la rondelle et la rondelle de blocage à travers la protection de votre choix (article 2) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash.
- Glisser ensuite la plus large entretoise (article 3) (45mm de long) autour du boulon de sorte à ce qu'elle se place contre la protection crash (La longueur dépassant de l'entretoise devrait être identique à celle du boulon de fixation d'origine (photo 4).
- Placer l'ensemble sur le support ce cadre puis serrer les boulons de protection jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection à l'aide d'une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN PHOTO 3 AVEC LE COTE ARRONDI LE PLUS GROS EN**



**DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm.

- Placer le logo en caoutchouc dans le creux de la protection.

#### **COTE DROIT (ASSIS SUR LA MOTO)**

- Enlever le boulon de support moteur (photo 2)
- Glisser une des rondelles de 10mm (article 6) sur le boulon à tête hexagonale court M10 (article 7) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 5) autour du boulon de façon à ce qu'elle se place contre la rondelle qui vient d'être mise.
- Passer ensuite le boulon, la rondelle et la rondelle de blocage à travers la protection restante (article 2) de façon à ce que la tête du boulon aille dans le contre alésage de la protection crash.
- Glisser ensuite l'entretoise (article 8) (20mm de long) autour du boulon de façon à ce qu'elle se loge contre la protection crash.
- Glisser ensuite la plus petite entretoise (article 9) (10mm de long) autour du boulon de sorte à ce que le plus gros diamètre se mette contre l'entretoise tout juste installée (La longueur dépassant de l'entretoise devrait être identique à celle du boulon de fixation d'origine) (photo 5).
- Placer l'ensemble sur le support ce cadre puis serrer les boulons de protection jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection à l'aide d'une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN PHOTO 3 AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm.
- Placer le logo en caoutchouc dans le creux de la protection.

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