



FITTING INSTRUCTIONS FOR CP0422BL
AERO CRASH PROTECTORS
SUZUKI GSX-R1000 '17- NON-DRILL KIT



Picture A

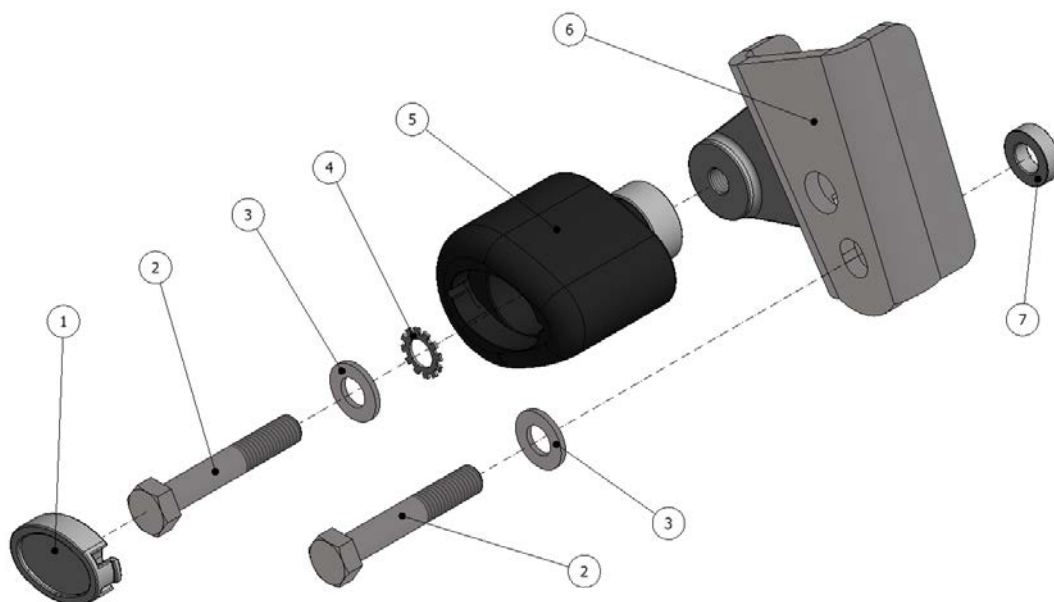


Picture B

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).

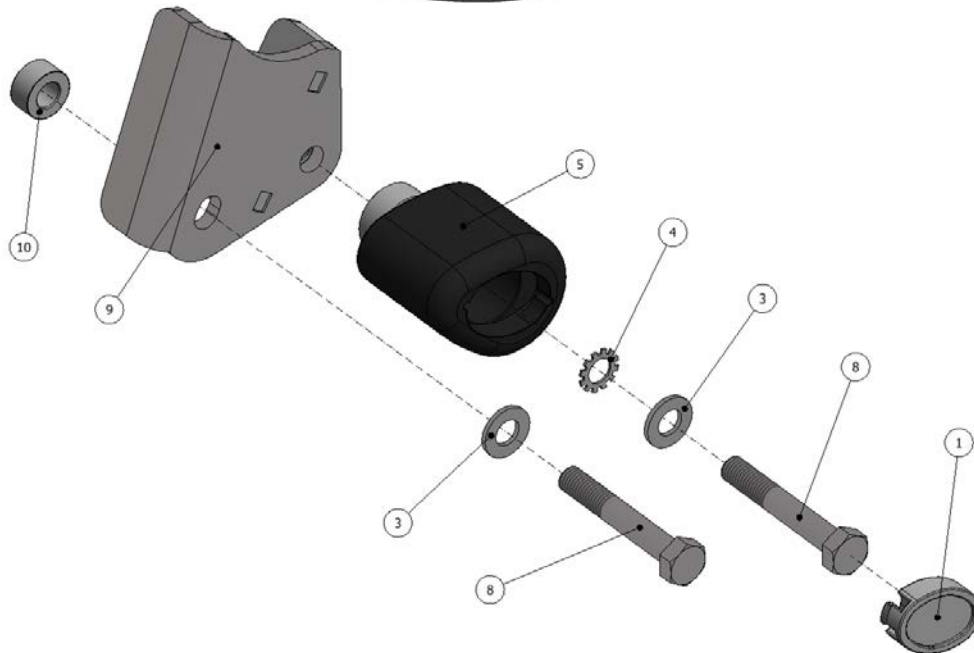


LEFT SIDE

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RIGHT SIDE

LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2 = M10x1.25x60mm LONG HEX HEAD BOLT (x2).
 ITEM 3 = M10 WASHERS (x4).
 ITEM 4 = LOCK-WASHERS (LW0001) (x2).
 ITEM 5 = CRASH PROTECTOR (B0431 with CS341) (x2).
 ITEM 6 = MOUNTING PLATE LEFT (MP0178) (x1).
 ITEM 7 = SPACER (S1017) (6mm LONG) (x1).
 ITEM 8 = M10x1.25x65mm LONG HEX HEAD BOLT (x2).
 ITEM 9 = MOUNTING PLATE RIGHT (MP0179) (x1).
 ITEM 10 = SPACER (S1018) (10mm LONG) (x1).
 ITEM 11 = 50mm LENGTHS OF SELF-ADHESIVE FOAM (x5). ***NOT SHOWN***

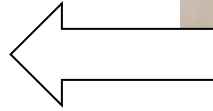
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

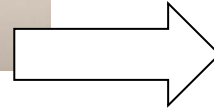
- Socket set to include 4, 5 & 8mm A/F socket and wrench.
 - Socket set to include 17mm socket and wrench.
 - Flat head screwdriver.
 - Torque wrench (up to 40N/m).



TOWARDS REAR
OF BIKE



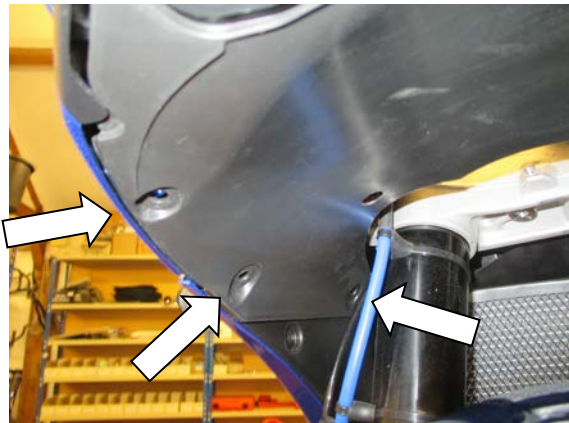
TOWARDS FRONT
OF BIKE



PICTURE C

GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
- M5 BOLT = 12Nm
- M6 BOLT = 15Nm
- M8 BOLT = 20Nm
- M10 BOLT = 40Nm
- M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



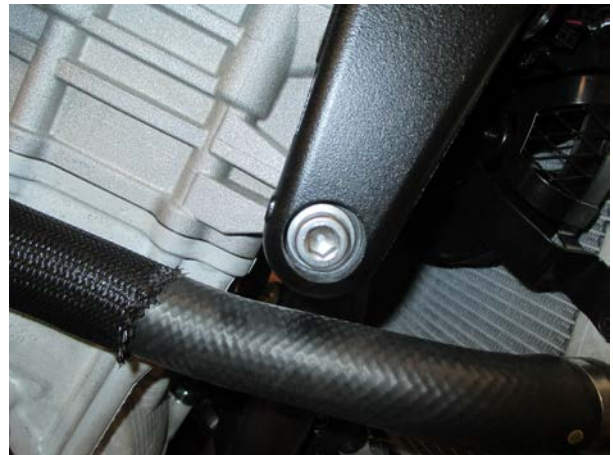
Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



Picture 21



FITTING INSTRUCTIONS

- To fit the crash protectors, the fairings must first be removed from the motorcycle.
- Remove the under-nose plastic cowling, by removing the six push rivets arrowed in pictures 1 & 2 and the remaining two push rivets in the centre, as shown in picture 3.
- To remove the left side fairing, remove the four bolts that are arrowed in pictures 4 & 5 and the push rivet that mounts the radiator cowling that is shown in picture 6.
- The left side fairing can now be removed from the bike. Start by pulling the rear off its rubber mount, as shown in picture 7, before removing the top edge from its rubber mount and plastic locating tabs, as shown in picture 8. With the top edge released, disconnect the wiring connector for the indicator, as shown in picture 9 then unclip the mounts along the front bottom edge that mount the bellypan to the radiator surround. The fairing should then be free to be removed from the bike.
- Repeat the above two steps to remove the fairing from the right side of the bike. *The push rivet that secures the radiator surround on the right side can be left in place as this can remain fixed to the fairing.*
- On the left side of the bike, remove the engine bolt that is shown in picture 10.
- Take the left side mounting plate (item 6 – MP0178) and apply two lengths of self-adhesive foam on the surfaces that are shown in picture 11.
- Slide one of the 10mm washers (item 3) onto the M10 x 1.25 x 60mm long hex head bolt (item 2) and offer through the slot on the mounting plate, before fitting the shorter spacer (item 7 – S1017 – 6mm long) over the exposed thread, as shown in picture 12.
- Offer this assembly up to the bike and locate the bolt through the frame mounting hole and tighten into the threaded boss of the engine whilst applying pressure upwards to achieve a snug fit with the foam, as shown in picture 13.
- Tighten the bolt to the recommended torque values. Do not exceed 40N/m of torque.
- On the right side of the bike, remove the engine bolt that is shown in picture 14.
- Take the right side mounting plate (item 9 – MP0179) and apply two lengths of self-adhesive foam on surfaces that are shown in picture 15.
- Take the remaining spacer (item 10 – S1018 – 10mm long) and position in the frame recess on the right side of the bike, as shown in picture 16.
- Slide one of the 10mm washers (item 3) onto the M10 x 1.25 x 65mm long hex head bolt (item 8) and offer through the slot on the mounting plate, as shown in picture 17.
- Offer this assembly up to the bike and locate the bolt through the spacer and frame mounting hole and tighten into the threaded boss of the engine whilst applying pressure upwards to achieve a snug fit with the foam, as shown in picture 17.
- Apply the remaining piece of self-adhesive foam on the front of the mounting plate in the position that is shown in picture 17.
- Tighten the bolt to the recommended torque values. Do not exceed 40N/m of torque.
- Re-fit the fairings on both sides of the motorcycle in the reverse procedure of removal.
- The crash protectors can now be fitted to the mounting plates.
- On the right side of the bike, slide one of the 10mm washers (item 3) onto the remaining M10 x 1.25 x 65mm long hex head bolt (item 8) so the washer sits against head of bolt. Slide one serrated locking washer (item 5) over the bolt so it sits against the spacer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so the head of the bolt and washers go into the counter-bore of the bobbin.
- Locate the bolt into the threaded boss on the mounting plate, as shown in pictures 18 & 19.
- 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**

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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.

- Repeat the above procedure to fit the crash protector to the left side of the bike, using the remaining shorter bolt, as shown in pictures 20 & 21.
- Ensure the fairing is secure and correctly fitted, and that the indicators have been re-connected and are working correctly.
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps into both crash protectors.

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NOTICE DE MONTAGE POUR CP0422BL
PROTECTIONS CRASH
SUZUKI GSX-R1000 '17- KIT SANS PERÇAGE



Photo A

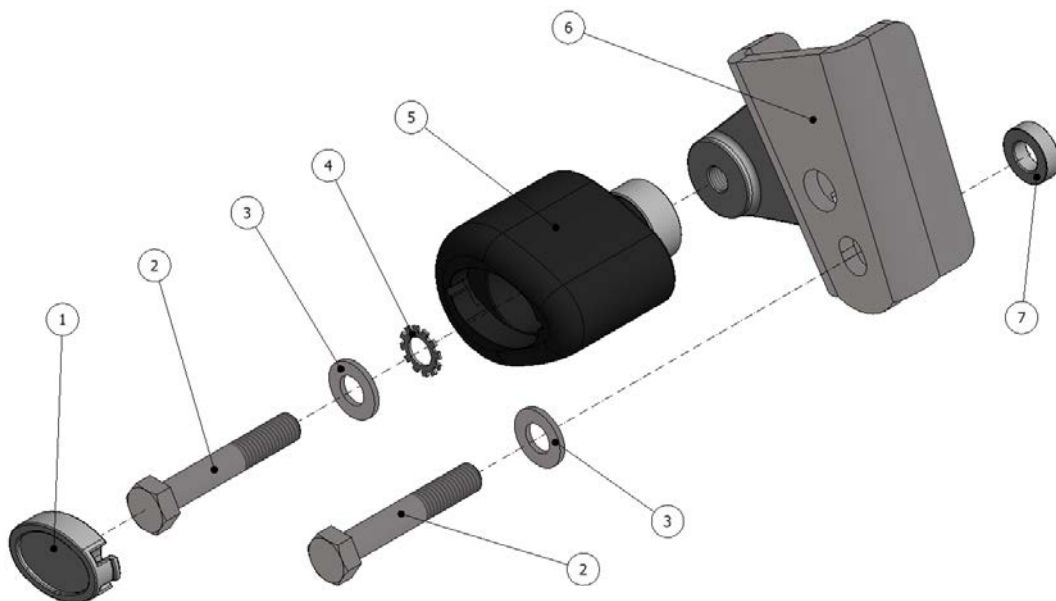


Photo B

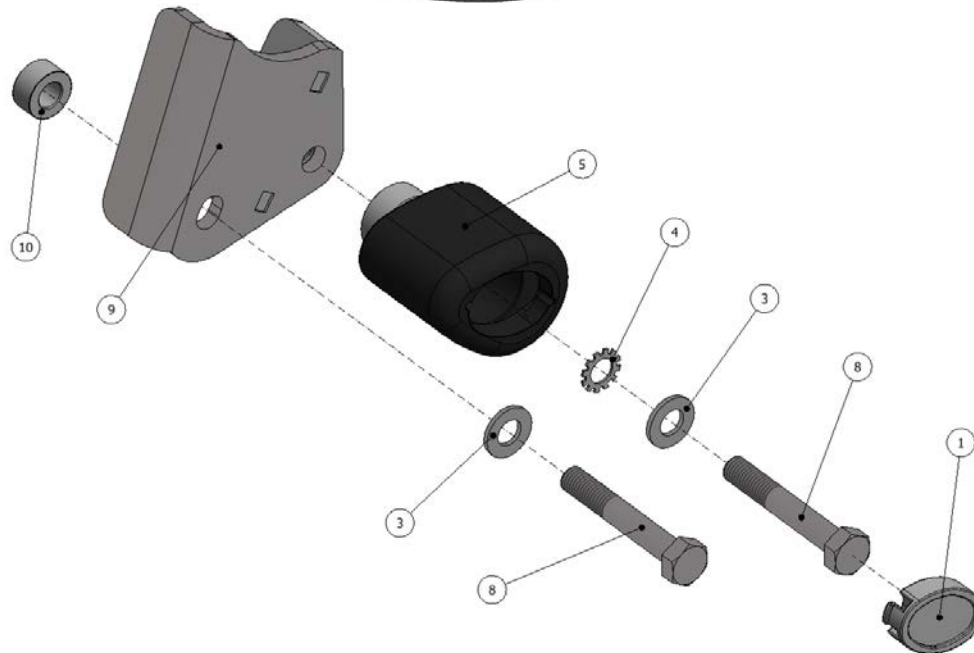
Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

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

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



COTE GAUCHE



COTE DROIT

LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = M10x1.25x60mm BOULON (x2).
 ARTICLE 3 = M10 RONDELLES (x4).
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 5 = PROTECTION CRASH (B0431 avec CS341) (x2).
 ARTICLE 6 = PLAQUE DE FIXATION COTÉ GAUCHE (MP0178) (x1).
 ARTICLE 7 = ENTRETOISE (S1017) (6mm DE LONG) (x1).
 ARTICLE 8 = M10x1.25x65mm BOULON (x2).
 ARTICLE 9 = PLAQUE DE FIXATION COTÉ DROIT (MP0179) (x1).
 ARTICLE 10 = ENTRETOISE (S1018) (10mm DE LONG) (x1).
 ARTICLE 11 = 50mm LONGUEURS DE MOUSSE AUTOCOLLANTE (x5). ***NON INDIQUÉ***

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 à cliquet + douille 4, 5 & 8mm.
- Clé à cliquet + douille 17mm.
 - Tournevis plat.
- Clé dynamométrique (à 40N/m).



ARRIERE MOTO

AVANT MOTO



PHOTO C

VALEURS DE SERRAGE RECOMMANDES

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

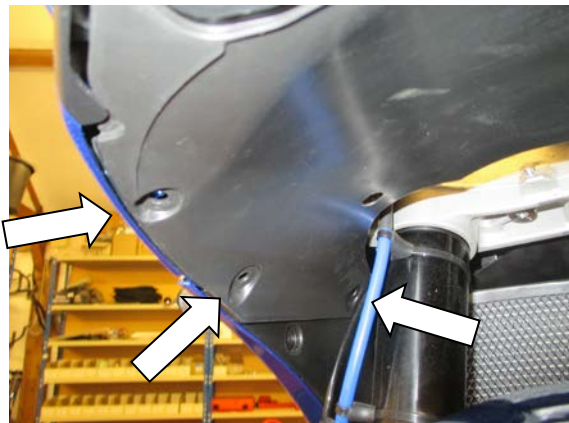


Photo 1



Photo 2



Photo 3



Photo 4

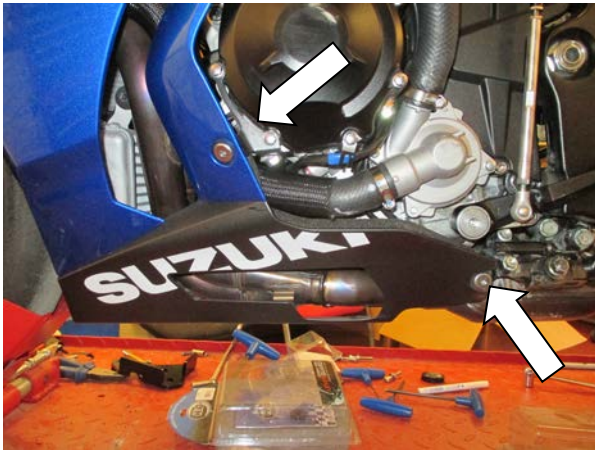


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13

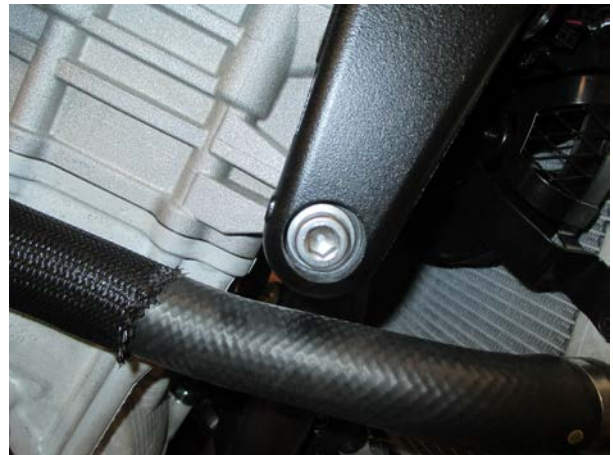


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



NOTICE DE MONTAGE:

- Pour monter les protections, les carénages doivent être enlevés de la moto.
- Enlever le capot de sous-nez en plastique, en enlevant les 6 rivets indiqués sur les photos 1 & 2 et les 2 rivets restants au centre, voir photo 3.
- Pour enlever le carénage côté gauche, enlever les 4 boulons indiqués sur les photos 4 & 5 et le rivet qui fixe le capot de radiateur indiqué sur la photo 6.
- Le carénage gauche peut à présent être enlevé de la moto. Commencez par tirer l'arrière de son support en caoutchouc, voir photo 7, avant d'enlever le bord supérieur de son support en caoutchouc et les onglets de fixation plastique, voir photo 8. Une fois le bord supérieur libéré, déconnecter le connecteur de fil de clignotant, voir photo 9 puis déclipser les supports le long du bord inférieur avant qui fixe le ventre au contour de radiateur. Le carénage doit maintenant pouvoir s'enlever de la moto.
- Répéter les 2 étapes supérieures pour enlever le carénage du côté droit de la moto. *Le rivet qui fixe le contour de radiateur du côté droit peut rester en place, car il rester fixé au carénage.*
- Du côté gauche de la moto, enlever le boulon moteur indiqué sur la photo 10.
- Prendre la plaque de fixation du côté gauche (article 6 – MP0178) et coller 2 morceaux de mousse autocollante sur les surfaces indiquées sur la photo 11.
- Glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 60mm (article 2) puis insérez les dans la fente de la plaque de fixation, avant d'insérer une petite entretoise (article 7 – S1017 – 6mm de long) sur le filetage exposé, voir photo 12.
- Monter l'ensemble sur la moto et placer le boulon dans le trou de fixation du cadre puis serrer dans le patron fileté du moteur tout en pressant pour finir de placer la mousse autocollante et, voir photo 13.
- Serrer le boulon selon la valeur de serrage recommandée. Ne pas excéder 40N/m.
- Du côté droit de la moto, enlever le boulon moteur indiqué sur la photo 14.
- Prendre la plaque de fixation du côté droit (article 9 – MP0179) puis appliquer 2 mousses autocollante sur les surfaces indiquées sur la photo 15.
- Prendre l'entretoise restante (article 10 – S1018 – 10mm de long) et positionnez la dans le creux de cadre du côté droit de la moto, voir photo 16.
- Glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 65mm (article 8) et insérez le dans la fente de la plaque de fixation, voir photo 17.
- Monter l'ensemble sur la moto et placer le boulon dans l'entretoise et le trou de fixation du cadre puis serrer dans le patron fileté du moteur, tout en pressant pour finir de placer la mousse autocollante et, voir photo 17.
- Appliquer la mousse autocollante restant à l'avant de la plaque de fixation selon la position indiquée sur la photo 17.
- Serrer le boulon selon la valeur de serrage recommandée. Ne pas excéder 40N/m.
- Remonter le carénage sur la moto, en procédant à l'inverse du démontage pour remonter les boulons.
- Les protections crash peuvent à présent être montées sur les plaques de fixation.
- Du côté droit de la moto, glisser une des rondelles 10mm (article 3) sur le boulon M10 x 1.25 x 65mm restant (article 8) de façon à ce que la rondelle se place contre la tête du boulon. Glisser une rondelle de blocage (article 5) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée.
- Glisser ensuite le boulon avec rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.
- Placer le boulon dans le patron fileté de la plaque de fixation, voir photos 18 & 19.



- Serrer le boulon de la protection 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. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Répéter l'opération ci-dessus pour monter la protection crash du côté gauche de la moto, en utilisant le boulon court restant, voir photos 20 & 21.
- Vérifier que le carénage soit correctement fixé, et que les clignotants aient été reconnectés et fonctionnent correctement.
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux des bouchons de chaque protection crash.
- Placer les 2 capuchons dans les 2 protections.

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