



FITTING INSTRUCTIONS FOR CP0435BL
AERO CRASH PROTECTORS FOR SUZUKI GSX 250R '17- V-STROM 250 '17-
- NON-DRILL KIT



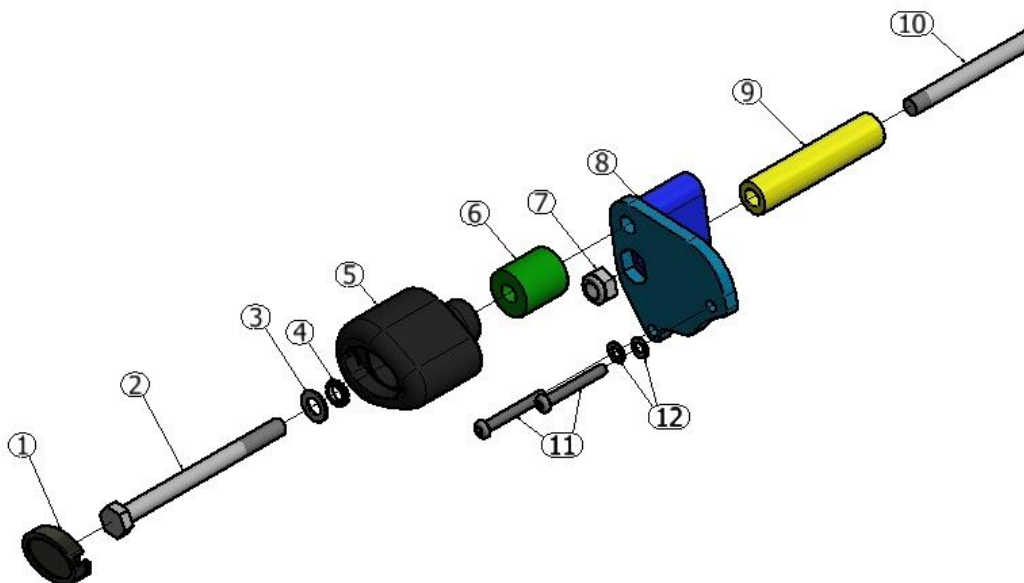
Picture A

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).

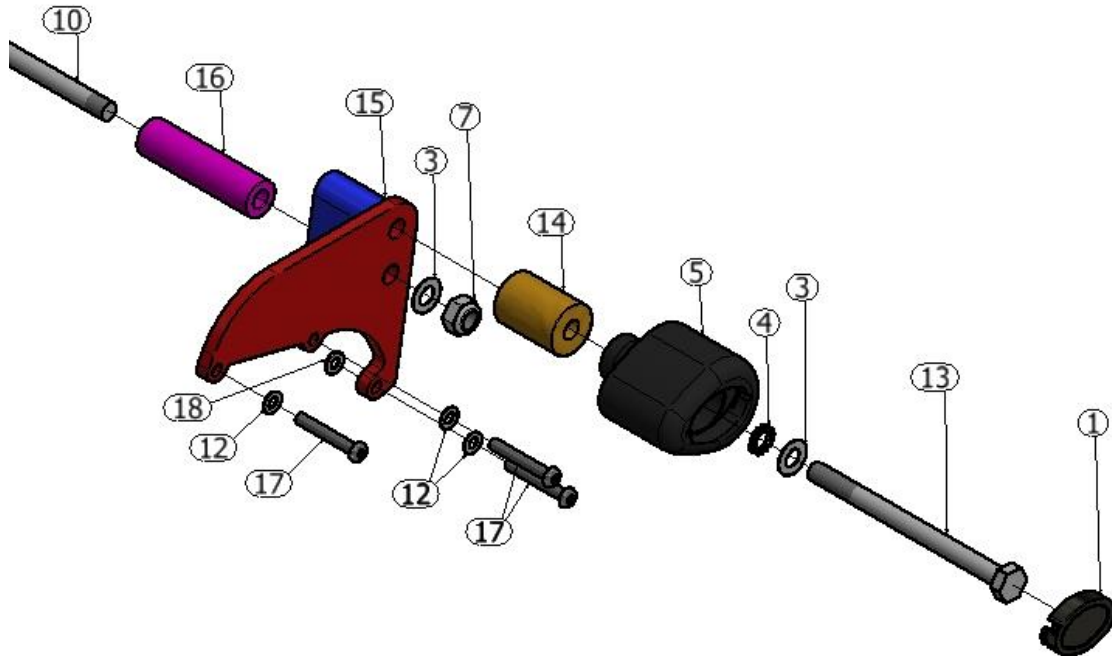


LEFT SIDE

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RIGHT SIDE

LEGEND

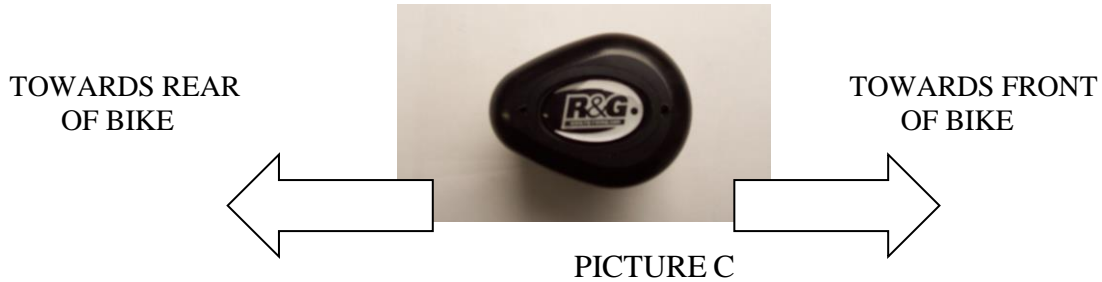
- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2 = M10 x 1.25 x 100mm LONG HEX HEAD BOLT (x1)
- ITEM 3 = M10 x 19mm OD WASHERS (x3)
- ITEM 4 = LOCK-WASHERS (LW0001) (x2).
- ITEM 5 = CRASH PROTECTOR (B0431 with CS341) (x2).
- ITEM 6 = LHS BOBBIN SPACER 31mm LONG (S0740) (x1)
- ITEM 7 = M10 NYLOC NUT (x2)
- ITEM 8 = LHS MOUNTING PLATE (M0190 WITH M0534) (x1)
- ITEM 9 = LHS ENGINE SPACER 90.5mm LONG (S1065) (x1)
- ITEM 10 = ENGINE BAR (EB089) (x1)
- ITEM 11 = M6 x 45mm LONG BUTTON HEAD BOLTS (x2)
- ITEM 12 = M6 x 12mm OD WASHERS (x5)
- ITEM 13 = M10 x 1.25 x 110mm LONG HEX HEAD BOLT (x1)
- ITEM 14 = RHS BOBBIN SPACER 40mm LONG (S0640) (x1)
- ITEM 15 = RHS MOUNTING PLATE (MP0191 WITH M0534) (x1)
- ITEM 16 = RHS ENGINE SPACER 76mm LONG (S1066) (x1)
- ITEM 17 = M6 x 40mm LONG BUTTON HEAD BOLTS (x3)
- ITEM 18 = M6 x 12mm OD 2mm THICK WASHER (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

- Allen Keys set to include 4, 5, 6 & 8mm AF.
- Socket set to include 8 & 17mm sockets and wrench.
 - Phillips screwdriver
 - Torque wrench (up to 40N/m).

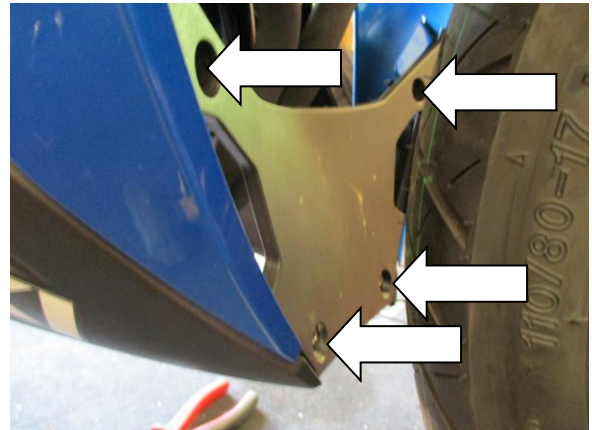


GENERAL TORQUE SETTINGS

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



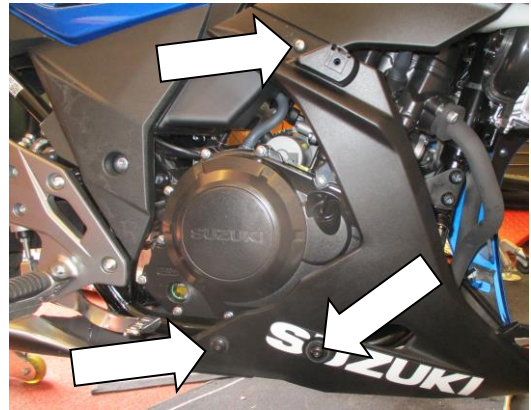
Picture 1



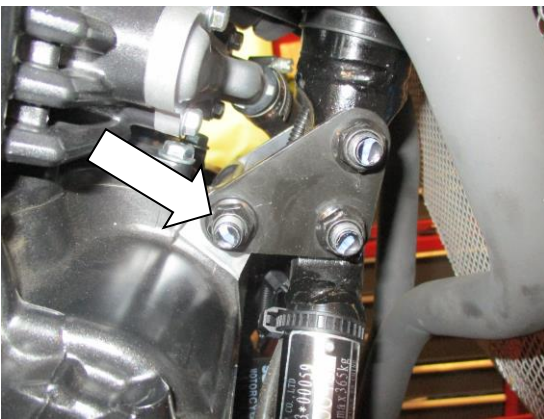
Picture 2



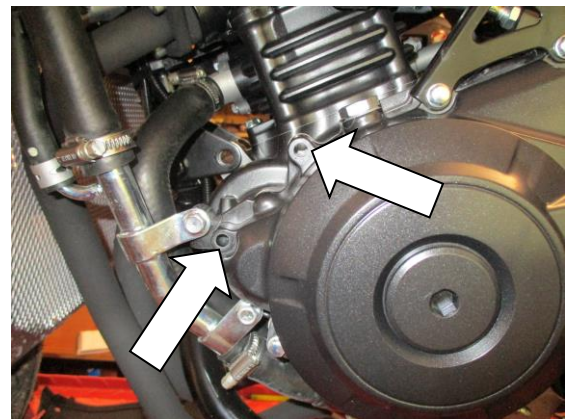
Picture 3



Picture 4



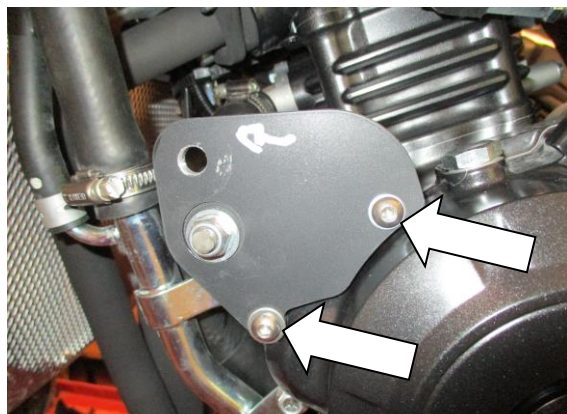
Picture 5



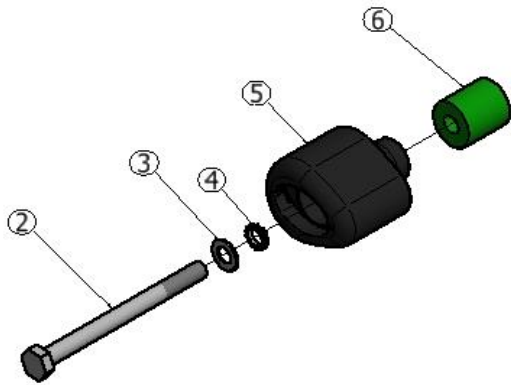
Picture 6



Picture 7



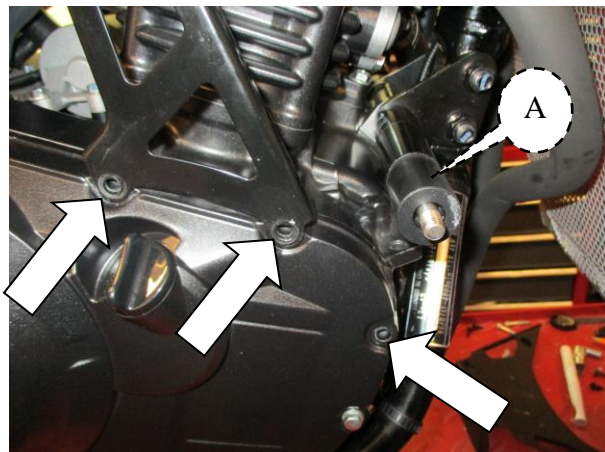
Picture 8



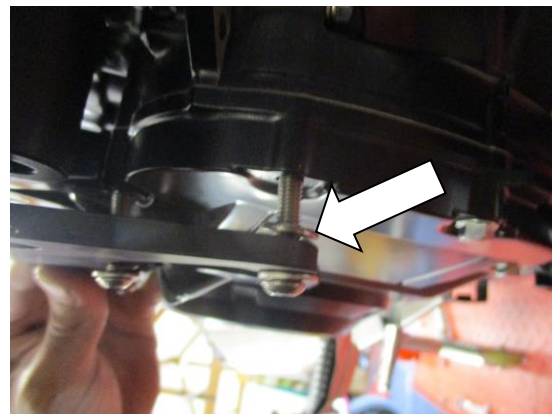
Picture 9



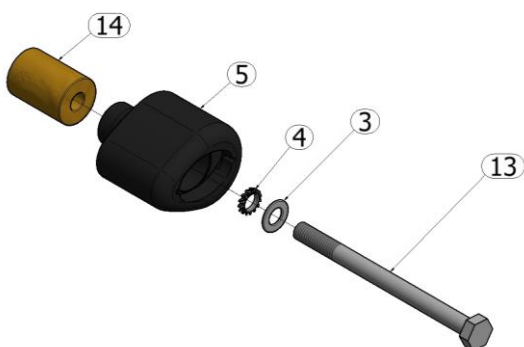
Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



FITTING INSTRUCTIONS

- Starting from the right hand side (as you sit on the bike), Remove the bolt arrowed in Picture 1.
- Remove the two screws and two push-in pins arrowed in Picture 2. Remove the lower triangular panel.
- Remove the screw arrowed in picture 3. Gently slide the mid side panel forward and remove from the bike.
- Remove the three bolts arrowed in picture 4. Gently remove the lower side panel from the bike.
- Repeat the procedures to the left hand side fairing panels.
- Remove the engine bolt arrowed in Picture 5.
- From the kit, take the engine bar (item 10) and insert it through the engine mount where the bolt just been removed from.

Left side (as you sit on the bike)

- Remove the two bolts arrowed in Picture 6 from the LHS engine case.
- Locate the LHS engine spacer (Item 9) through the protruded engine bar on the LHS as shown in Picture 7.
- Locate the LHS Mounting Plate in position as shown in Picture 8. Secure in position using the two M6 x 45mm long button head bolts (Item 11) with M6 washers (Item 12) provided in the kit. Tighten both bolts to a maximum torque setting of 10 Nm.
- Locate one M10 nyloc nut (item 7) onto the protruded end of the engine bolt on the LHS. Engage the nut so the nylon insert of the nut is fully engaged with the thread. Push in the nut into the slot provided in the mounting plate, this is to stop the nut from rotating.
- From the kit, assemble the LHS bobbin components as shown in Picture 9.
- Offer the LHS bobbin assembly onto the top mount of the LHS mounting plate as shown in Picture 10. Do not fully tighten the bobbin bolt at this stage.

Right side (as you sit on the bike)

- Remove the three bolts arrowed in Picture 11 from the RHS engine case.
 - Locate the RHS engine spacer (item 16) through the protruded end of the engine bar on the RHS (as labelled A on Picture 11).
 - Offer the RHS mounting plate (item 15) in position with one M6 x 2mm thick washer (item 18) located behind the bottom mounting point of the mounting plate; as shown in picture 12. Secure in position using the three M6 x 40mm long button head bolts (item 17) with M6 washers (item 12) provided in the kit. Tighten the three bolts evenly to a maximum of torque setting of 10Nm.
 - Locate one M10 washer (item 3) follow by one M10 nyloc nut (item 7) through the protruded end of the engine bar on the RHS. Tighten the nut.
 - From the kit, assemble the RHS bobbin components as shown in Picture 13.
 - Offer the RHS bobbin assembly onto the top mount of the RHS mounting plate as shown in Picture 14. 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. Tighten the LHS bobbin assembly in the same manner.
 - Locate one bobbin cap (item 1) to each crash protector bobbin.
- Ensure that both sides crash protectors are correctly mounted and the components fitted match the exploded diagram shown on page 1.
 - Re-fit all the fairing panels as original.
 - Ensure that the fairing panels are correctly fitted and that the crash protectors are securely tightened before riding.



Digital copies of these instructions are available to download from www.rg-racing.com

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NOTICE DE MONTAGE CP0435BL
PROTECTIONS CRASH SUZUKI GSX 250R '17- & V-STROM 250 '17-
- KIT SANS PERÇAGE

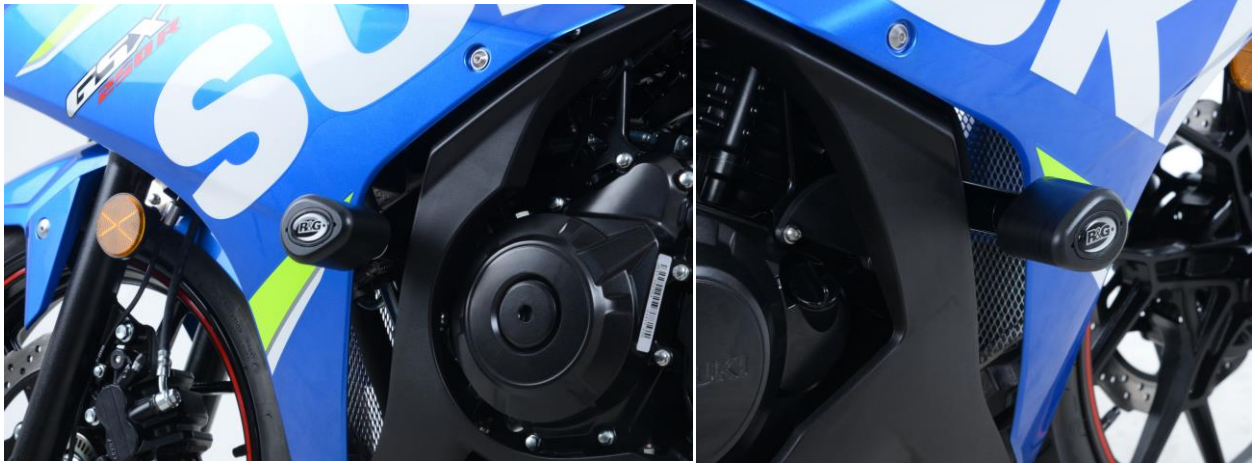


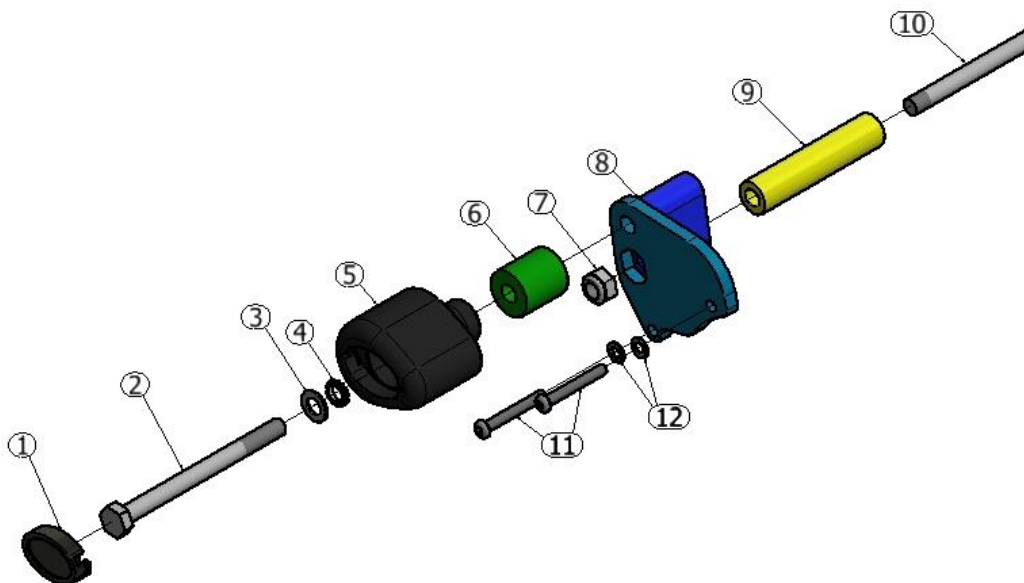
PHOTO 'A'

PHOTO 'B'

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

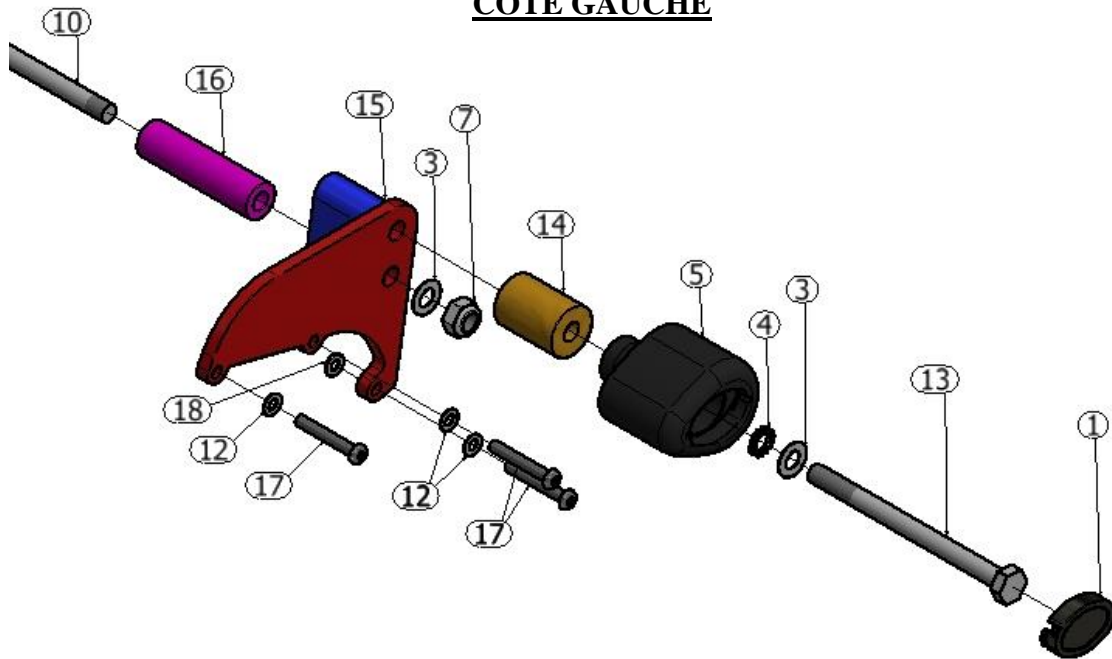
La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

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





CÔTÉ GAUCHE



CÔTÉ DROIT

LÉGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = M10 x 1.25 x 100mm BOULON (x1)
 ARTICLE 3 = M10 x 19mm OD RONDELLES (x3)
 ARTICLE 4 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 5 = PROTECTION CRASH (B0431 with CS341) (x2).
 ARTICLE 6 = ENTRETOISE BOBINE GAUCHE 31mm DE LONG (S0740) (x1)
 ARTICLE 7 = M10 ÉCROU (x2)
 ARTICLE 8 = PLAQUE DE FIXATION GAUCHE (M0190 AVEC M0534) (x1)
 ARTICLE 9 = ENTRETOISE MOTEUR GAUCHE 90.5mm DE LONG (S1065) (x1)
 ARTICLE 10 = AXE MOTEUR (EB089) (x1)
 ARTICLE 11 = M6 x 45mm BOULONS (x2)
 ARTICLE 12 = M6 x 12mm RONDELLES (x5)
 ARTICLE 13 = M10 x 1.25 x 110mm BOULON (x1)
 ARTICLE 14 = ENTRETOISE BOBINE DROITE 40mm DE LONG (S0640) (x1)
 ARTICLE 15 = PLAQUE DE FIXATION DROITE (MP0191 WITH M0534) (x1)
 ARTICLE 16 = ENTRETOISE MOTEUR DROITE 76mm DE LONG (S1066) (x1)
 ARTICLE 17 = M6 x 40mm BOULONS (x3)
 ARTICLE 18 = M6 x 12mm OD 2mm GROSSE RONDELLE (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

- Clés Allen 4, 5, 6 & 8mm.
- Socket set to include 8 & 17mm sockets and wrench.
 - Tournevis cruciform.
- Clé dynamométrique (à 40N/m).



PHOTO C

VALEURS DE SERRAGE RECOMMANDEES

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

NOTICE DE MONTAGE:

- En partant du côté droit (lorsqu'on est assis sur la moto), enlever le boulon indiqué sur la photo 1.
- Enlever les 2 vis et épingles indiqués sur la Photo 2. Enlever le panneau inférieur triangulaire.
- Enlever la vis indiquée sur la photo 3. Glisser le panneau latéral du milieu vers l'avant puis enlevez le de la moto.
- Enlever les 3 boulons indiqués sur la photo 4. Enlever le panneau latéral inférieur de la moto.
- Répéter les procédures pour les panneaux latéraux de carénage.
- Enlever le boulon moteur, voir Photo 5.
- Dans le kit, prendre l'axe moteur (article 10) et insérez le dans le support moteur à l'endroit d'où le boulon a été enlevé.

Côté gauche (lorsqu'on est assis sur la moto)

- Enlever les 2 boulons indiqués sur la Photo 6 du côté gauche du carter moteur gauche.
- Placer l'entretoise moteur gauche (Article 9) dans l'axe moteur qui dépasse du côté gauche, voir Photo 7.
- Placer la plaque de fixation gauche en position, voir Photo 8. Fixer la position en utilisant les 2 boulons M6 x 45mm (Article 11) avec rondelles M6 (Article 12) fournis dans le kit. Serrer les 2 boulons à maximum 10 Nm.
- Insérer un écrou M10 (article 7) sur l'extrémité du boulon moteur du côté gauche. Engager l'écrou de façon à ce que l'insert de l'écrou soit complètement engagé sur le filetage. Pousser l'écrou dans la fente fournie de la plaque de fixation, cela permet de stopper l'écrou de tourner.
- Dans le kit, assemblez les composants de la bobine gauche, voir Photo 9.



- Monter l'assemblage de bobine gauche sur le support supérieur de la plaque de fixation gauche, voir Photo 10. Ne pas serrer la bobine à ce stade.

Côté droit (lorsqu'on est assis sur la moto)

- Enlever les 3 boulons indiqués sur Photo 11 du carter moteur droit.
- Placer l'entretoise moteur du côté droit (article 16) dans l'extrémité dépassant de l'axe moteur du côté droit (voir A sur la Photo 11).
- Monter la plaque de fixation du côté droit (article 15) en position avec une rondelle M6 x 2mm (article 18) placé derrière le point de fixation du bas de la plaque de fixation ; voir photo 12. Fixer la position en utilisant les 3 boulons M6 x 40mm (article 17) avec rondelles M6 (article 12) fournis dans le kit. Serrer les 3 boulons de façon identique à maximum 10Nm.
- Insérer une rondelle M10 (article 3) suivie d'un écrou M10 (article 7) dans l'extrémité dépassant de l'axe moteur du côté droit. Serrer l'écrou.
- Dans le kit, assembler les composants de bobine droite, voir Photo 13.
- Serrer le boulon de la protection droite 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). Serrer la bobine du côté gauche de la même façon.
- Placer un capuchon de bobine (article 1) sur chaque bobine de protection.
- Veiller à ce que les protections crash des 2 côtés soient correctement montés et que les composants correspondent au schéma présenté, voir page 1.
- Remonter les panneaux de carénage comme à l'origine.
- Veiller à ce que les panneaux de carénage soient correctement montés et que les protections crash soient correctement serrés avant de prendre la route.

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MONTAGEANLEITUNG FÜR CP0435BL
AERO STURZPADS FÜR SUZUKI GSX 250R 17- & V-STROM 17- (MONTAGE OHNE
BOHREN)

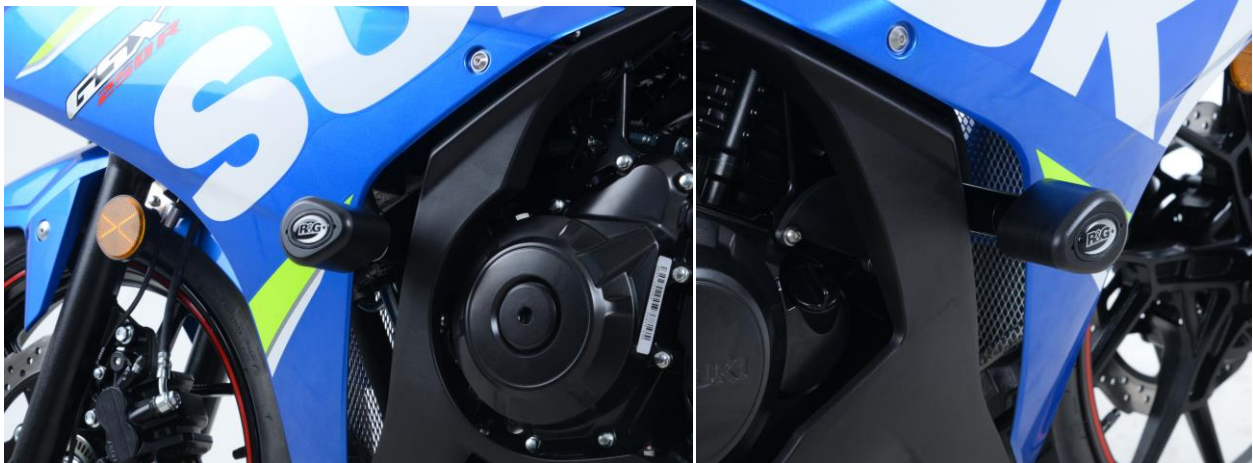


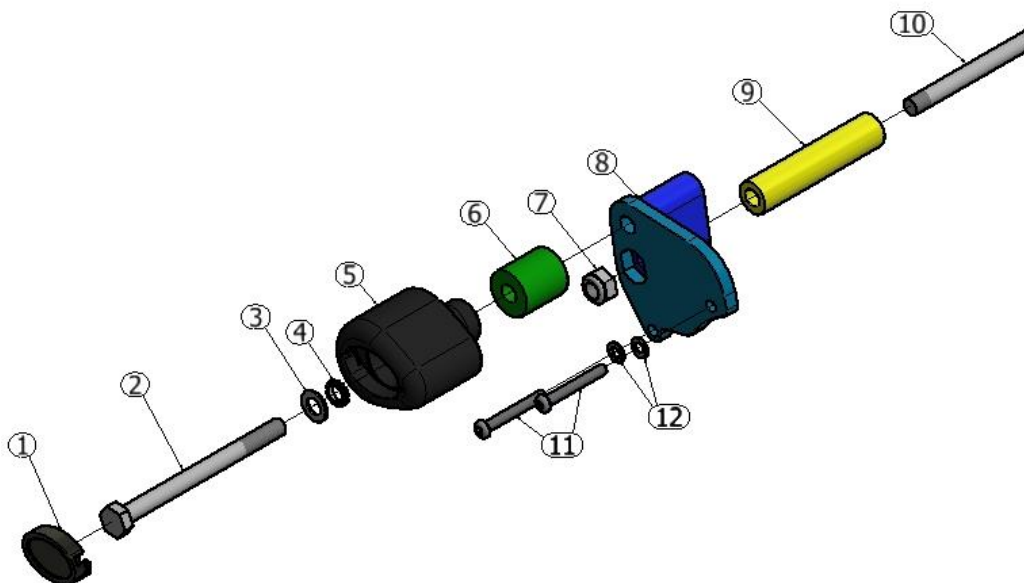
Abbildung A

Abbildung B

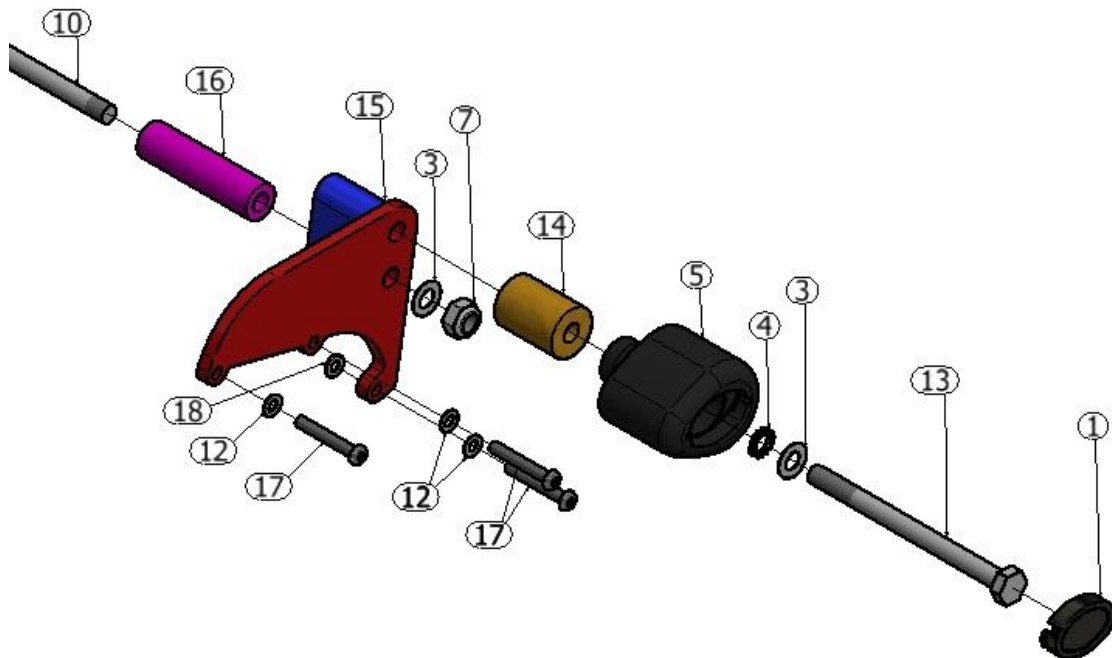
ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.

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

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG



LINKE SEITE



RECHTE SEITE

LIEFERUMFANG

- ARTIKEL 1 = STURZPAD-SCHUTZKAPPE (BC0002) (x2)
- ARTIKEL 2 = M10 x 1,25 x 100mm SECHKANTSCHRAUBE (x1)
- ARTIKEL 3 = M10 x 19mm OD UNTERLEGSCHLEIBE (x3)
- ARTIKEL 4 = ZAHNSCHLEIBE (LW0001) (x2).
- ARTIKEL 5 = STURZPAD (B0431mit CS341) (x2)
- ARTIKEL 6 = DISTANZHALTER FÜR LINKERS STURZPAD 31mm Länge (S0740) (x1)
- ARTIKEL 7 = M10 SELBSTSICHERNDE MUTTER (x2)
- ARTIKEL 8 = LINKE AUFNAHMEPLATTE (M0190 mit M0534) (x1)
- ARTIKEL 9 = LINKER DISTANZHALTER – MOTOR 90,5mm Länge (S1065) (x1)
- ARTIKEL 10 = VERBINDUNGSSTANGE (EB089) (x1)
- ARTIKEL 11 = M6 x 45mm INBUSSCHRAUBE (x2)
- ARTIKEL 12 = M6 x 12mm OD UNTERLEGSCHLEIBE (x5)
- ARTIKEL 13 = M10 x 1,25 x 110mm SECHKANTSCHRAUBE (x1)
- ARTIKEL 14 = DISTANZHALTER FÜR RECHTES STURZPAD 40mm Länge (S0640) (x1)
- ARTIKEL 15 = RECHTE AUFNAHMEPLATTE (MP0191 mit M0534) (x1)
- ARTIKEL 16 = RECHTER DISTANZHALTER – MOTOR 76mm Länge (S1066) (x1)
- ARTIKEL 17 = M6 x 40mm INBUSSCHRAUBE (x3)
- ARTIKEL 18 = M6 x 12mm OD 2mm BREITE UNTERLEGSCHLEIBE (x1)

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



SIE BENÖTIGEN FOLGENDES WERKZEUG:

- Satz Inbusschlüssel mit 4, 5, 6 & 8mm A/F Inbusschlüsseln
 - Steckschlüsselsatz mit 8 & 17mm Steckschlüsseln
 - Kreuzschlitzschraubendreher
 - Drehmomentschlüssel (bis 40N/m)



MAX. ANZUGSDREHMOMENTE:

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

MONTAGEANLEITUNG

- Beginnen Sie an der rechten Seite (in Fahrtrichtung). Entfernen Sie die Schraube, die in Abbildung 1 gekennzeichnet ist.
- Entfernen Sie die zwei Schrauben und Nieten, die in Abbildung 2 mit Pfeilen gekennzeichnet sind, dann entfernen Sie die untere, dreieckige Verkleidung.
- Entfernen Sie die Schraube, die in Abbildung 3 markiert ist. Ziehen Sie das mittlere Seitenverkleidungsteil nach vorne und entfernen Sie sie vom Motorrad.
- Entfernen Sie die drei Schrauben, die in Abbildung 4 gekennzeichnet sind. Das untere Seitenverkleidungsteil vorsichtig vom Motorrad entfernen.
- Wiederholen Sie diese Schritte mit den Seitenverkleidungen an der linken Seite des Motorrades.
- Entfernen Sie die Schraube für den Motor, die in Abbildung 5 mit einem Pfeil gekennzeichnet ist.
- Nehmen Sie die Verbindungsstange vom Kit (Artikel 10) und führen Sie sie durch die Motorraufhängung (dort, wo die Schraube soeben entfernt wurde).

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die zwei Schrauben, die in Abbildung 6 gekennzeichnet sind vom linken Motorgehäuse.
- Den linken Distanzhalter für den Motor (Artikel 9) an der hervorstehenden Verbindungsstange an der linken Seite des Motorrades anbringen – siehe Abbildung 7.
- Die linke Aufnahmeplatte in Position bringen wie in Abbildung 8 abgebildet und mit den zwei M6 x 45mm Inbusschrauben (Artikel 11) und M6 Unterlegscheiben (Artikel 12) vom Kit in Position befestigen. Beide Schrauben mit maximal 10 NM festziehen.
- Eine M10 selbstsichernde Mutter (Artikel 7) am hervorstehenden Ende der Schraube für den Motor an der linken Seite anbringen. Die Mutter fixieren, sodass die Einlage der Mutter und das Gewinde ineinander greifen. Die Mutter in den Einschnitt an der Aufnahmeplatte einstecken, um zu verhindern, dass sie sich dreht.
- Die Komponenten vom Kit für das linke Sturzpad nun zusammenbauen, wie in Abbildung 9 abgebildet.



- Die linke Sturzpad-Einheit an der oberen Halterung an der linken Aufnahmeplatte anbringen wie in Abbildung 10 abgebildet. Die Schraube für das Sturzpad zu diesem Zeitpunkt nicht komplett festziehen.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die drei Schrauben, die in Abbildung 11 gekennzeichnet sind vom rechten Motorgehäuse.
- Den rechten Distanzhalter für den Motor (Artikel 16) am hervorstehenden Ende der Verbindungsstange an der rechten Seite anbringen (mit „A“ in Abbildung 11 gekennzeichnet).
- Die rechte Aufnahmeplatte (Artikel 15) in Position bringen; die M6 x 2mm dicken Unterlegscheibe (Artikel 18) ist hierbei hinter dem unteren Montagepunkt an der Aufnahmeplatte angebracht – siehe Abbildung 12. Mit den drei M6 x 40mm Inbusschrauben (Artikel 17) und M6 Unterlegscheiben (Artikel 12) vom Kit in Position befestigen. Die drei Schrauben mit maximal 10 NM festziehen.
- Eine M10 Unterlegscheibe (Artikel 3) gefolgt von einer M10 selbstsichernden Mutter (Artikel 7) am hervorstehenden Ende der Verbindungsstange an der rechten Seite anbringen. Die Mutter mit festziehen.
- Die Komponenten vom Kit für das rechte Sturzpad zusammenbauen, wie in Abbildung 13 abgebildet.
- Die rechte Sturzpad-Einheit an der oberen Halterung an der rechten Aufnahmeplatte anbringen wie in Abbildung 14 abgebildet. Ziehen Sie die Schraube mit einem 17mm Steckschlüssel 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! Das rechte Sturzpad auf der gleichen Art und Weise ebenfalls befestigen.
- Eine Sturzpad-Schutzkappe (Artikel 1) an beiden Sturzpads anbringen.
- Überprüfen Sie, dass beide Sturzpads ordnungsgemäß montiert sind, und dass alle Komponenten wie auf der abgebildeten Explosionszeichnung auf Seite 1 montiert sind.
- Montieren Sie die Verkleidungsteile wie ursprünglich wieder.
- Stellen Sie sicher, dass die Verkleidungen wieder ordnungsgemäß montiert sind, und dass die Sturzpads sicher befestigt sind, bevor Sie mit dem Motorrad fahren.

AUSGABE 1 27/09/2017 (HH)

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