



## FITTING INSTRUCTIONS FOR CP0033BL/WH CRASH PROTECTORS SUZUKI TL1000R

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

### Offside (throttle, right side as you sit on bike)

- Remove fairing.
- Loosen water bottle.
- Remove engine bolts.
- Offer up L-shaped aluminium block.
- Use original bolt in left hand side of block.
- Relocate water bottle and tighten.
- Slide the tool supplied down the hole on the block (blunt edge first).
- Refit fairing.
- Gently tap fairing over where point of tool is located, thus leaving a small indentation on the inside of the fairing.
- Remove fairing.
- Pilot drill at the mark, from the inside of the fairing towards the outside.
- Refit fairing, making sure that the pilot hole is in the right place. If so, remove fairing.
- Using 28mm tank cutter, drill hole from the outside of the fairing towards the inside.
- Using sharp knife, deburr hole.
- Refit fairing.
- Slide 150mm bolt through bobbin.
- Bolt through block into engine.
- Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

### Nearside

- Remove fairing.
- Remove two engine bolts, located just above battery case.
- Slide aluminium block up against the frame. This will sit on top of the battery case.
- Mark top of battery case, either side of where block sits.
- Take block out. Using Dremel, cut away lip at top of battery case. This should allow aluminium block to sit flat. Once block sits flat, bolt into position, using 120mm M10 bolts supplied. Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Using one of the original engine bolts, screw in the middle of the aluminium block (not all the way).
- Refit fairing.
- You should be able to see the block behind the battery cover.
- Wind the bolt out until it touches the inside of the battery cover.
- Mark end of bolt with white paint or Tippex.
- Refit battery cover. This should then mark the inside of the fairing.
- Remove battery cover.
- Pilot drill at centre of white mark from inside of panel towards the outside.
- Check that pilot hole is in the right position. If so, drill through from outside to inside of panel, using 25mm hole cutter.
- Using sharp knife, deburr hole.
- Refit panel.
- Slide 90mm bolt through bobbin.
- Slide spacer over bolt so that 25mm end is up against the back of the bobbin.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- Screw bobbin in place. Tighten bolt until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

#### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.