



FITTING INSTRUCTIONS FOR CP0123BKBL & CP0123SIBL CRASH PROTECTORS SUZUKI SV1000 (WITH/WITHOUT SUZUKI GENUINE LOWER FAIRING)



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

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!*

- If Suzuki lower fairing is fitted, loosen it on both sides and allow it to sit on floor under bike
- Undo main engine bar (middle one of 3 bolts on frame), using a socket on each side at same time
- Take R&G replacement stainless steel engine bar and use it to push out the original mild steel main engine bar (if the bar is difficult to remove, use a soft hammer to help knock it through)

Offside (right hand side as you sit on the bike)

- Undo rear engine bolt (bolt nearest the front seat)
- Take R&G aluminium block with the two longest bosses and slide over the engine bar
- Take longest 10mm cap head bolt (120mm excluding head) & slide one 10mm washer up to head
- Fit bolt through block and into rear engine mount and tighten

Nearside

- Repeat offside process, except using the next longest 10mm cap head bolt (100mm exc. head)
- Take two 12mm washers and fit one to each end of engine bar
- Fit the two 12mm nyloc nuts to each end and tighten, using a socket at each end
- Replace lower fairing
- Take one of last 2 M10 washers & slide up behind head of one of 2 hex bolts (110mm exc. head)
- Pass bolt through one of the protectors and then fix the assembly to the R&G block on one side of the bike (NOTE see next point, in bold type, regarding positioning of the aluminium spacers)
- If NO lower fairing is fitted, slide one of the two ali spacers up after the washer under head of bolt. If lower fairing IS fitted, leave this spacer off the bolt and fit **BETWEEN** the crash protector and the ali block (this increases protrusion to clear the fairing panel)
- Tighten with a 17mm long-reach socket. 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. Be careful not to strip threads! Repeat for other side

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.



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 resellable 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.