



**FITTING INSTRUCTIONS FOR CP0395BL AERO CRASH PROTECTORS**  
**SUZUKI GSX-S 1000FA 2015-**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

**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

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!*

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

**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

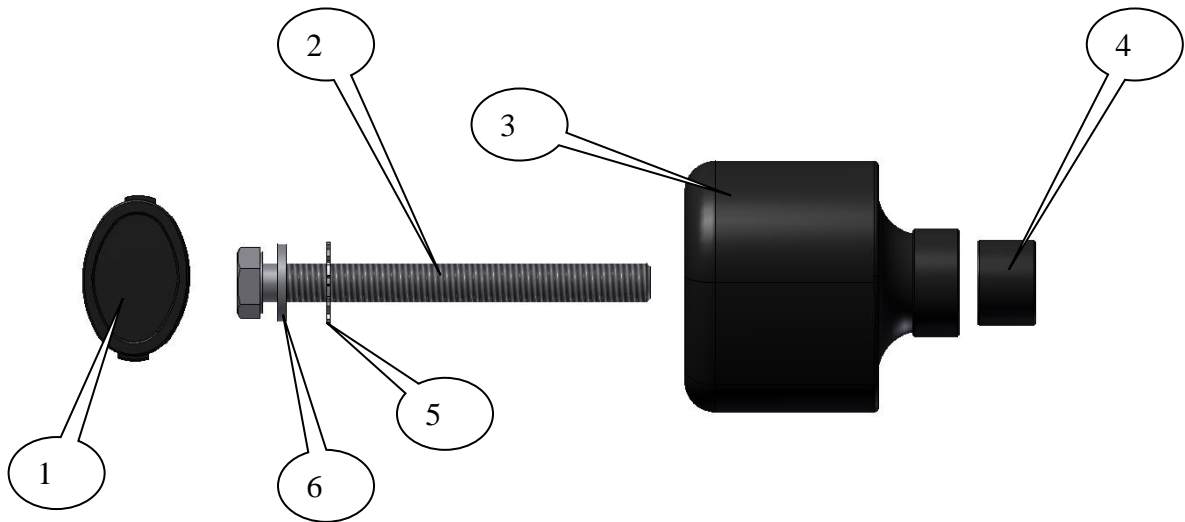
**GENERAL TORQUE SETTINGS**

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

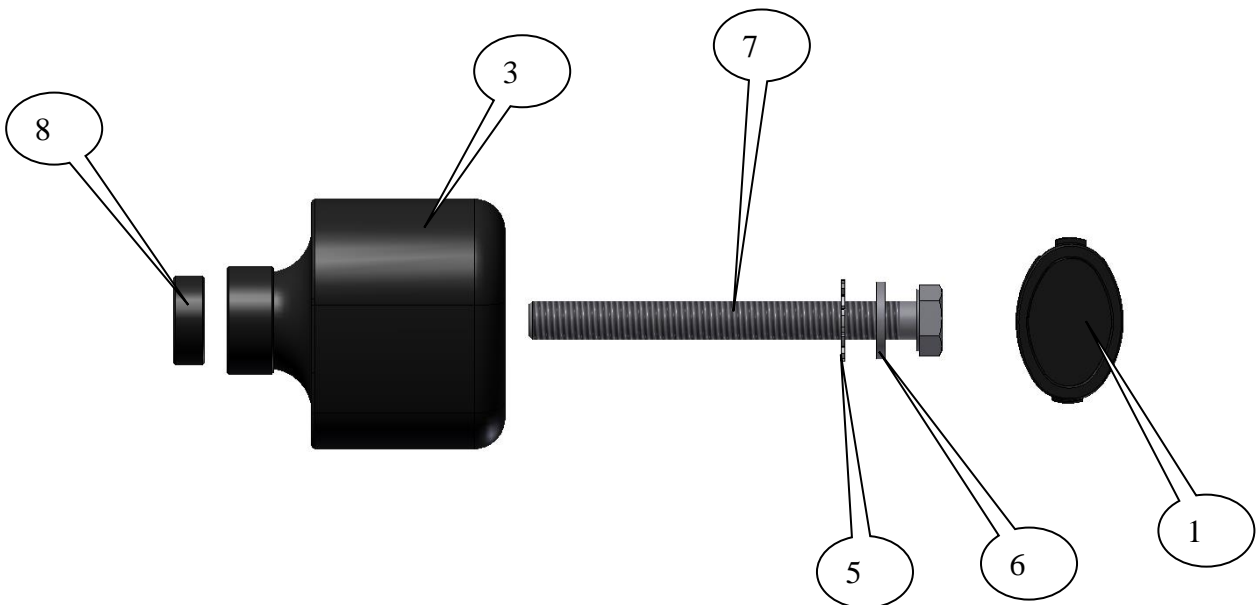
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LEFT HAND SIDE



RIGHT HAND SIDE



### TOOLS REQUIRED

- Socket set to include 17mm A/F socket and wrench.
  - 8mm Allen key or socket bit.
  - Torque wrench (up to 40Nm).

### LEGEND

ITEM 1 = CRASH PROTECTOR CAPS, R&LHS (BC0002) (x2).

ITEM 2 = CRASH PROTECTOR BOLT LHS, M10x100mm LONG HEX HEAD (x1).

ITEM 3 = CRASH PROTECTORS, R&LHS (B0431 with CS341, 10mm) (x2).

ITEM 4 = CRASH PROTECTOR SPACER, LHS (S0893=15mm LONG) (x1).

ITEM 5 = LOCKING WASHERS, R&LHS (LW0001) (x2).

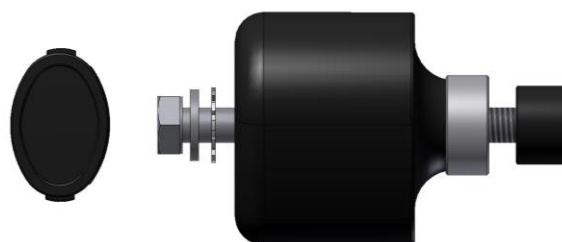
ITEM 6 = M10 PLAIN WASHERS, R&LHS (x2).

ITEM 7 = CRASH PROTECTOR BOLT RHS, M10x105mm LONG HEX HEAD (x1).

ITEM 8 = CRASH PROTECTOR SPACER, RHS (S0208=8mm LONG) (x1).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



## FITTING INSTRUCTIONS

### *Near side (left side as you sit on bike)*

- Remove the bolt in position arrowed in picture 1.
- Place one of the plain washers (item 6) onto the shortest hex headed bolt (item 2=100mm long) as shown in picture 2.
- Place one of the locking washers (item 5) over the bolt and against the washer just fitted as shown in picture 2.
- Place the bolt with both washers through one of the crash protectors (item 3) as shown in picture 2.
- Place the shorter spacer (item 4=15mm long) over the exposed end of the bolt and against the crash protector as shown in picture 2.
- Offer this assembly into position as shown in picture 'A' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 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 40 N/m of torque.
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

### *Off side (right side as you sit on bike)*

- Remove the bolt in position arrowed in picture 3.
- Place one of the plain washers (item 6) onto the longest hex headed bolt (item 7=105mm long) as shown in picture 4.
- Place one of the locking washers (item 5) over the bolt and against the washer just fitted as shown in picture 4.
- Place the bolt with both washers through one of the crash protectors (item 3) as shown in picture 2.
- Place the shorter spacer (item 8=8mm long) over the exposed end of the bolt and against the crash protector as shown in picture 4.
- Offer this assembly into position as shown in picture 'B' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 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 40 N/m of torque.
- If not already fitted, fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

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**INSTRUCTIONS DE MONTAGE POUR CP0395BL PROTECTIONS CRASH LATERALES**  
**SUZUKI GSX-S 1000FA 2015-**



PHOTO 'A'



PHOTO 'B'



Arrière moto

Avant moto

PHOTO C

LE KIT CONTIENT LES ARTICLES EXPOSES 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.  
 Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées!*

LES PARTIES PRÉSENTÉES PEUVENT ÊTRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

**Cette notice est disponible sur [www.rg-racing.com](http://www.rg-racing.com)**

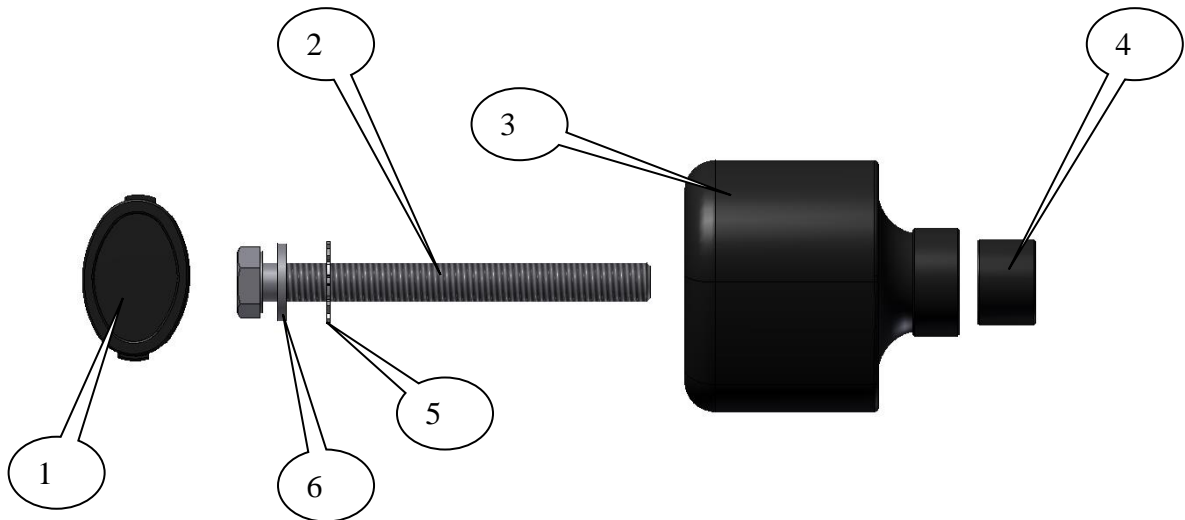
**COUPLES DE SERRAGE RECOMMANDÉS**

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

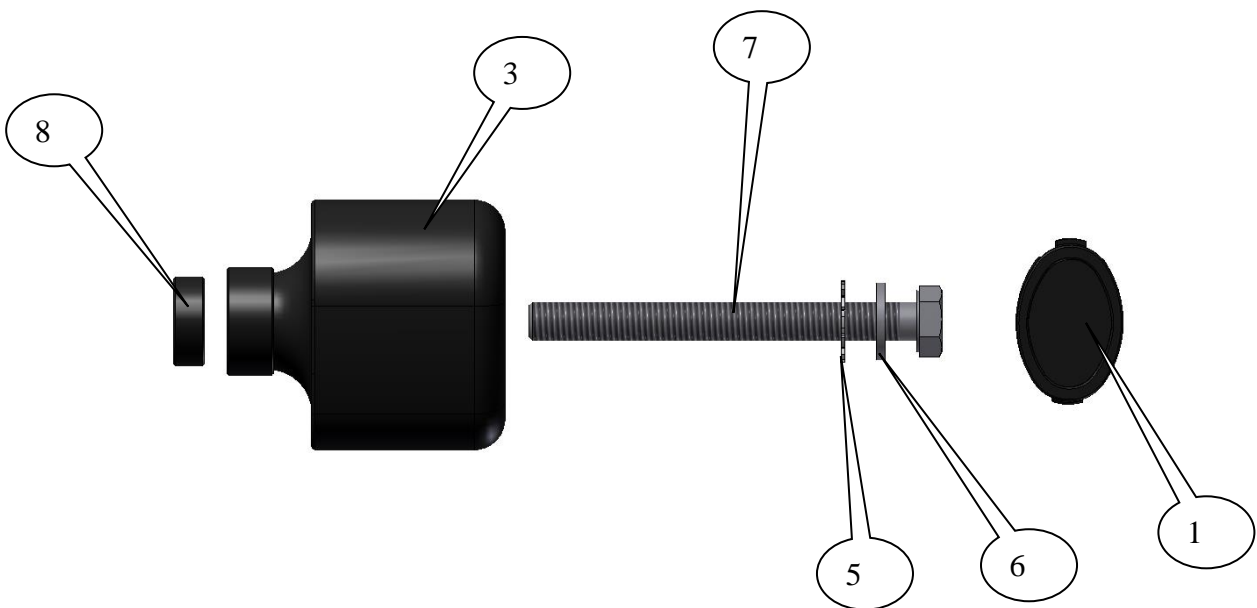
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COTE GAUCHE



COTE DROIT

**OUTILS REQUIS**

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- Jeu de clés 17mm A/F.
- Clés Allen 8mm.
- Clé dynamométrique (à 40Nm).

### **LEGENDE**

ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH, COTE DROIT ET GAUCHE (BC0002) (x2).  
 ARTICLE 2 = BOULON DE PROTECTION CRASH GAUCHE, M10x100mm (x1).  
 ARTICLE 3 = CRASH PROTECTORS, COTE DROIT ET GAUCHE (B0431 avec CS341, 10mm) (x2).  
 ARTICLE 4 = ENTRETOISE DE PROTECTION CRASH COTE GAUCHE (S0893=15mm de long) (x1).  
 ARTICLE 5 = RONDELLES DE BLOCAGE, DROITE ET GAUCHE (LW0001) (x2).  
 ARTICLE 6 = RONDELLES M10, COTE DROIT ET GAUCHE (x2).  
 ARTICLE 7 = BOULON DE PROTECTION CRASH DROIT, M10x105mm (x1).  
 ARTICLE 8 = ENTRETOISE DE PROTECTION CRASH DROITE (S0208=8mm de long) (x1).



PHOTO 1

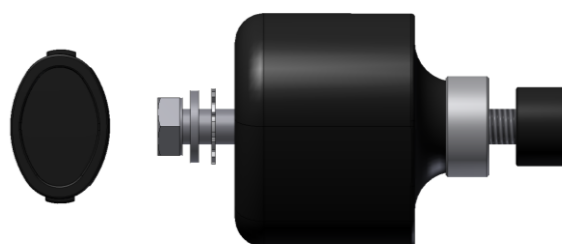


PHOTO 2



PHOTO 3



PHOTO 4





## Instructions de montage

### Coté gauche (lorsqu'on est assis sur la moto)

- Enlever le boulon, indiqué sur la photo 1.
- Placer une des rondelles (article 6) sur le boulon le plus court (article 2=100mm de long), voir photo 2.
- Placer une des rondelles de blocage (article 5) sur le boulon et contre la rondelle tout juste insérée, voir photo 2.
- Placer le boulon avec les rondelles dans une des protections crash (article 3) voir photo 2.
- Placer l'entretoise la plus courte (article 4=15mm de long) sur l'extrémité du boulon et contre la protection crash, voir photo 2.
- Poser l'ensemble en position, voir photo 'A' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

### Coté droit (lorsqu'on est assis sur la moto)

- Enlever le boulon, indiqué sur la photo 3.
- Placer une des rondelles (article 6) sur le boulon le plus long (article 7=105mm de long) voir photo 4.
- Placer une des rondelles de blocage (article 5) sur le boulon et contre la rondelle tout juste insérée, voir photo 4.
- Placer le boulon avec les rondelles dans une des protections crash (article 3) voir photo 2.
- Placer l'entretoise la plus courte (article 8=8mm de long) sur l'extrémité du boulon et contre la protection crash, voir photo 4.
- Poser l'ensemble en position, voir photo 'A' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une pince de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accroître légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

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