



CR0061

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

- Set of Metric Allen keys to include 6mm A/F.
 - 36mm A/F socket & wrench.
- Torque wrench to be used at manufactures recommended Torque settings.
 - Paddock stand.

GENERAL TORQUE SETTINGS

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

Please read all instructions before commencing fitting

FITTING INSTRUCTIONS

- Raise the rear of the bike using a paddock stand and swingarm mounted rear bobbins (not supplied) whilst supporting the rear wheel (suggest using blocks of wood) to prevent the wheel from dropping when rear spindle is removed.
- Undo the rear spindle nut.
- Remove the rear spindle.
- Remove the OEM chain adjuster blocks.
- Place the new left hand adjuster block/cotton reel mount (this is the adjuster block/cotton reel mount with the slot to accept the spindle head, onto the rear wheel spindle as original.
- Slide spindle through the left hand side of the swing arm, rear wheel, brake calliper and right hand side of the swing arm.
- Place the remaining thicker adjuster block/cotton reel mount over the exposed spindle and into adjuster slot on the right hand side.
- Refit the spindle washer and nut and tighten according to the manufactures recommended torque settings and check chain adjustment.
- Fit one M8 bolt through either washer then through the cotton reel bobbin, before tightening into the threaded hole in the adjuster block/cotton reel mount, as shown above.
- Repeat the above process on the other side of the bike.
- Remove bike from the stand.
- Fit the bubble stickers to the new adjuster blocks on both sides as shown above.

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

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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.

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NOTICE DE MONTAGE POUR CR0061BK/WH BOBINES DE BEQUILLE
DE STAND
SUZUKI GSX-R1000 '17-

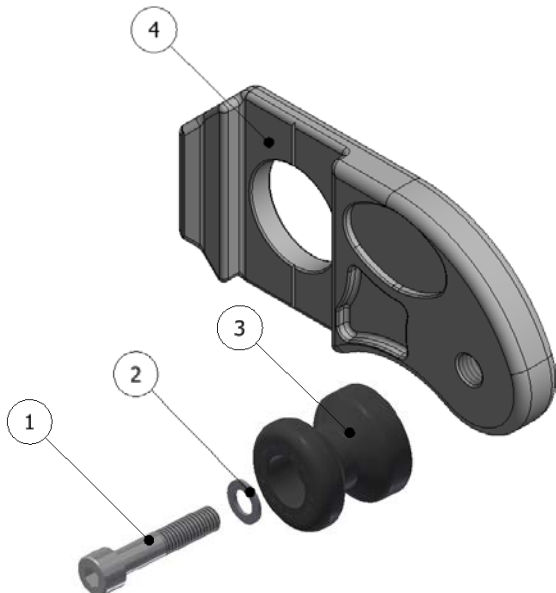
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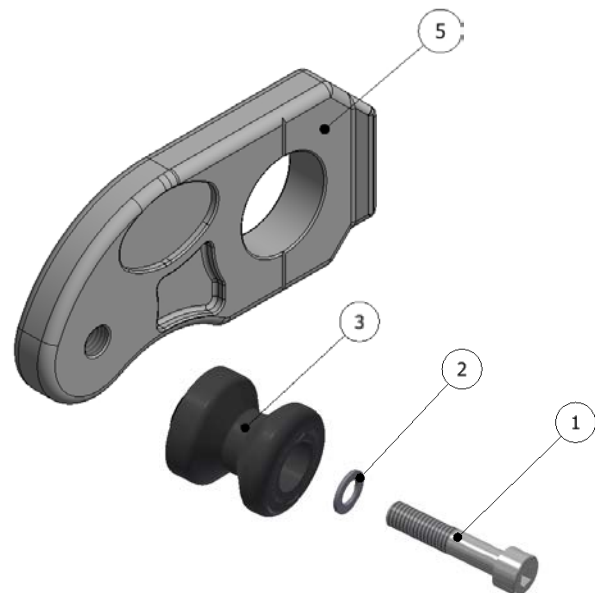
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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



COTE GAUCHE



COTE DROIT



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LEGENDE

ARTICLE 1 = M8 x 40mm BOULONS (x2).

ARTICLE 2 = M8 RONDELLES (x2).

ARTICLE 3 = BOBINES (B0443 avec CS300) (x2).

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ARTICLE 4 = BLOC D'AJUSTEMENT COTE GAUCHE/ SUPPORT BOBINE (M0504) (x1).

ARTICLE 5 = BLOC D'AJUSTEMENT COTE DROIT/ SUPPORT BOBINE (M0505) (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

- Clé Allen 6mm.
- Clé à cliquet + douille de 36mm.
- Clé dynamométrique, à utiliser selon les valeurs préconisées.
 - Béquille de stand.

VALEURS DE SERRAGE :

M4 BOULON = 8Nm

M5 BOULON = 12Nm

M6 BOULON = 15Nm

M8 BOULON = 20Nm

M10 BOULON = 40Nm

Lire la notice avant de procéder au montage :

NOTICE DE MONTAGE

- Lever l'arrière de la moto en utilisant une béquille de stand et les bobines arrières de bras oscillant (non fourni) tout en supportant la roue arrière (Nous vous suggérons d'utiliser des blocs de bois) pour éviter à la roue de tomber lorsque l'axe de roue arrière sera enlevé.
- Enlever l'écrou d'axe arrière.
- Enlever l'axe arrière.
- Enlever les blocs d'ajustement de chaîne d'origine.
- Placer le nouveau bloc d'ajustement du côté gauche / support bobine (C'est le bloc d'ajustement/support de bobine avec la fente qui accueille la tête d'axe, sur l'axe de roue arrière comme à l'origine.
- Glisser l'axe du côté gauche du bras oscillant, dans la roue arrière, le cale-pied de frein et du côté droit du bras oscillant.
- Placer le bloc d'ajustement plus large restant / la bobine de coton monté sur l'axe exposé et dans la fente d'ajustement du côté droit.
- Remonter la rondelle d'axe et l'écrou puis serrer selon les valeurs de serrage préconisées, avant de vérifier l'ajustement de la chaîne.
- Insérer un boulon M8 dans l'une des rondelles dans la bobine, avant de serrer dans le trou fileté du bloc d'ajustement/support bobine, voir ci-dessus.
- Répéter l'opération ci-dessus de l'autre côté de la moto.
- Enlever la moto de la béquille.
- Insérer les stickers en caoutchouc dans les nouveaux blocs d'ajustement des 2 côtés de la moto, voir ci-dessus.

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