



FITTING INSTRUCTIONS FOR CP0122BL CRASH PROTECTORS SV650 UP TO '02 (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)
- **PLEASE NOTE IT MAY BE NECESSARY TO USE SPACERS INCLUDED IN KIT ON NEW ENGINE BAR TO ALLOW MOUNTING BLOCK TO SIT FLAT ACROSS MOUNTING POINTS**

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 bosses and cut-out, and slide over the engine bar
- Take shortest 10mm cap head bolt (90mm 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 longest 10mm cap head bolt (150mm exc. head) and fitting the spacer provided into the frame recess before positioning the aluminium block
- 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 (90mm 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
- 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.

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