



**Fitting Instructions for CP0297BL Aero Crash Protectors**  
**SUZUKI V-STROM 650**

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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**

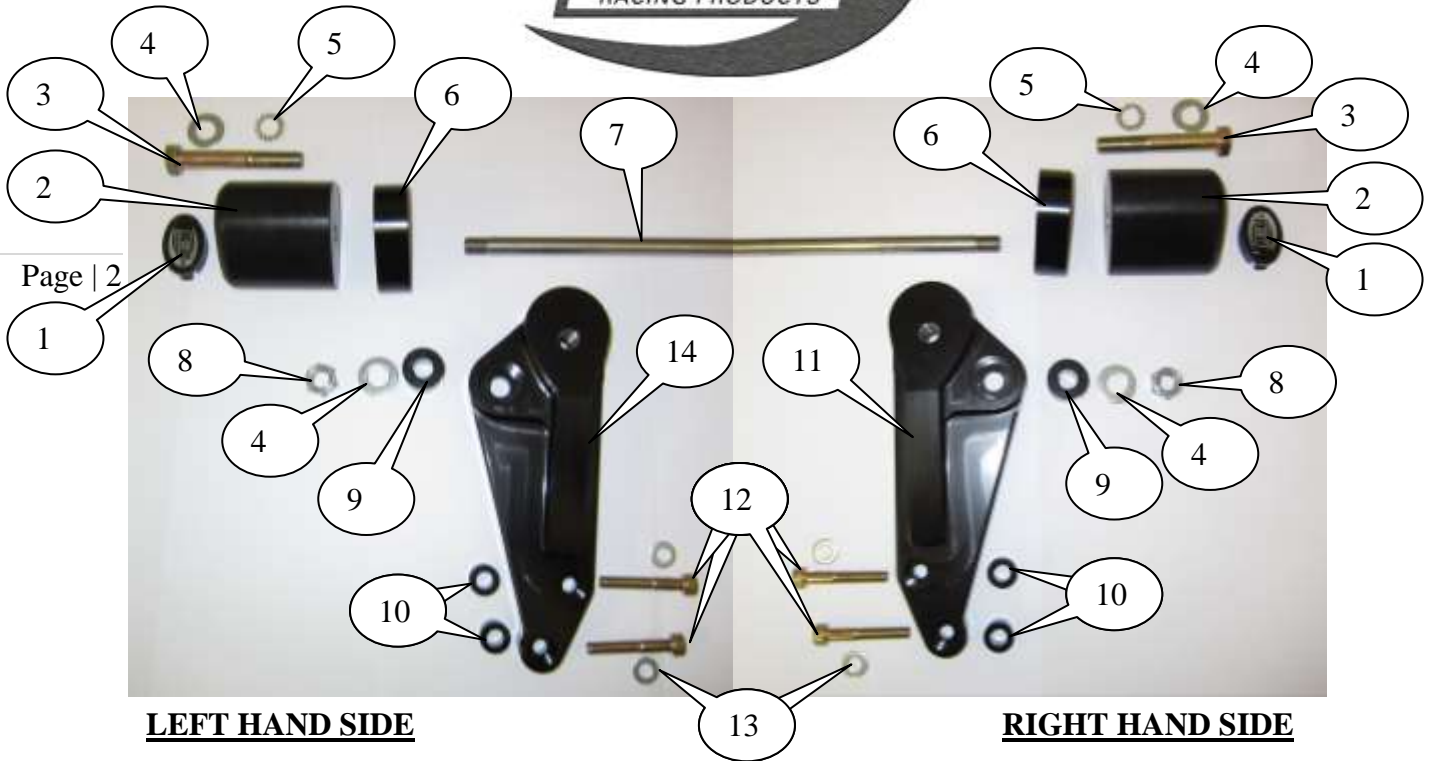
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

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**LEFT HAND SIDE**

**RIGHT HAND SIDE**

**TOOLS REQUIRED**

- Socket set to include 17(x2) and 19mm(x2) A/F sockets and wrenches.
  - Set of metric Allen keys to include 6mm A/F.
  - Torque wrench (up to 40Nm).

**LEGEND**

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
- ITEM 2 = B0061 with CS0340 (12mm) (BOTH CRASH PROTECTORS) (x2).
- ITEM 3 = M12x1.25x80mm LONG HEX HEAD BOLTS (R&L CRASH PROTECTOR BOLTS) (x2).
- ITEM 4 = M12 PLAIN WASHERS (CRASH PROTECTOR AND ENGINE BAR WASHERS) (x4).
- ITEM 5 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).
- ITEM 6 = S0418 AERO SHAPED SPACERS (R&L-H-S) (x2).
- ITEM 7 = EB033 ENGINE BAR (390mm LONG) (x1).
- ITEM 8 = M12 NYLOC NUTS (x2).
- ITEM 9 = S0029 SPACERS (25mm DIA) (x2).
- ITEM 10 = S0030 SPACERS (18mm DIA) (x4).
- ITEM 11 = (M0067) MOUNTING BLOCK (RHS) (x1).
- ITEM 12 = M8x1.25x50mm LONG CAP HEAD BOLTS (x4).
- ITEM 13 = M8 PLAIN WASHERS (MOUNTING BLOCK WASHERS) (x4).
- ITEM 14 = (M0066) MOUNTING BLOCK (LHS) (x1).

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PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

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PICTURE 7



PICTURE 8

### **FITTING INSTRUCTIONS**

- Undo and remove the nut arrowed in picture 1 (you will need to use two 17mm sockets and wrenches).
- Take R&G replacement stainless steel engine bar (item 7) 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), as shown in pictures 2 and 3. Please leave equal amounts protruding from either side.

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

- Place one of the larger round spacers (item 9) over the exposed end of the engine bar as shown in picture 4.
- Remove the two frame bolts arrowed in picture 5.
- Place two of the M8 washers (item 13) over two of the M8 bolts (item 12) and fit through the left hand side mounting block (item 14) holes as shown in picture 6.
- Place two of the smaller round spacers (item 10) over the exposed end of the bolts as shown in picture 6.
- Offer this assembly over the exposed end of the engine bar (it fits against the face of the spacer) and locate the two bolts into the frame holes as shown in picture 6.
- Hand tighten the two frame bolts only at this stage.
- Place one of the M12 washers (item 4) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the M12 nyloc nuts (item 8) onto the exposed thread of the engine bar and tighten until the thread passes completely through the nut (you may have to hold the engine while the engine bar passes through the locking plastic part of the nut).
- Place one of the M12 washers (item 4) onto one of the M12 hex headed bolt (item 3, 80mm long) and then place one of the M12 shake proof washers (item 5) onto the bolt so it sits against the plain washer.
- Pass this bolt assembly through one of the crash protectors so the head of the bolt goes into the counter-bore of the crash-protector.

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- Place the aero shaped spacer (item 6) over the exposed end of bolt (so it sits against the flat face of the crash protector).
- Offer this crash protector assembly into the threaded hole in the left hand side mounting block as shown in pictures 7 and 8.
- Tighten bolt until you feel some compression from inside the protector using 19mm 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 40Nm of torque.
- Fit the crash protector caps as shown in picture A.



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12

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PICTURE 13



PICTURE 14

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

- Place the remaining larger round spacers (item 9) over the exposed end of the engine bar as shown in picture 9.
- Remove the two frame bolts arrowed in picture 10.
- Place the two remaining M8 washers (item 13) over the two remaining M8 bolts (item 12) and fit through the right hand side mounting block (item 11) holes as shown in picture 11.
- Place two of the smaller round spacers (item 10) over the exposed end of the bolts as shown in picture 11.
- Offer this assembly over the exposed end of the engine bar (it fits against the face of the spacer) and locate the two bolts into the frame holes as shown in picture 12.
- Hand tighten the two frame bolts only at this stage.
- Place one of the M12 washers (item 4) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place the remaining M12 nyloc nuts (item 8) onto the exposed thread of the engine bar and tighten to no more than 40Nm torque using two 19mm sockets and wrenches.
- Place the remaining M12 washer (item 4) onto one of the M12 hex headed bolt (item 3, 80mm long) and then place the remaining M12 shake proof washer (item 5) onto the bolt so it sits against the plain washer.
- Pass this bolt assembly through one of the crash protectors so the head of the bolt goes into the counter-bore of the crash-protector.
- Place the aero shaped spacer (item 6) over the exposed end of bolt (so it sits against the flat face of the crash protector) as shown in picture 13.
- Offer this crash protector assembly into the threaded hole in the right hand side mounting block as shown in pictures 14.
- Tighten bolt until you feel some compression from inside the protector using 19mm 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 40Nm of torque.
- Fit the crash protector caps as shown in picture B.
- Finally tighten all four of the M8 frame bolts.

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## INSTRUCTIONS DE MONTAGE

CP0297BL PROTECTION CRASH LATÉRALE  
SUZUKI V-STROM 650

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Image 'A'



Image 'B'



Arrière de la moto

Avant de la moto

Image 'C'

**Vérifier le contenu de la boîte avant de déballer les pièces. Ne pas procéder au montage s'en s'être assuré au préalable que les articles figurant sur la photo du dessous soient bien présents.**

La façon dont le kit est emballé ne représente pas nécessairement la façon de le monter sur la moto

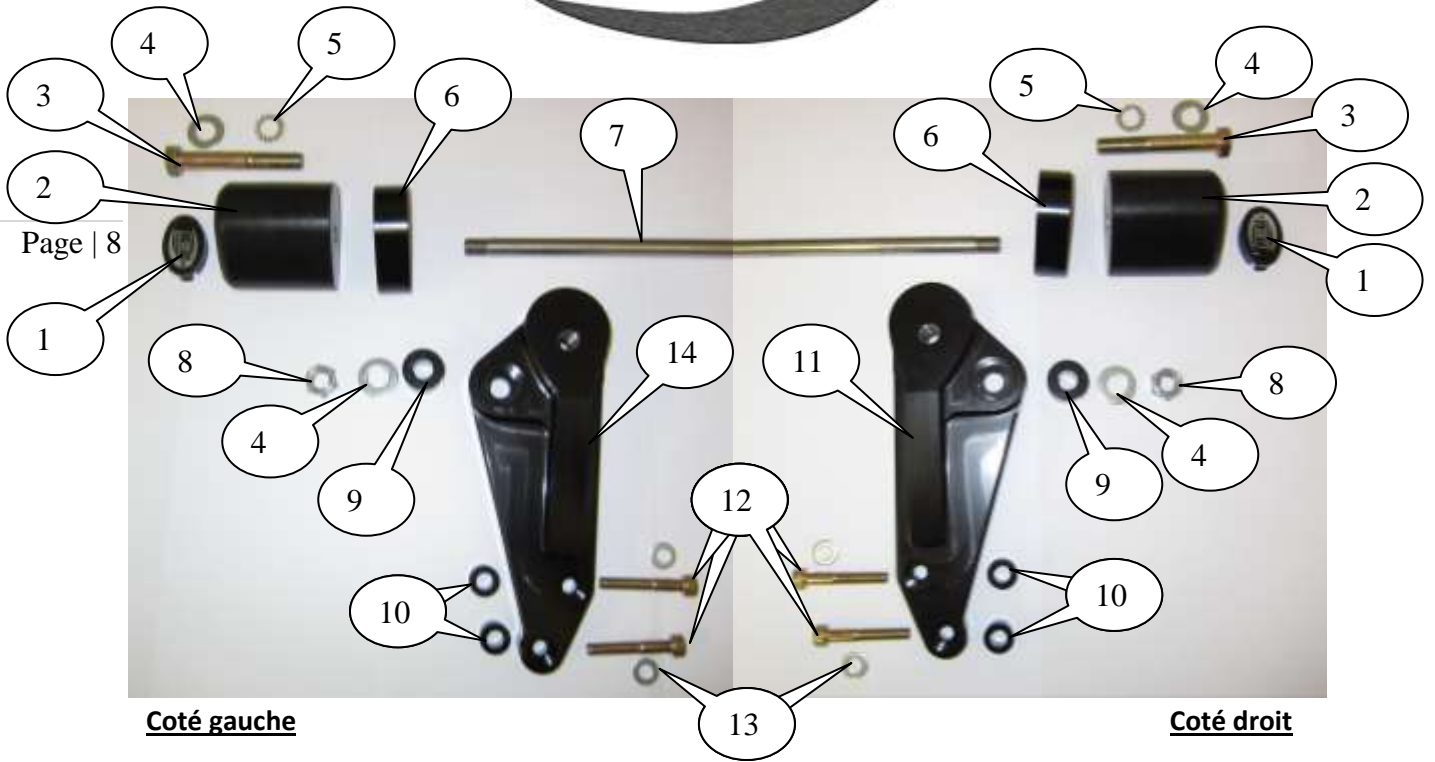
Les parties représentées peuvent parfois être uniquement représentatives  
(Pour la clarté des explications)

Notez que dans les cas où les kits sont emballés avec des rondelles en caoutchouc, composantes du boulon - *les rondelles en caoutchouc doivent être jetées !*

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#### Outils requis

- Set de clefs 17 et 19mm.
- Set de clefs Allen 6mm.
- Clef Dynamométrique réglée à 40Nm

#### LEGENDE

Article 1 = BC0002 Capuchons de protection (x2).

Article 2 = B0061 with CS0340 (12mm) (Protection crash) (x2).

Article 3 = M12x1.25x80mm Longs boulons à tête hexagonale (Boulons coté gauche et coté droit) (x2).

Article 4 = M12 Rondelles plates (Rondelles de protection crash et rondelles de moteur) (x4).

Article 5 = LW0001 (M12 Rondelles Shake Proof) (x2).

Article 6 = S0418 Entretoises coté droit et coté gauche (x2).

Article 7 = EB033 Barre de moteur (390mm de long) (x1).

Article 8 = M12 Ecrous en nyloc (x2).

Article 9 = S0029 Entretoises (25mm DIA) (x2).

Article 10 = S0030 Entretoises (18mm DIA) (x4).

Article 11 = (M0067) Support de montage coté droit (x1).

Article 12 = M8x1.25x50mm Long boulon à tête en forme de capuchon (x4).

Article 13 = M8 Rondelles plates (Rondelles du support de montage) (x4).

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Article 14 = (M0066) Support de montage coté gauche (x1).



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6

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Image 7



Image 8

### **Instructions de montage**

- Desserrer et Enlever l'écrou (photo 1) (Besoin de la clef de 17mm).
- Prendre la barre de moteur de substitution en feuilles d'acier (article 7) et utilisez la pour extraire la barre de moteur en acier d'origine (si la barre est difficile à Enlever, utiliser un petit marteau pour l'aider à passer au travers comme sur la photo 2 et 3). Laisser dépasser de la même longueur de chaque côté.

### **Côté gauche assis sur la moto**

- Placer une des rondelles assez large (article 9) autour de l'extrémité de la barre de moteur (photo 4).
- Enlever les 2 boulons de cadre (photo 5).
- Mettre 2 rondelles M8 (article 13) autour des boulons M8 (article 12) et les installer à travers les trous du bloc de montage coté gauche (article 14) comme sur la photo 6.
- Placer les 2 plus petites entretoises (article 10) autour de l'extrémité des boulons (photo 6).
- Mettre l'ensemble autour de l'extrémité de la barre de moteur (contre l'entretoise) et loger les 2 boulons dans le cadre (photo 6).
- **SERRER CES 2 BOULONS UNIQUEMENT A LA MAIN POUR LE MOMENT.**
- Placer une des rondelles M12 (article 4) autour de l'extrémité de la barre de moteur (pour aller dans le contre alésage).
- Placer un des écrous en nyloc M12 (article 8) dans le filetage visible de la barre de moteur puis serrer jusqu'à ce que le filetage passe complètement à travers l'écrou ( vous devrez tenir le moteur pendant que la barre de moteur passera la partie en plastique de blocage de l'écrou).

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- Placer une des rondelles M12 (article 4) autour du boulon à tête hexagonale M12 (article 3, 80mm de long) puis placer une des rondelles Shake proof M12 (article 5) sur le boulon de façon à ce qu'elle se mette contre la rondelle plate.
- Passer l'ensemble du boulon à travers une des protections pour que la tête du boulon aille dans le contre alésage de la protection.
- Placer l'entretoise (article 6) autour de l'extrémité du boulon (de sorte à ce qu'elle se mette contre la face plate de la protection).
- Mettre l'assemblage de protection dans le trou du support de montage coté gauche (photo 7 et 8).
- Monter cet assemblage dans le trou taraudé du support de montage coté droit (photo 14).
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 19mm. **NOTEZ QUE LA PROTECTION CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO. NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.**  
→ NE PAS SERRER A PLUS DE 40nm.  
Mettre les capuchons comme sur la photo A.



Image 9



Image 10



Image 11



Image 12

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Image 13



Image 14

#### Coté droit assis sur la moto

- Placer l'entretoise restante (article 9) autour de l'extrémité de la barre de moteur (photo 9).
- Enlever les 2 boulons de cadre (photo 10).
- Placer les 2 rondelles M8 restantes (article 13) autour des 2 boulons M8 restants (article 12) puis installer à travers les trous du block de montage coté droit (article 11).
- Placer 2 des plus petites entretoises (article 10) autour des extrémités des boulons (photo 11).
- Mettre l'assemblage autour de l'extrémité de la barre de moteur (contre l'entretoise), et placer les 2 boulons dans les trous du cadre (photo 12).
- SERRER CES 2 BOULONS UNIQUEMENT A LA MAIN POUR LE MOMENT.
- Placer une des rondelles M12 (article 4) autour de l'extrémité de la barre de moteur (de façon à ce qu'elle aille en contre alésage).
- Placer les écrous M12 en nyloc restants (article 8) sur l'extrémité de la barre de moteur à pas plus de 40Nm de couple et en utilisant 2 clefs de 19mm.
- Placer la rondelle M12 restante (article 4) sur un des boulons M12 à tête hexagonale (article 3, 80mm de long) puis placer la rondelle M12 Shake proof restante (article 5) sur le boulon de sorte à ce qu'elle se mette contre la rondelle plate).
- Passer l'ensemble à travers l'une des 2 protections de façon à ce que la tête du boulon aille en contre alésage de la protection.
- Placer l'entretoise (article 6) autour de l'extrémité du boulon (de sorte à ce qu'elle se mette contre la face plate de la protection), (photo 13).
- Monter cet assemblage dans le trou taraudé du support de montage coté droit (photo 14).
- Serrer les boulons de la protection jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection, à l'aide d'une clé de 19mm. **NOTEZ QUE LA PROTECTION**

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**CRASH DOIT ETRE POSITIONNEE COMME SUR LA PHOTO 3 AVEC LA PLUS GROSSE EXTREMITE VERS L'AVANT DE LA MOTO. NE PAS SERRER TROP FORT AU RISQUE D'ENDOMMAGER LE SYSTEME.**

→ NE PAS SERRER A PLUS DE 40nm.

- Si cela n'a pas déjà été fait, mettre le logo (en gomme) « R&G Racing » dans le creux de la protection.
- Enfin, serrer les 4 boulons de cadre M8.

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