



## **FITTING INSTRUCTIONS FOR CP0168BL/WH CRASH PROTECTORS SUZUKI GSXR-600 '06**

**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!*

### **Offside (RIGHT SIDE AS YOU SIT ON THE BIKE)**

- Remove existing engine bolt (located middle of the top fairing - can be seen without removing the fairing)
- Take M10 x 80mm long bolt and slide washer over it
- Assemble bolt through crash protector (the one with the shorter neck)
- Offer the whole assembly up to the bike
- 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.

### **Nearside**

- Remove fairing panel
- Unscrew engine bolt (the front bolt, directly opposite the exposed engine bolt that you have just replaced on the right side) enough to enable contact with inside of fairing to establish a mark so that the hole is drilled in correct place (suggest marking head of engine bolt with paint).
- Offer fairing panel back up and secure in correct position to establish mark.
- Remove fairing panel
- Drill pilot hole in fairing where marked with paint; check correct alignment
- Using 1 inch (28mm) tank cutter/cone cutter, use pilot hole and drill slowly from outside to inside (note as the fairing is in two parts where you are drilling we suggest you protect the fairing and use a clamp to hold the two parts together while drilling)
- Replace fairing
- Take the M10 x 100mm long bolt and slide the washer over it
- Pass the bolt through the crash protector (the one with the longer neck)
- Slide the spacer over the bolt and up behind the bobbin (largest diameter next to the bobbin)
- Offer the assembly up to the bike
- 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.

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