



FITTING INSTRUCTIONS FOR CP0179BL CRASH PROTECTORS SUZUKI RGV 250

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!*

- Remove the fairings on each side of the motorcycle
- Undo nut on front engine bolt (see picture, the one that goes right through the engine)
- Take the R&G replacement engine bar and, using a soft hammer, knock out the oem bolt, leaving it with equal amounts protruding from either side of the frame
- Fit the spacers to each end of the replacement engine bar (smaller one to the rhs) followed by the two aluminium bars. Fit washers and nyloc nuts but do not tighten yet. Note for the right hand side it may be easier to remove the water hoses for access. (See picture)
- Remove lower top bolt from frame to down tube on each side of bike, and replace with the R&G supplied bolts, spacers, washers and nuts and fit the other end of the aluminium bar to the bike (note the smaller spacer goes on the right hand side see picture) and tighten all four nuts
- Replace water hoses if removed.
- Take the shorter 12mm bolt and screw into the lhs aluminium bar (middle hole) and put a dab of grease or paint on the head of the bolt, refit lhs fairing panel and screw the bolt out until it touches the inside of the fairing this will give you the position for drilling the fairing.
- Remove fairing and with a 28mm hole saw/cone cutter drill fairing from centre of mark using the pilot drill only.
- Offer fairing up and check position of hole, when happy drill from the outside to inside.
- Refit fairing and offer one of the bobbins up, it may be necessary to trim the hole with a sharp knife to get it to fit. This is due to the shape of the fairing.
- Take one of the M12x120mm long bolts and slide one of the M12 washers up to the head of bolt and then slide the bolt through the bobbin
- Screw the assembly in to the left side (as you sit on bike) aluminium bar and 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- Repeat this procedure for the RHS .

Due to the risk of cross-threading, over tightening etc. we always recommend that our kits be fitted by one of our official dealers or at least a qualified mechanic

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