



**FITTING INSTRUCTIONS FOR CP0298BL
NON DRILL AERO CRASH PROTECTORS
SUZUKI GSX1300R HAYABUSA 2008-**



PICTURE 1

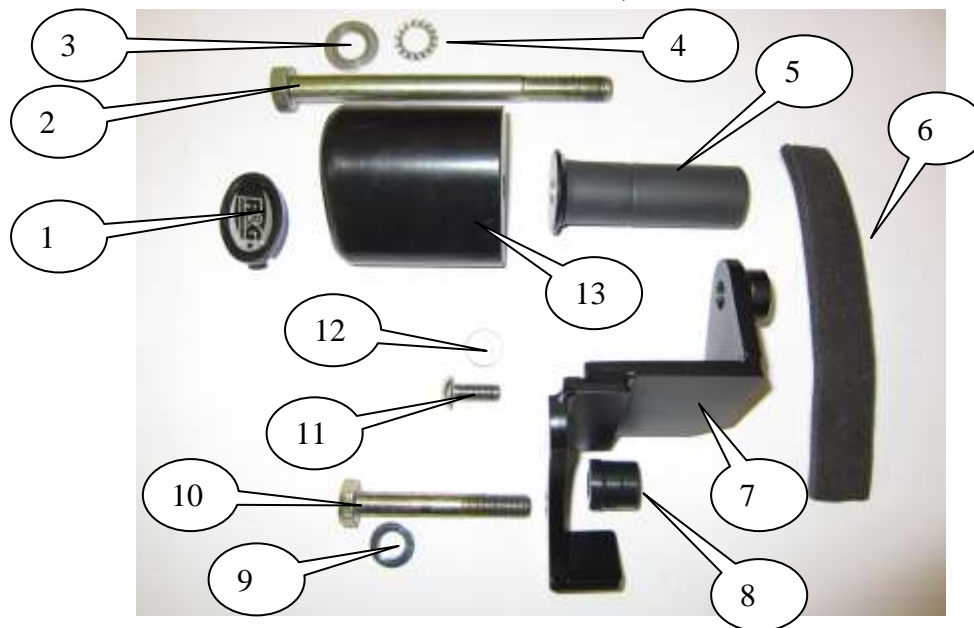


PICTURE 2

**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

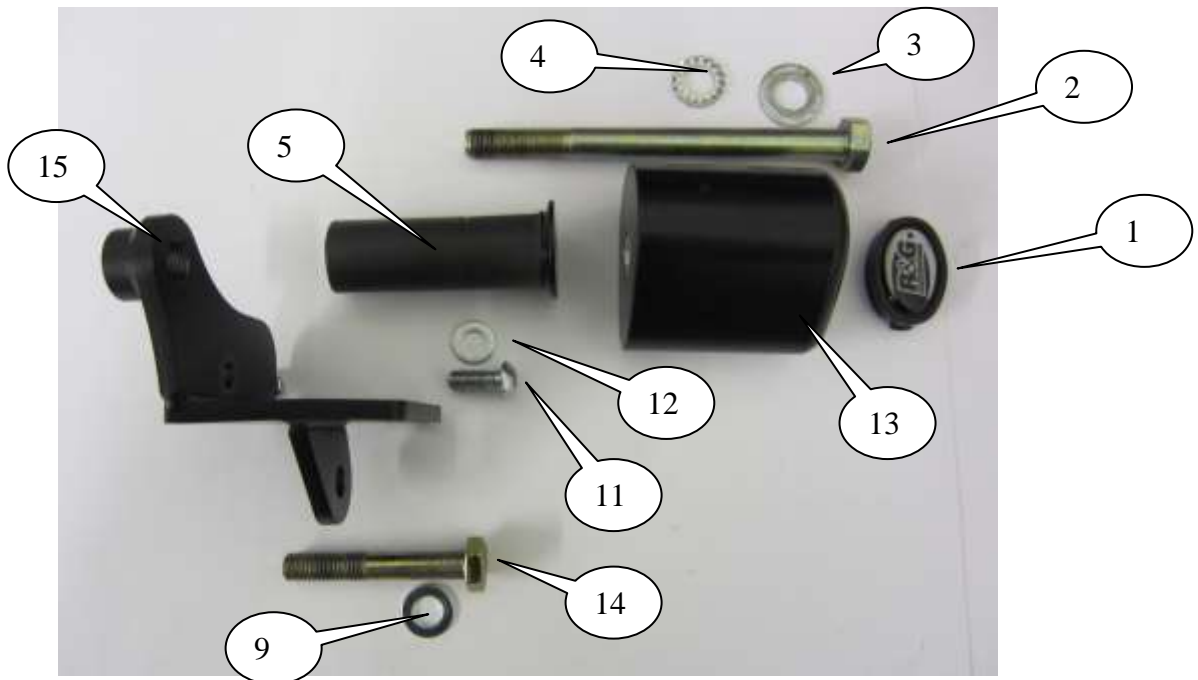
THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)



LEFT HAND SIDE



THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.



RIGHT HAND SIDE



ADDITIONAL EQUIPMENT (SPANNING BAR)

LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= M12x1.25x140mm LONG HEX HEADED CRASH PROTECTOR BOLTS (x2).
- ITEM 3= M12 PLAIN WASHERS (x2).
- ITEM 4= LOCK-WASHERS (LW0001) (x2).
- ITEM 5= CRASH PROTECTOR SPACERS BOTH SIDES (78mm LONG) (S0462) (x2).
- ITEM 6= 125mm LENGTH OF SELF-ADHESIVE FOAM (x1).
- ITEM 7= LEFT HAND SIDE WELDED ASSEMBLY (M0287) (x1).
- ITEM 8= FRAME SPACER LEFT HAND SIDE (S0463) (x1).
- ITEM 9= M10 PLAIN WASHERS (x2).



- ITEM10= M10x1.25x70mm LONG HEX HEADED FRAME BOLT LEFT HAND SIDE (x1).
ITEM 11= M8x1.25x20mm LONG CAP HEADED SPANNING BAR BOLTS (x2).
ITEM 12= M8 PLAIN WASHERS (x2).
ITEM 13= CRASH PROTECTOR (B0061 WITH CS340) (x2).
ITEM 14= M10x1.25x65mm LONG HEX HEADED FRAME BOLT RIGHT HAND SIDE (x1).
ITEM 15= LEFT HAND SIDE WELDED ASSEMBLY (M0287) (x1).
ITEM 16= SPANNING BAR (EB061) (x1)

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

- Socket set to include 17 and 19mm socket and wrench.
- Set of metric Allen keys to include 4, 5, 6 and 8mm A/F sizes.
 - Socket set to include 10mm A/F socket and wrench.
 - Flat bladed driver.
 - Torque wrench (up to 40Nm).



PICTURE 3



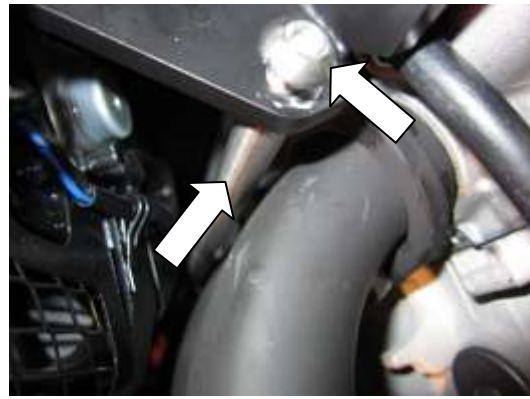
PICTURE 4



PICTURE 5



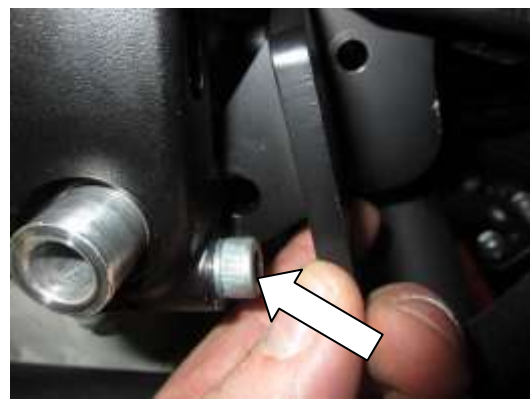
PICTURE 6



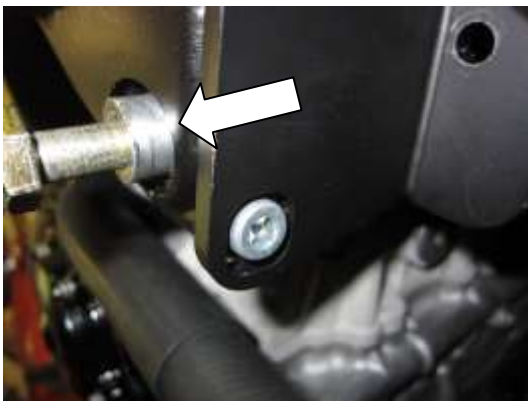
PICTURE 7



PICTURE 8



PICTURE 9



PICTURE 10



PICTURE 11



PICTURE 12



PICTURE 13

Left-hand side (as you sit on bike)

- Remove the engine-mounting bolt arrowed in picture 4.
- Cut the self-adhesive foam into strips and stick on to the brackets as shown in pictures 12 and 13.
- Slide one of the 10mm washers onto the longer M10 (M10x1.25x70mm) hexagon headed bolt so it sits against the head of the bolt (as shown in picture 5).
- Slide the bolt with washer through the left hand welded assembly and place the stepped spacer over exposed end of bolt as shown in picture 5.
- Offer the whole left hand assembly up into position as shown in picture 6 and engage the bolt into the engine mount (do not tighten at this stage but ensure the bolt is fully engaged).
- Take the spanning bar and feeding through the front of engine from the right hand side align the bar with the hole in the welded assembly (as shown in picture 7), engage the M8 button headed bolt and washer into the internal thread of the spanning bar (also shown in picture 7).
- Tighten the M10 main engine mounting bolt to no more than 40Nm torque and the M8 spanning bar button head bolt to 20Nm torque (ensuring the bracket and spanning bar are clear of any motorcycle parts).
- Do not replace fairing at this stage.

RIGHT-HAND SIDE (AS YOU SIT ON BIKE)

- Remove the engine-mounting bolt arrowed in picture 8.
- Loosen the frame spacer clamping bolt arrowed in picture 9 and pull the original frame spacer bolt away from engine in direction of arrow in picture 10.
- Offer the right hand welded assembly into position as shown in picture 9 (the welded bracket goes between the engine and frame spacer).
- Slide one of the 10mm washers onto the shorter M10 (M10x1.25x65mm) hexagon headed bolt so washer sits against head of bolt.
- Engage the bolt assembly through the frame/engine mount so that the welded assembly is clamped into position (the cut-out in the bracket goes over the frame clamping bolt as shown in picture 10) and tighten to no more than 40Nm torque.
- Tighten the frame spacer clamping bolt.
- Using the remaining M8 bolt and washer engage and tighten into the spanning bar (as arrowed in picture 11) to no more than 20Nm.
- Refit both side fairings.



Left-hand side (as you sit on bike)

- Slide one of the 12mm washers onto one of the M12 (M12x1.25x140mm long) hexagon headed bolt so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide bolt and washers through either crash protector so head of bolt goes into counter-bore in the crash protector.
- Next slide one of the spacers (78mm long) over bolt so it sits against the crash protector with the larger diameter against the crash protector.
- Offer this assembly up to the left hand welded bracket and engage into the remaining threaded hole in bracket in position shown in picture 1.
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE THREE ABOVE 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.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

RIGHT-HAND SIDE (AS YOU SIT ON BIKE)

- Slide one of the 12mm washers onto one of the M12 (M12x1.25x140mm long) hexagon headed bolt so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against the washer just fitted.
- Next slide bolt and washers through either crash protector so head of bolt goes into counter-bore in the crash protector.
- Next slide one of the spacers (78mm long) over bolt so it sits against the crash protector with the larger diameter against the crash protector.
- Offer this assembly up to the right hand welded bracket and engage into the remaining threaded hole in bracket in position shown in picture 2.
- Tighten the crash protector assembly until you feel some compression from inside the protector using a 19mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE THREE ABOVE 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.
- If not already fitted fit bubble sticker into recess of the crash protector cap.
- Fit the crash protector cap into the crash protector.

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