

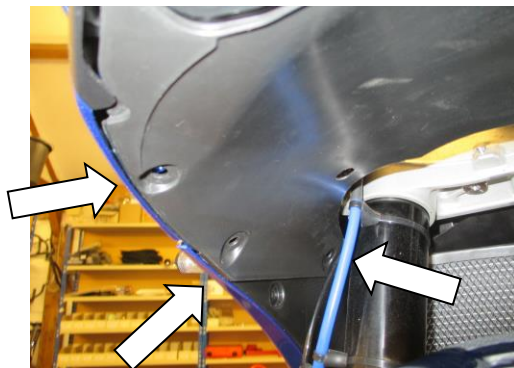


Fitting Instructions for RAD9019 which consists of RAD0216 and OCG0030

RAD0216 Radiator Guard
SUZUKI GSX-R1000 '17-



In This Kit There Should Be
1x Radiator Guard (RAD0216)
2x Cable Ties
3x 100mm Lengths of self-adhesive Foam





Picture 1

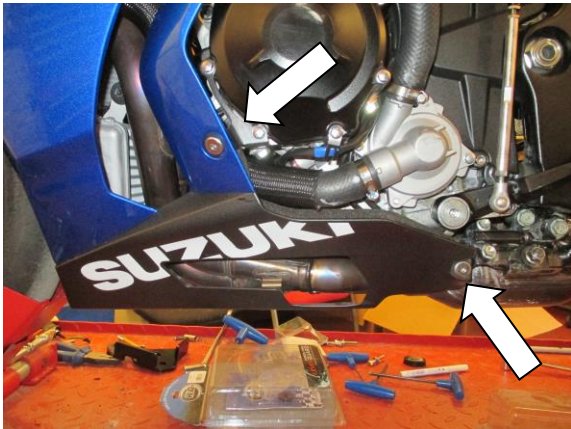
Picture 2



Picture 3



Picture 4



Picture 5



Picture 6





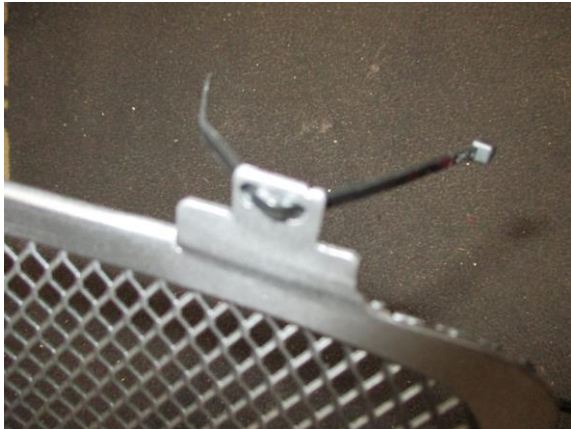
Picture 7



Picture 8



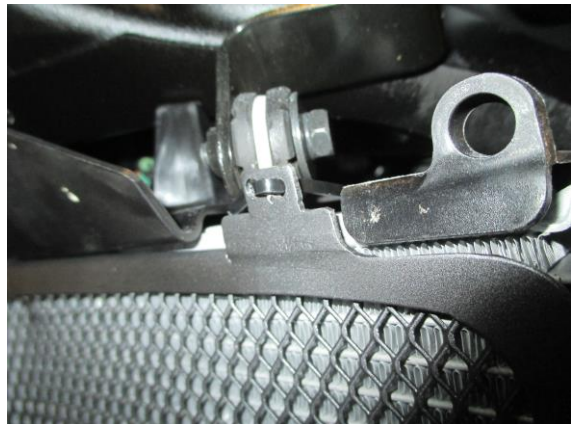
Picture 9



Picture 10



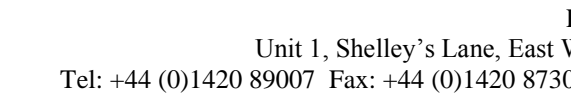
Picture 11



Picture 12



Picture 13



Picture 14





GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm
M12 NYLOC NUT = 40Nm

TOOLS REQUIRED

- Socket set to 4 & 5mm allen key bit & wrench.
 - 10mm open-ended spanner.
 - Cable cutters.

FITTING INSTRUCTIONS

- To fit the radiator guard, the fairings must first be removed from the motorcycle.
- Remove the under-nose plastic cowling, by removing the six push rivets arrowed in pictures 1 & 2 and the remaining two push rivets in the centre, as shown in picture 3.
- To remove the left side fairing, remove the four bolts that are arrowed in pictures 4 & 5 and the push rivet that mounts the radiator cowling that is shown in picture 6.
- The left side fairing can now be removed from the bike. Start by pulling the rear off its rubber mount, as shown in picture 7, before removing the top edge from its rubber mount and plastic locating tabs, as shown in picture 8. With the top edge released, disconnect the wiring connector for the indicator, as shown in picture 9 then unclip the mounts along the front bottom edge that mount the bellypan to the radiator surround. The fairing should then be free to be removed from the bike.
- Repeat the above two steps to remove the fairing from the right side of the bike. *The push rivet that secures the radiator surround on the right side can be left in place as this can remain fixed to the fairing.*
- With the fairings off, access can be gained to the radiator. Loosen the two bolts that secure the bottom of the radiator in place so there is approximately a 2 to 3mm gap between the head of the bolt and radiator mounting plate, as shown in picture 10.
- To fit the radiator guard to the bike, cut the foam strip provided into 10mm wide pieces and stick them to the back of the radiator guard frame, so that they sit between the radiator guard and the radiator.
- Loop the two cable ties supplied through the slots on each of the top corners of the radiator guard, as shown in picture 11.
- Offer the R&G Radiator Guard into place and locate the two slotted mounts on the bottom of the radiator guard between the head of the previously loosened bolt and lower radiator mounting plate, as shown in picture 12.
- Loop the previously fitted cable tie around the top mount of the radiator on both sides and tighten the cable tie, as shown in picture 13.
- With the radiator guard correctly positioned, push the bottom of the radiator guard in towards the radiator so the bolts sit at the end of the mounting slots and then tighten the two bolts.
- *If also fitting the R&G Oil Cooler Guard (OCG0030) then it is advisable to do it at this stage.*

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- Re-fit the fairings to both sides of the bike, ensuring to re-connect the indicator wiring. The radiator surround should fit neatly in front of the radiator guard, as shown in picture 14.
- Re-fit the under-nose cowling and push rivets.

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**NOTICE DE MONTAGE RAD0216 GRILLE DE PROTECTION RADIATEUR
SUZUKI GSX-R1000 '17-**



Le kit doit contenir :
1x Grille de protection radiateur (RAD0216)
2x Colliers de serrage
3x 100mm Mousse autocollante

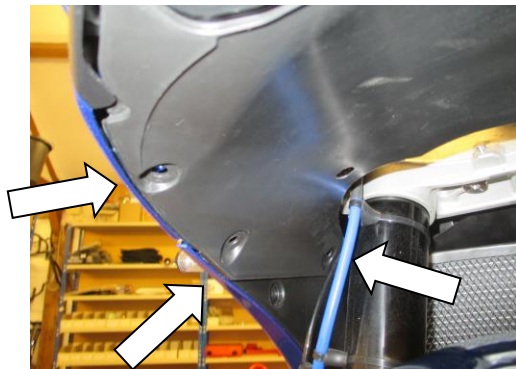


Photo 1



Photo 2



Photo 3



Photo 4

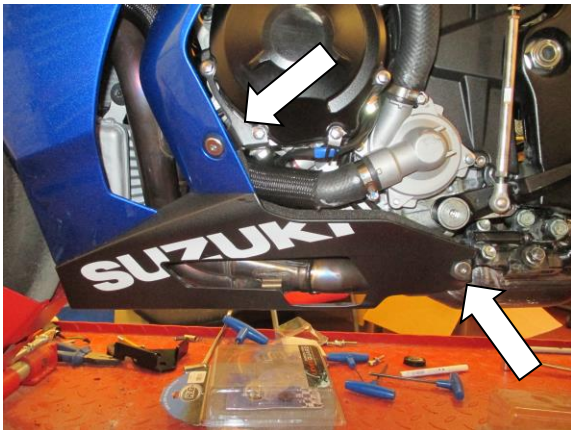


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

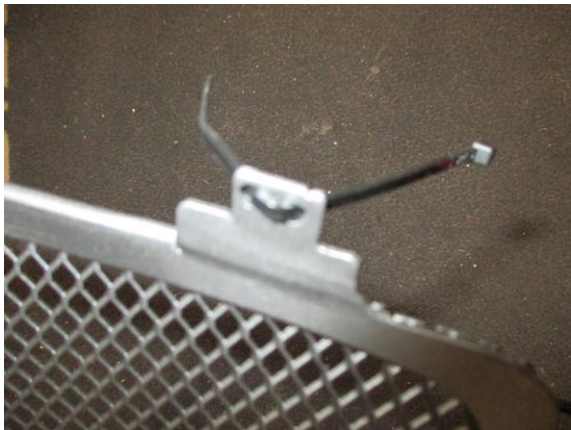


Photo 11



Photo 12

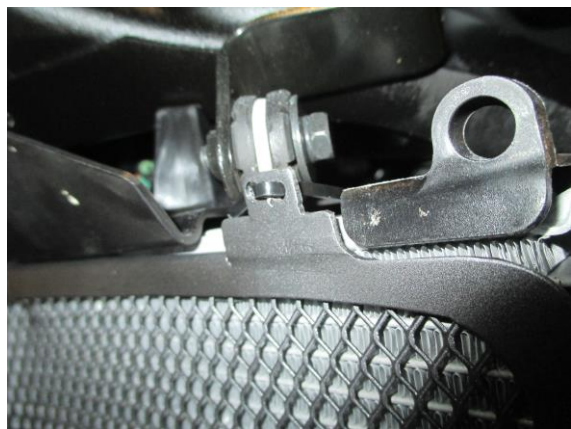


Photo 13



Photo 14



COUPLES DE SERRAGE RECOMMANDÉS

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 40Nm
M12 ECROU = 40Nm

OUTILS REQUIS

- Clé à molette + douilles 4 & 5mm.
 - Clé plate 10mm.
 - Coupe câble.

NOTICE DE MONTAGE

- Commencer par enlever le carénage.
- Enlever le capot en plastique sous le nez de la moto, en enlevant les 6 rivets indiqués sur les photos 1 & 2 puis les 2 rivets restants au centre, voir photo 3.
- Pour enlever le carénage latéral gauche, enlever les 4 boulons indiqués sur les photos 4 & 5 et le rivet qui fixe le capot de radiateur, voir photo 6.
- Le carénage latéral gauche peut à présent être enlevé de la moto. Commencer par tirer l'arrière du support en caoutchouc, voir photo 7, avant d'enlever le bord supérieur de son support de fixation et des onglets plastique, voir photo 8. Une fois le bord supérieur libéré, déconnecter le connecteur de fil de clignotant, voir photo 9. Ensuite, déclipser les supports le long du bord avant inférieur qui fixent le contour de radiateur. Le carénage doit maintenant pouvoir être enlevé de la moto.
- Répéter les 2 précédentes étapes pour enlever le carénage du côté droit de la moto. *Le rivet qui fixe le contour de radiateur du côté droit peut rester en place.*
- Une fois les carénages enlevés, l'accès au radiateur est possible. Desserrer les 2 boulons qui fixent le bas du radiateur en place pour qu'il y ait environ 2 à 3mm d'espace entre la tête du boulon et la plaque de fixation du radiateur, voir photo 10.
- Couper le bandeau de mousse fourni en pièces de 10mm puis collez-les au bas du cadre de protection radiateur, de façon à ce qu'elles se placent entre la protection radiateur et le radiateur.
- Enrouler les 2 colliers de serrage fournis dans les fentes sur chacun des coins supérieurs de la grille de protection radiateur, voir photo 11.
- Monter la grille de protection radiateur R&G en place et placer les 2 supports au bas de la grille de protection radiateur entre la tête du boulon enlevé précédemment et la plaque de fixation radiateur la plus basse, voir photo 12.
- Encercler le collier de serrage précédemment positionné, autour du support supérieur de radiateur des 2 côtés puis serrer le collier de serrage, voir photo 13.
- Une fois la protection radiateur correctement montée, pousser le bas de la grille de protection vers le radiateur pour que les boulons se placent à l'extrémité des fentes de fixation puis serrer les 2 boulons.
- *Si vous montez aussi la protection refroidisseur d'huile R&G (OCG0030), il est conseillé de le faire dès maintenant.*

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- Remonter les carénages des 2 cotés de la moto, en veillant à reconnecter le fil de clignotant. Le contour de radiateur doit se positionner proprement devant la grille de protection radiateur, voir photo 14.
- Remonter le capot de sous-nez et les rivets.

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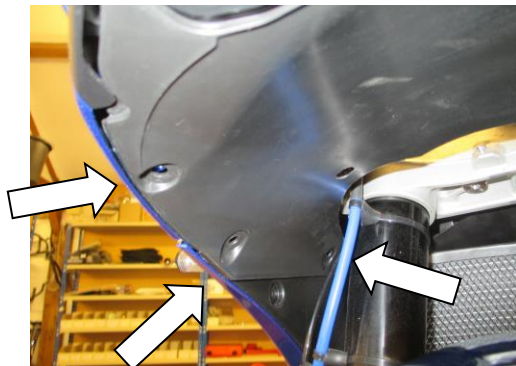
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Fitting Instructions for OCG0030BK Oil Cooler Guard
SUZUKI GSX-R1000 '17-



In This Kit There Should Be
1x Oil Cooler Guard (OCG0030BK)
2x 100mm Lengths of self-adhesive Foam



Picture 1



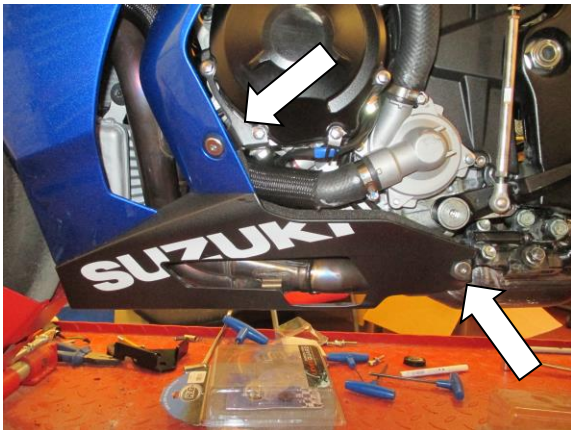
Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



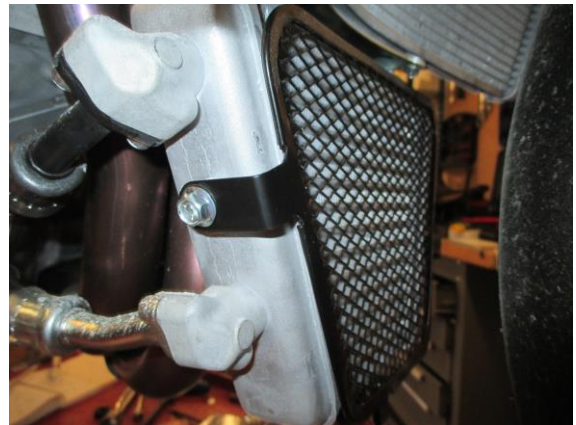
Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm
M12 NYLOC NUT = 40Nm

TOOLS REQUIRED

- 4 & 5mm Allen key or socket bits with extension.
- 10mm socket or spanner.

FITTING INSTRUCTIONS

- To fit the oil cooler guard, the fairings must first be removed from the motorcycle.
- Remove the under-nose plastic cowling, by removing the six push rivets arrowed in pictures 1 & 2 and the remaining two push rivets in the centre, as shown in picture 3.
- To remove the left side fairing, remove the four bolts that are arrowed in pictures 4 & 5 and the push rivet that mounts the radiator cowling that is shown in picture 6.
- The left side fairing can now be removed from the bike. Start by pulling the rear off its rubber mount, as shown in picture 7, before removing the top edge from its rubber mount and plastic locating tabs, as shown in picture 8. With the top edge released, disconnect the wiring connector for the indicator, as shown in picture 9 then unclip the mounts along the front bottom edge that mount the bellypan to the radiator surround. The fairing should then be free to be removed from the bike.
- Repeat the above two steps to remove the fairing from the right side of the bike. *The push rivet that secures the radiator surround on the right side can be left in place as this can remain fixed to the fairing.*
- With the fairings off, access can be gained to the oil cooler. Remove the three bolts that mount the OEM oil cooler guard in place, as shown in pictures 10, 11 & 12.
- To fit the oil cooler guard to the bike cut the foam strip provided into 10mm wide pieces and stick them to the back of the oil cooler guard frame, so that they sit between the oil cooler guard and the oil cooler.
- Offer the R&G Oil Cooler Guard into place and re-fit the three OEM bolts to secure in place, one on the bottom as shown in picture 13 and one on either side.
- Ensure the oil cooler guard is correctly fitted before tightening all three bolts to hold the oil cooler guard securely in place.
- Re-fit the fairings to both sides of the bike, ensuring to re-connect the indicator wiring. The radiator surround should fit neatly around the oil cooler guard as shown in picture 14.
- Re-fit the under-nose cowling and push rivets.
- Ensure everything is correctly re-fitted and the oil cooler guard is securely mounted before riding.

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NOTICE DE MONTAGE POUR OCG0030BK
PROTECTION REFROIDISSEUR D'HUILE
SUZUKI GSX-R1000 '17-



Le kit doit contenir :

- 1x Protection refroidisseur d'huile (OCG0030BK)**
- 2x 100mm Longueurs de mousse autocollante**

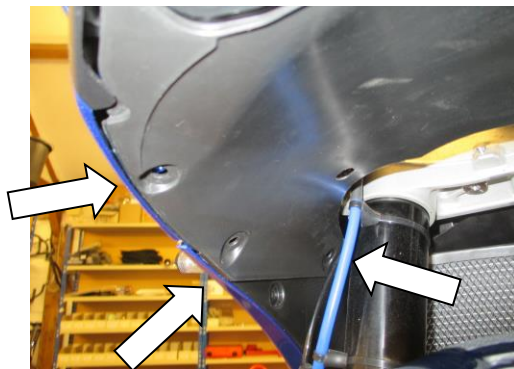


Photo 1



Photo 2



Photo 3



Photo 4

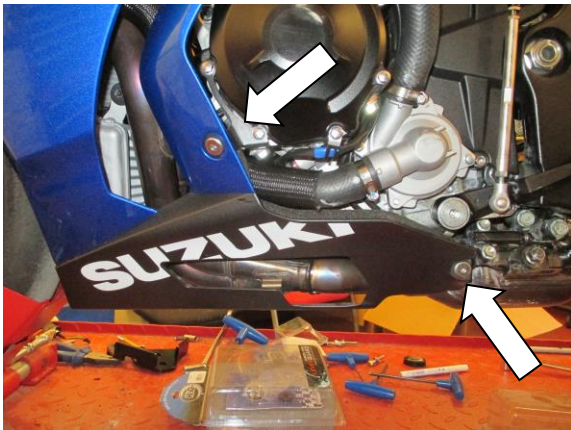


Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

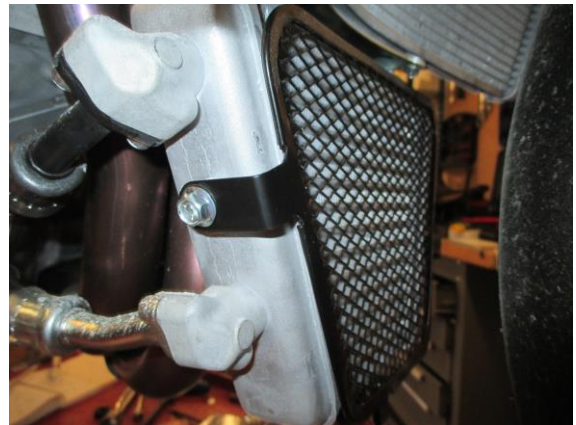


Photo 12



Photo 13



Photo 14



COUPLES DE SERRAGE RECOMMANDÉS

M4 BOULON = 8Nm
M5 BOULON = 12Nm
M6 BOULON = 15Nm
M8 BOULON = 20Nm
M10 BOULON = 40Nm
M12 ECROU = 40Nm

OUTILS REQUIS

- Clé Allen 4 & 5mm avec extension.
 - Clé 10mm.

NOTICE DE MONTAGE

- Pour monter la protection, refroidisseur d'huile, les carénages doivent d'abord être enlevés de la moto.
- Enlever le capot en plastique du sous-nez, en enlevant les 6 rivets indiqués sur les photos 1 & 2 et les 2 rivets restants au centre, voir photo 3.
- Pour enlever le carénage du côté gauche, enlever les 4 boulons indiqués sur les photos 4 & 5 et le rivet qui fixe le capot de radiateur indiqué sur la photo 6.
- Le carénage du côté gauche peut maintenant être enlevé de la moto. Commencer par tirer l'arrière du support en caoutchouc, voir photo 7, avant d'enlever le bord supérieur de son support de fixation et des onglets plastique, voir photo 8. Une fois le bord supérieur libéré, déconnecter le connecteur de fil de clignotant, voir photo 9. Ensuite, déclipser les supports le long du bord avant inférieur qui fixent le contour de radiateur. Le carénage doit maintenant pouvoir être enlevé de la moto.
- Répéter les 2 précédentes étapes pour enlever le carénage du côté droit de la moto. *Le rivet qui fixe le contour de radiateur du côté droit peut rester en place.*
- Une fois les carénages enlevés, l'accès au radiateur est possible. Desserrer les 3 boulons qui fixent la protection de refroidisseur d'huile d'origine en place, voir photos 10, 11 & 12.
- Pour monter la protection refroidisseur d'huile sur la moto, Couper le bandeau de mousse fourni en pièces de 10mm et collez les au bas du cadre de protection refroidisseur d'huile, pour qu'elles se placent entre la protection refroidisseur d'huile et le refroidisseur d'huile.
- Monter la protection refroidisseur d'huile R&G en place et réinsérer les 3 boulons d'origine pour fixer la position, un au bas comme indiqué sur la photo 13 et un de chaque côté.
- Veiller à ce que la protection refroidisseur d'huile soit correctement montée avant de serrer les 3 boulons qui servent à tenir la protection refroidisseur d'huile en place.
- Remonter les carénages des 2 côtés, sans oublier de reconnectant le fil de clignotant. Le contour de radiateur doit se placer autour de la protection refroidisseur d'huile, voir photo 14.
- Remonter le capot au sous-nez et les rivets.
- Vérifier à ce que tout soit correctement remonté et que la protection refroidisseur d'huile soit correctement fixée avant de prendre la route.

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