

INSTRUCTIONS TO ASSEMBLE

You should first mount one side of the engine guard then the other, otherwise the engine will be unsupported. All the screws replaced, should be tightened to the torque specified in the oem maintenance manual for your motorcycle. if no torque specifications are provided in the oem maintenance manual, may be used 54Nm for all M10 screws and 22Nm for the M8 screw.

Medium strength liquid thread-locker (i.e., "Loctite") should be used to secure all screws, bolts and nuts.

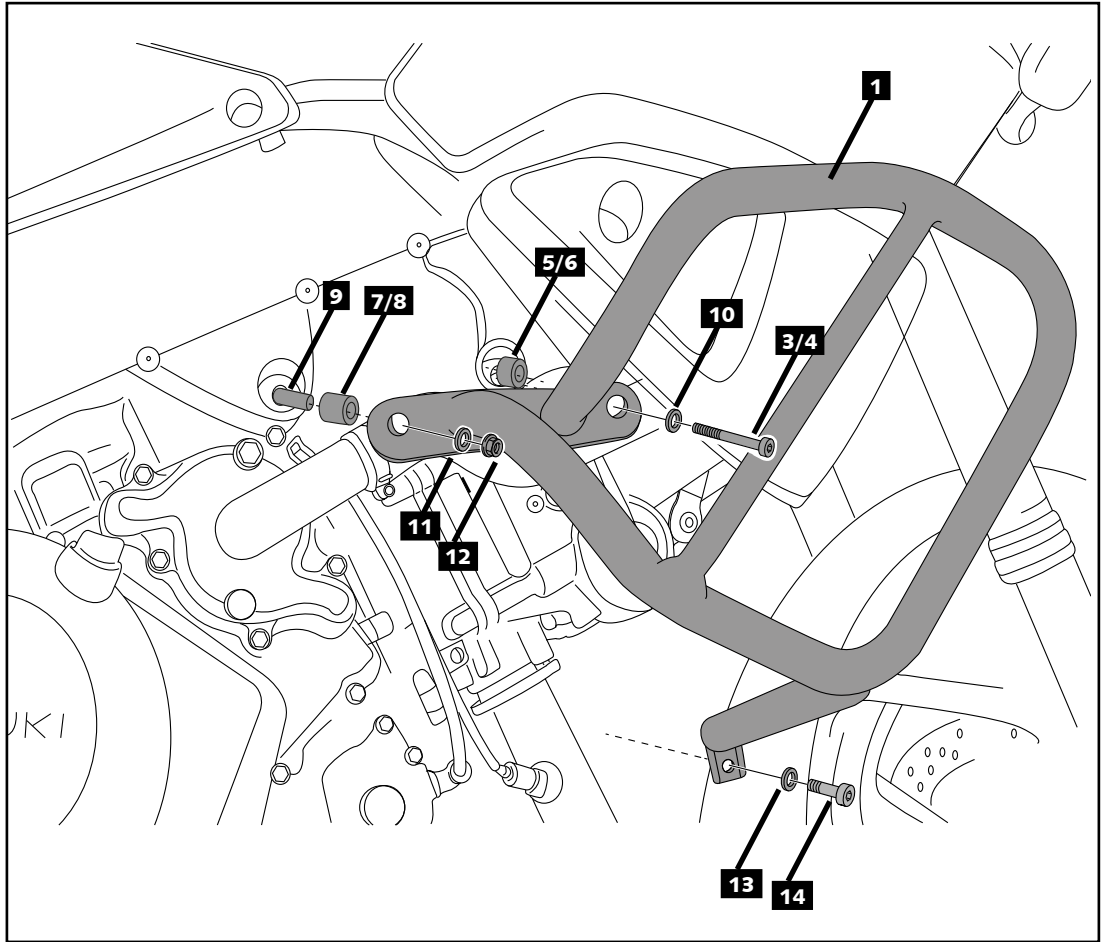
All screws, bolts and nuts should be checked after driving the first 50 km to ensure that all are tightened to the proper torque

ID.	DESCRIPTION	QTY.
1	Protector right hand side	1
2	Protector left hand side	1
3	M10/125x80 DIN912 screw (right)	1
4	M10/125x110 DIN912 screw (left)	1
5	Spile Ø22-Ø10,5 length 19 (right)	1
6	Spile Ø22-Ø10,5 length 29 (left)	1
7	Spile Ø26-Ø12,5 length 35 (right)	1
8	Spile Ø26-Ø12,5 length 23 (left)	1
9	M12/175 Rod length 388	1
10	M10 DIN125/A flat washer	2
11	M12 DIN125/A flat washer	2
12	M12 DIN6923 nut	2
13	M6 DIN125/A flat washer	1
14	M6x20 DIN933 screw	1

MOUNTING INSTRUCTIONS

ENGINE GUARDS FOR SUZUKI DL 1000 V-STROM '14 >

Ref.: 6542N



FOR TO ASSEMBLE THE CRASH PADS, IF YOU ARE NOT A TRAINED MECHANIC, PLEASE CONTACT A SPECIALIST. MOTOPLASTIC, S.A. TAKES NO RESPONSIBILITY FOR DAMAGES CAUSED BY IMPROPER INSTALLATION. THE USE OF CRASH PADS DO NOT GUARANTEE A FULL PROTECTION IN CASE OF ACCIDENT. AFTER A FALL, EVALUATE THE DAMAGE TAKEN ON THE CRASH BARS. IN CASE OF DOUBT CHANGE THE DAMAGED SIDE.

MOTOPLASTIC-PUIG DECLINE ANY RESPONSIBILITY IN CASE OF MOTORCYCLE DAMAGE.