

**THIS SHEET INCLUDES FITTING INSTRUCTIONS FOR THE FOLLOWING PARTS:**

Secondary Alternator Cover Part No. EC-GSXS750-L7-1-GBR / Secondary Clutch Cover Part No. EC-GSXR600-K4-2-GBR /  
Secondary Pulse/Timing Cover Part No. EC-GSXR600-K4-3-GBR / Secondary Starter Cover Part No. EC-GSXS750-L7-6-GBR /  
L-Bullet Frame Race Slider Set Part No. FS-GSXR600-K4-R / Paddock Stand / Bobbin Set Part No. BA12-8-GBR-SET  
Lower Chain Guard Part No. CGA10-GBR / Lower Chain Guard Part No. CGA08-GBR /  
Brake & Clutch Lever Guards Part No. BLG-16-A160-GBR & CLG-16-A160-GBR

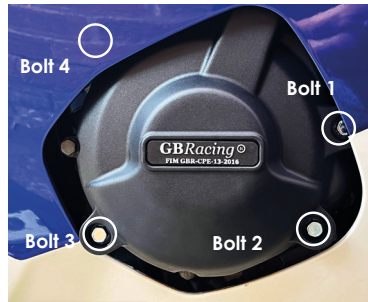


**SECONDARY ALTERNATOR COVER PART NO. EC-GSXS750-L7-1-GBR**

- 1 Remove fairing
- 2 Remove 4 existing bolts from the Stock Alternator cover, shown as position Bolt 1, 2, 3 & 4

**NOTE: Bolt 2 and 4 have rubberised washers - ensure these stay between the O/E stock cover and the GBRacing cover.**

- 3 Place the Secondary Alternator Cover over the Stock cover.
- 4 Assemble 4 replacement bolts loosely in the correct position as shown.
- 5 Tighten bolts to a Torque of 10Nm as per Manufacturer's recommendations. **DO NOT OVERTIGHTEN.**
- 6 Replace fairing.



**Bolt 4**  
SPB-5  
M6X40HHF  
- 10Nm



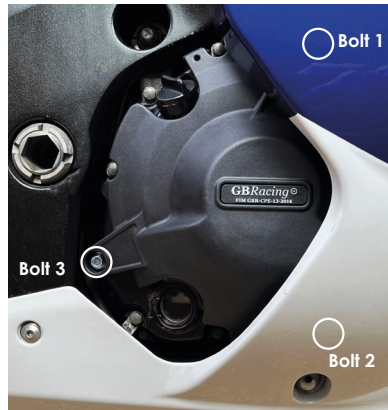
**Bolt 1**  
SPB-9  
M6X50HHF  
- 10Nm

**Bolt 3**  
SPB-9  
M6X50HHF  
- 10Nm

**Bolt 2**  
SPB-9  
M6X50HHF  
- 10Nm

**SECONDARY CLUTCH COVER PART NO. EC-GSXR600-K4-2-GBR**

- 1 Remove fairing
- 2 Remove 3 existing bolts from the stock Clutch cover, shown as position Bolts 1, 2 & 3.
- 3 Place the Secondary Clutch Cover over the stock cover.
- 4 Assemble 3 replacement bolts loosely in the correct position as shown.
- 5 Tighten bolts to a Torque of 10Nm as per Manufacturer's recommendations. **DO NOT OVERTIGHTEN.**
- 6 Replace fairing.



**Bolt 3**  
SPB-11  
M6X40HHF  
- 10Nm



**Bolt 1**  
SPB-5  
M6X40HHF  
10Nm

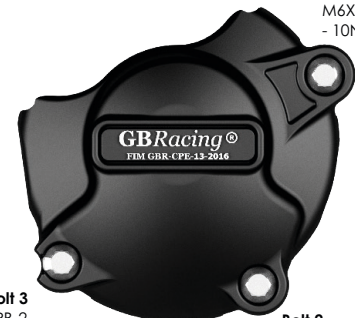
**Bolt 2**  
SPB-5  
M6X40HHF  
- 10Nm

**SECONDARY PULSE/TIMING COVER PART NO. EC-GSXR600-K4-3-GBR**

- 1 Remove fairing
- 2 Remove 3 existing bolts from the stock pulse cover, shown as position Bolt 1, 2 & 3.
- 3 Place the Secondary Pulse Cover over the stock cover.
- 4 Assemble 3 replacement bolts loosely in the correct position as shown.
- 5 Tighten bolts to a Torque of 10Nm as per Manufacturer's recommendations. **DO NOT OVERTIGHTEN.**
- 6 Replace fairing.



**Bolt 3**  
SPB-2  
M6X30HHF  
- 10Nm

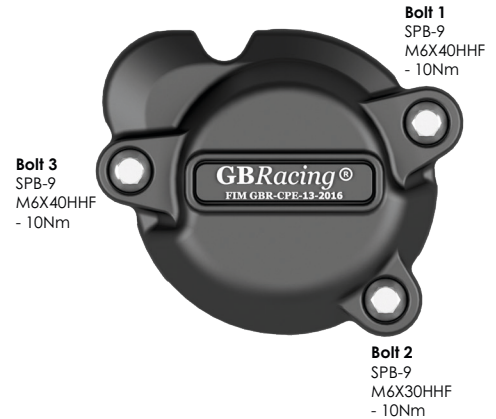


**Bolt 1**  
SPB-2  
M6X30HHF  
- 10Nm

**Bolt 2**  
SPB-9  
M6X30HHF  
- 10Nm

**SECONDARY STARTER COVER PART NO. EC-GSXS750-L7-6-GBR**

- 1 Remove fairing.
- 2 Remove 3 existing bolts from the Stock Starter cover, shown as position Bolt 1, 2 & 3.
- 3 Place the Secondary Starter Cover over the Stock cover.
- 4 Assemble 3 replacement bolts loosely in the correct position as shown.
- 5 Tighten bolts to a Torque of 10Nm as per Manufacturer's recommendations.  
DO NOT OVERTIGHTEN.
- 6 Replace fairing.



**ENGINE COVER SET Part No. EC-GSXR600-K4-SET-GBR**

Secondary Alternator Part No. EC-GSXS750-L7-1-GBR, Secondary Clutch Cover Part No. EC-GSXR600-K4-2-GBR, Secondary Pulse Cover Part No. EC-GSXR600-K4-3-GBR, Secondary Starter Cover Part No. EC-GSXS750-L7-6-GBR

**BULLET FRAME SLIDER - LEFT HAND SIDE - RACE  
PART NO. FS-GSXR600-K4-LHS-R**

- 1 Remove upper engine mounting bolt, located through the fairing opening.
- 2 Assemble bolt through the aluminium bush into correct position.
- 3 Tighten to 25NM torque.
- 4 Slide bullet moulding onto aluminium bush.
- 5 Screw M6 bolt into front of bullet moulding hand tight.



**BULLET FRAME SLIDER - RIGHT HAND SIDE - RACE  
PART NO. FS-GSXR600-K4-RHS-R**

- 1 Remove upper engine mounting bolt, located through the fairing opening.
- 2 Assemble bolt through the aluminium bush into correct position.
- 3 Tighten to 25NM torque.
- 4 Slide bullet moulding onto aluminium bush.
- 5 Screw M6 bolt into front of bullet moulding hand tight.



**PADDOCK STAND / BOBBIN SET  
PART NO. BA12-8-GBR-SET**

- 1 Assemble M8 x 40mm Bolt through the moulded bobbin.
- 2 Tighten bolts to swing arm boss, 8 Nm.  
DO NOT OVERTIGHTEN



1 x Moulded Paddock Stand / Bobbin

**LOWER CHAIN GUARD**  
**PART NO. CGA10-GBR**

- 1 Assemble 2 bolts and washers through the lower chain guard into the Black Anodised aluminium mounting block CGA10-2.
- 2 Position the assembly underneath the swing arm, closing the gap to the rear sprocket.  
Note : There should be a 5mm minimum gap from the bike chain to the lower chain guard.
- 3 Mark off the chosen hole positions.
- 4 Drill & Tap the marked holes , M6 - (Drill 5mm Dia. for tapping)
- 5 Disassemble the Black Anodised block from the assembly, and mount the block to the underside of the swing arm using the remaining 2 bolts and washers.
- 6 Re-assemble the lower chain guard to the fixed bracket.



2 x Bolts & Washers  
M6x20 - 10Nm

**LOWER CHAIN GUARD**  
**PART NO. CGA08-GBR**

- 1 Position the Lower Chain Guard on to the underside of the swing arm & mark off the hole centres.  
Note: There should be a 5mm minimum gap from the bike chain to the Lower Chain Guard.  
On some models there may be an overhang on the swing arm. It may help to reverse the Lower Chain Guard in order to ease marking the hole centres.
- 2 Drill & Tap 2 off marked holes M6 - (Drill 5mm Dia. for tapping)
- 3 Assemble 2 off M6 washers onto 2 off M6 x 20mm Bolts.
- 4 Line up the Moulded Chain Guard to the Swing Arm & assemble the bolts & washers. Tighten to 10Nm approx.

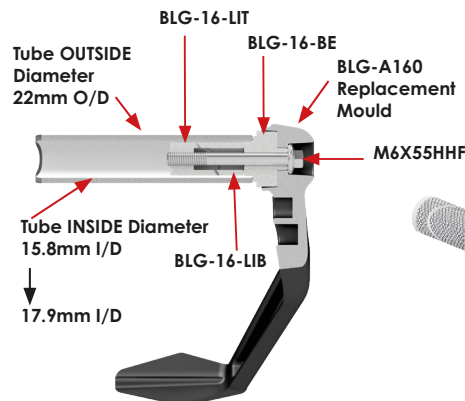


2 x M6 x 20 Bolts  
& Washers.



**UNIVERSAL BRAKE LEVER GUARD WITH 16mm INSERT (Fits tube inside diameters from 15.8mm to 17.9mm)**  
**PART NO. BLG-16-A160-GBR**

- 1 Remove existing bar end and replace with supplied bar end.
- 2 Tighten bolt until the lever protector is tight and does not move up or down under normal pressure.
- 3 Do not ride if you are unsure if it is tight enough and always get a trained technician to confirm.  
*Please note: Must use Thread Lock (not supplied) for correct operation.*



**UNIVERSAL CLUTCH LEVER GUARD WITH 16mm INSERT (Fits tube inside diameters from 15.8mm to 17.9mm)**  
**PART NO. CLG-16-A160-GBR**

- 1 Remove existing bar end and replace with supplied bar end.
- 2 Tighten bolt until the lever protector is tight and does not move up or down under normal pressure.
- 3 Do not ride if you are unsure if it is tight enough and always get a trained technician to confirm.  
*Please note: Must use Thread Lock (not supplied) for correct operation.*

