



**FITTING INSTRUCTIONS FOR CP0100 CRASH PROTECTORS
KAWASAKI ZZR 600 D/E**



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!*

Offside (right side as you sit on the bike)

- Remove lower fairing panel (belly pan).
- Undo engine bolt.
- Wind bolt out until it touches inside of fairing and paint end.
- Refit the panel, therefore marking the inside of the fairing panel with the paint.
- Remove the fairing, and, using a 28 mm tank cutter/cone cutter, drill the panel at the paint mark using the pilot drill.
- Offer the panel back up to ensure you are in the correct position.
- Turn the fairing over and support it, enter the pilot drill into the hole (from the outside) and carefully cut the 28-mm dia hole.
- Replace the fairing.
- Take the longer of the two bolts supplied, slide the washer supplied over the bolt, and slide the bobbin supplied over the bolt.
- Take the longer of the two spacers, slide over the bolt and up behind the bobbin. Pass the assembly through the drilled hole and tighten until you feel some compression from inside the protector. Then turn as you feel compression increase and resistance is met. Then give a quarter turn. Do not overtighten and do not exceed 38nm of torque.

Nearside

Repeat as above, except using the shorter spacer and shorter bolt.

Due to the risk of cross threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.



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Goods must be in re-sellable condition, in the opinion of R&G Racing.

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This policy does not affect your statutory rights and does not refer to faulty goods.

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Notice de montage

CP0100 KAWASAKI 600 ZZR D/E

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage: côté droit

- œ Retirez le bas de carénage.
- œ Désérrez la vis de fixation moteur.
- œ Faites ressortir la vis de fixation, afin que celle-ci puisse toucher l'intérieur du bas de carénage.
- œ Mettez un peu de peinture ou de tippex sur la tête de vis puis remettez le carénage, ceci afin de marquer l'intérieur du carénage.(recommencer l'opération si la marque n'est pas visible)
- œ Enlevez le carénage.
- œ Percez le centre de la marque de peinture à l'aide d'un forêt diam.6mm (percez de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- œ Repositionnez le carénage et vérifiez que le perçage soit au milieu de la vis de fixation.
- œ Retirez le carénage et percez le carénage à l'aide d'une scie cloche diam. 28 mm
Conseil: percez de l'extérieur vers l'intérieur du carénage.
- œ Percez le carénage et remettez le carénage.
- œ Démontez la vis d'origine
- œ Prenez la vis R&G la plus longue, glissez une rondelle sur l'axe puis glissez le tout dans le tampon de votre choix.
- œ Prenez l'entretoise la plus longue et placez celle-ci sur la vis.
- œ Placez le tout à travers le trou dans le carénage et serrez la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

GAUCHE (assis sur la moto):

Pour le côté gauche répéter la même opération, vous devrez utiliser la vis la plus courte et l'entretoise la plus petite.

IMPORTANT:

Nous vous recommandons également de faire monter ce kit de protection par un professionnel.

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