



**FITTING INSTRUCTIONS FOR CP0445BL CRASH PROTECTORS**  
**KAWASAKI H2 SX 2018-**

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PICTURE A



PICTURE B



PICTURE C

**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

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!*

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

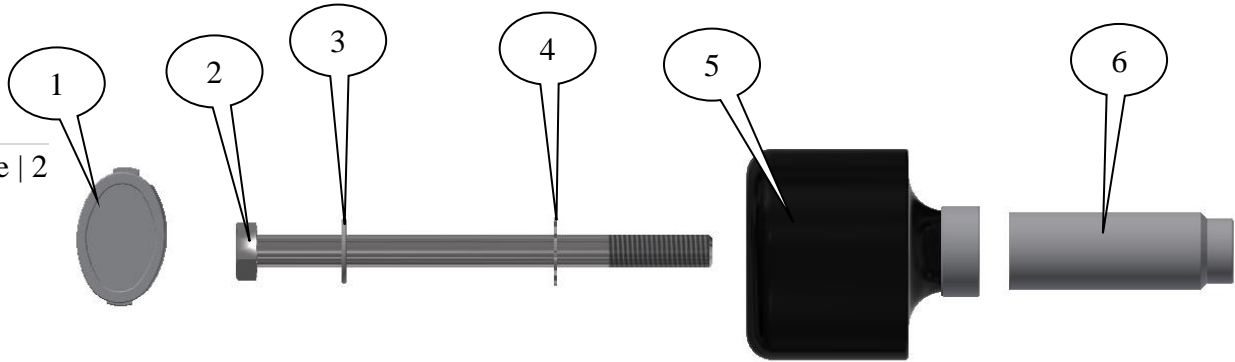
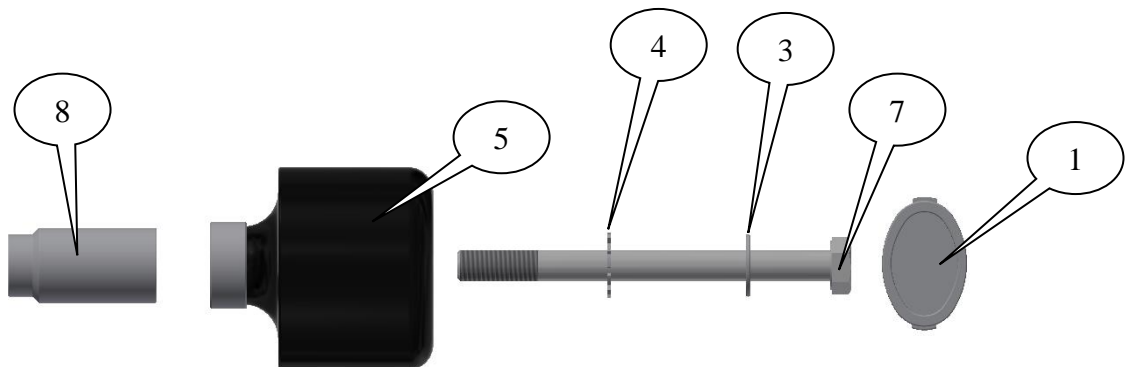
**Digital copies of these instructions are available to download from [www.rg-racing.com](http://www.rg-racing.com)**

**GENERAL TORQUE SETTINGS**

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



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**LEFT HAND SIDE****RIGHT HAND SIDE****TOOLS REQUIRED**

- Socket set to include 14 and 17mm A-F sockets and wrench.
- Torque wrench (up to 40 Nm).

**LEGEND**

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = M10x1.25x140mm LONG HEX HEAD BOLTS (LHS) (x1).

ITEM 3 = M10 PLAIN WASHERS (x2).

ITEM 4 = LW0001 (SHAKE PROOF WASHERS) (x2).

ITEM 5 = CRASH PROTECTORS (B0431 with CS341 (10mm) (x2).

ITEM 6 = CRASH PROTECTOR SPACER LEFT-HAND SIDE (S1117=69mm long) (x1).

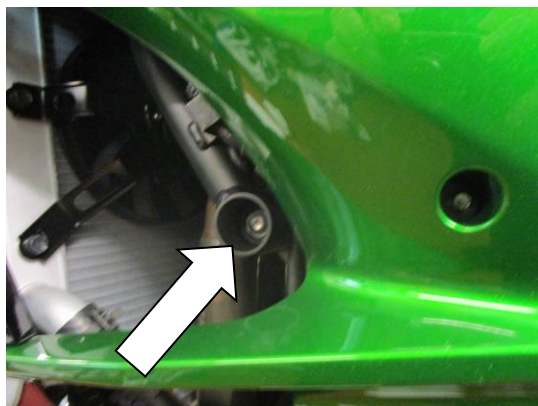
ITEM 7 = M10x1.25x120mm LONG HEX HEAD BOLTS (RHS) (x1).

ITEM 8 = CRASH PROTECTOR SPACER RIGHT-HAND SIDE (S1118=48mm long) (x1).

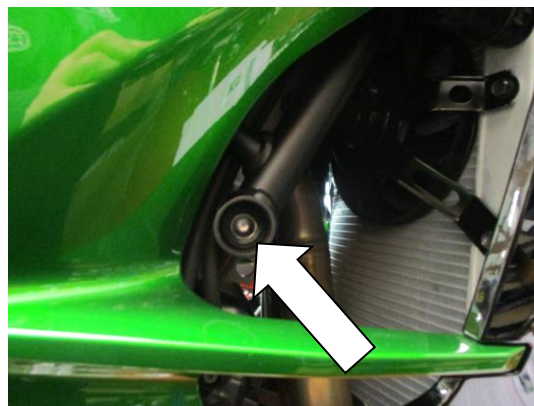
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PICTURE 1



PICTURE 2

### **FITTING INSTRUCTIONS**

#### **Left Side (as you sit on bike)**

- Remove the engine bolt on the left side of the bike, as arrowed in picture 1.
- Slide one of the 10mm plain washers (item 3) onto the longer M10x140mm long hexagon headed bolt (item 2) so the washer sits against head of bolt.
- Slide one of the serrated locking washers (item 74) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through either crash protector (item 5) so head of bolt and washers goes into counter-bore in bobbin.
- Slide the longest spacer (item 6=69mm long) over the exposed end of the bolt as shown in the left-hand side assembly picture above.
- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture A.
- Tighten the bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted fit one of the bubble stickers into the recess of one of the crash protector caps (item 1).
- Fit the crash protector cap (item 1) into the crash protector as shown in picture A.

#### **Right Side (as you sit on bike)**

- Remove the engine bolt on the left side of the bike, as arrowed in picture 2.
- Slide the remaining 10mm plain washers (item 3) onto the shortest M10x120mm long hexagon headed bolt (item 7) so the washer sits against head of bolt.
- Slide the remaining serrated locking washer (item 4) over the bolt so it sits against the washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 5) so head of bolt and washers goes into counter-bore in bobbin.
- Slide the remaining (shorter) spacer (item 8=48mm long) over the exposed end of the bolt as shown in the right-hand side assembly picture above.



- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture B.
- Tighten the bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted fit one of the bubble stickers into the recess of one of the crash protector caps (item 1).
- Fit the crash protector cap (item 1) into the crash protector as shown in picture B.

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**NOTICE DE MONTAGE CP0445BL PROTECTIONS CRASH**  
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PHOTO A



PHOTO B



PHOTO C

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

**La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.**

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées !*

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Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)

**VALEURS DE SERRAGE RECOMMANDEES**

M4 BOULON = 8Nm  
M5 BOULON = 12Nm  
M6 BOULON = 15Nm

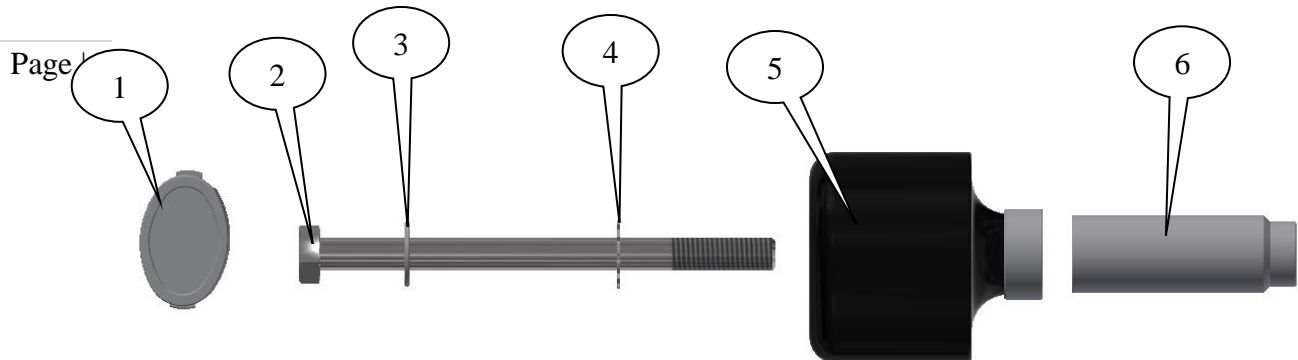
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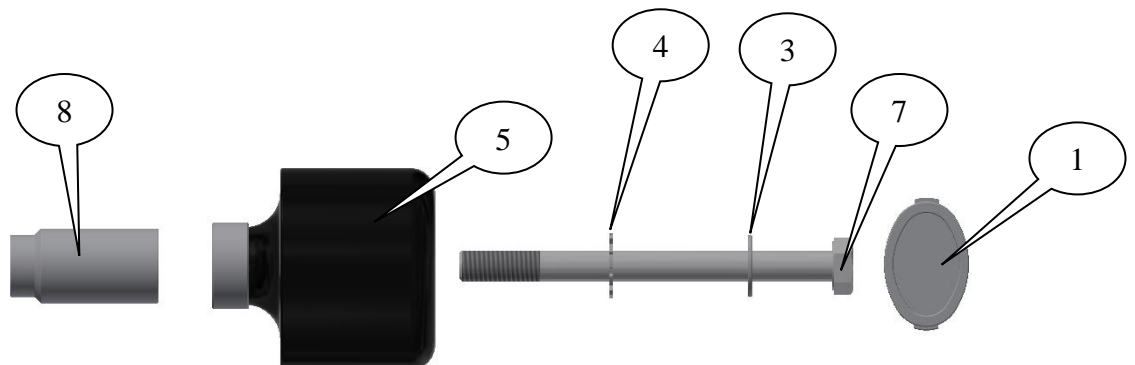
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M8 BOULON = 20Nm  
M10 BOULON = 40Nm



### CÔTÉ GAUCHE



### CÔTÉ DROIT

#### OUTILS REQUIS

- Clé à cliquet + douille 14 et 17mm.
- Clé dynamométrique (à 40 Nm).

#### LÉGENDE

ARTICLE 1 = BC0002 CAPUCHONS DE PROTECTION CRASH (x2).

ARTICLE 2 = M10x1.25x140mm BOULONS (GAUCHE) (x1).

ARTICLE 3 = M10 RONDELLES (x2).

ARTICLE 4 = LW0001 (RONDELLES ANTI VIBRATION) (x2).

ARTICLE 5 = PROTECTIONS CRASH (B0431 avec CS341 (10mm) (x2).

ARTICLE 6 = ENTRETOISE DE PROTECTION CRASH CÔTÉ GAUCHE (S1117=69mm de long) (x1).





ARTICLE 7 = M10x1.25x120mm BOULONS (CÔTÉ DROIT) (x1).

ARTICLE 8 = ENTRETOISE DE PROTECTION CRASH CÔTÉ DROIT (S1118=48mm long) (x1).

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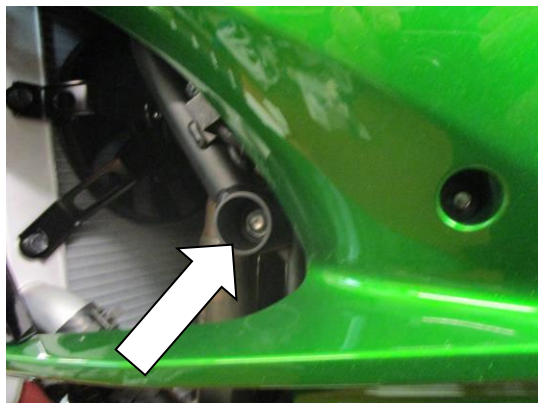


PHOTO 1

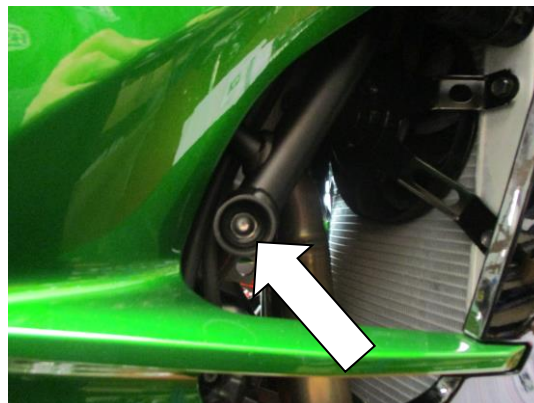


PHOTO 2

## **NOTICE DE MONTAGE**

### **Côté gauche (assis sur la moto)**

- Enlever le boulon moteur du côté gauche de la moto, voir photo 1.
- Glisser une des rondelles 10mm (article 3) sur le boulon M10x140mm (article 2) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 7) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon avec ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.
- Glisser l'entretoise (article 6=69mm long) sur l'extrémité du boulon, voir photo de l'assemblage du côté gauche sur la photo du dessus.
- Monter l'assemblage de protection crash sur le support cadre et commencer à serrer le boulon, voir photo A.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, insérer les stickers en caoutchouc dans le creux des bouchons de protection crash (article 1).
- Insérer le bouchon de protection crash (article 1) dans la protection crash, voir photo A.

### **Côté droit (assis sur la moto)**

- Enlever le boulon moteur du côté gauche de la moto, voir photo 2.

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- Glisser la rondelle 10mm restante (article 3) sur le boulon M10x120mm (article 7) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la rondelle de blocage restante (article 4) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon avec ses rondelles dans la protection crash (article 5) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.
- Glisser l'entretoise (article 8=48mm long) sur l'extrémité du boulon, voir photo de l'assemblage du côté droit sur la photo du dessus.
- Monter l'assemblage de protection crash sur le support cadre et commencer à serrer le boulon, voir photo B.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, insérer les stickers en caoutchouc dans le creux des bouchons de protection crash (article 1).
- Insérer le bouchon de protection crash (article 1) dans la protection crash, voir photo B.

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**MONTAGEANLEITUNG FÜR CP0445BL STURZPADS**  
**KAWASAKI H2 SX 2018-**

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ABBILDUNG A



ABBILDUNG B



MOTORRAD HINTEN

MOTORRAD VORNE

ABBILDUNG C

**ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET.**  
**BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE**  
**TEILE VORHANDEN SIND.**

**Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.**

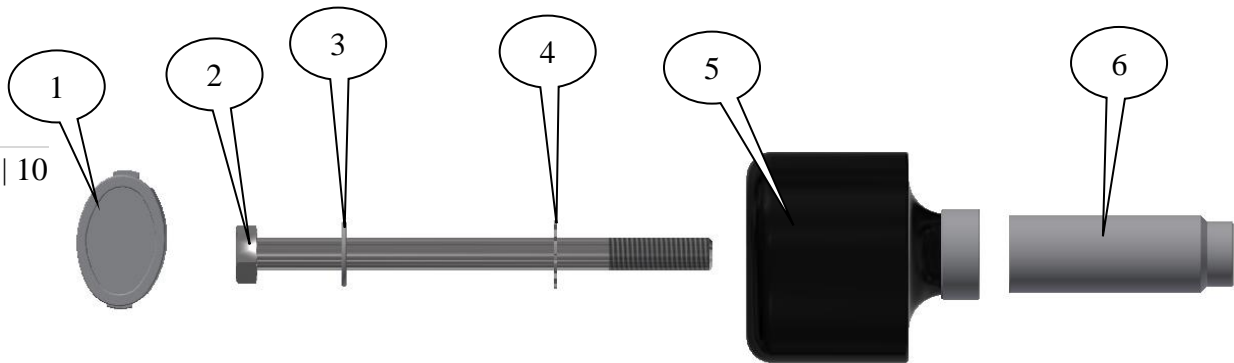
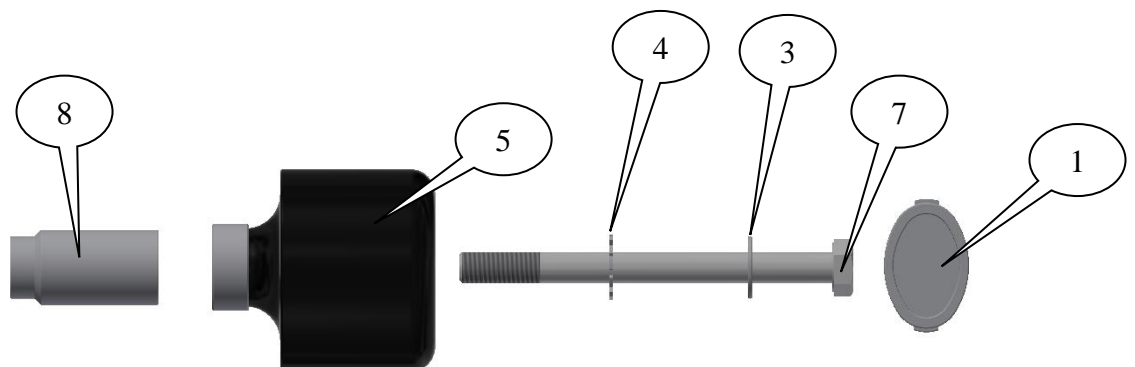
Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

**Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden:**  
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**ANZUGSDREHMOMENTE:**

M4 SCHRAUBE = 8 NM  
M5 SCHRAUBE = 12NM  
M6 SCHRAUBE = 15NM  
M8 SCHRAUBE = 20NM  
M10 SCHRAUBE = 40NM

**LINKE SEITE****RECHTE SEITE****SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Steckschlüsselsatz inkl. 14 & 17mm Steckschlüssel
- Drehmomentschlüssel (bis 40Nm)

**LIEFERUMFANG**

- ARTIKEL 1 = BC0002 STURZPAD-SCHUTZKAPPEN (x2)  
 ARTIKEL 2 = M10x1,25x140mm SECHSKANTSCHRAUBE (LINKE SEITE) (x1)  
 ARTIKEL 3 = M10 UNTERLEGSCHIEBEN (x2)  
 ARTIKEL 4 = LW0001 (ZAHNSCHIEBEN) (x2)  
 ARTIKEL 5 = STURZPAD (B0431 mit CS341 (10mm)) (x2)  
 ARTIKEL 6 = DISTANZHALTER FÜR STURZPAD - LINKE SEITE (S1117=69mm Länge) (x1)  
 ARTIKEL 7 = M10x1,25x120mm SECHSKANTSCHRAUBE (RECHTE SEITE) (x1)  
 ARTIKEL 8 = DISTANZHALTER FÜR STURZPAD - RECHTE SEITE (S1118=48mm Länge) (x1)

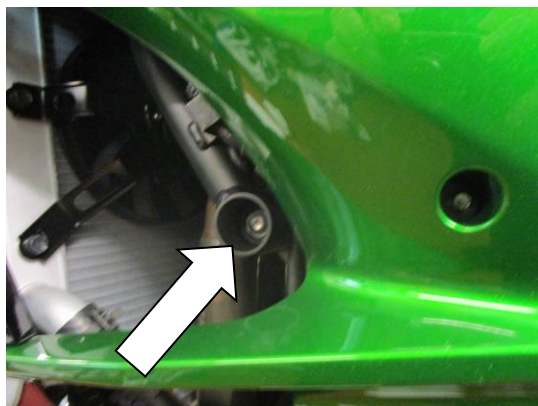


ABBILDUNG 1

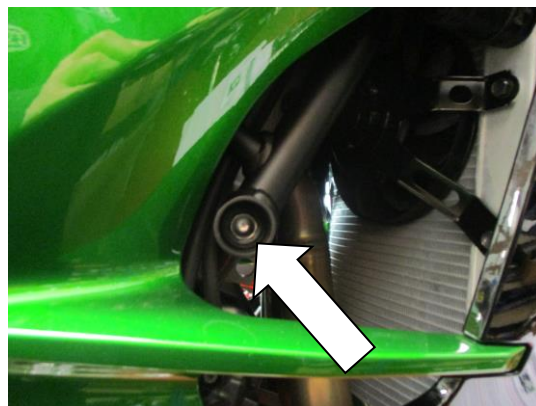


ABBILDUNG 2

## MONTAGEANLEITUNG

### Linke Seite (in Fahrtrichtung)

- Entfernen Sie die Motorschraube an der linken Seite des Motorrads – siehe Abbildung 1.
- Nehmen Sie eine 10mm Unterlegscheibe (Artikel 3) und eine M10x140mm Sechskantschraube (Artikel 2) - schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch.
- Eine Zahnscheibe (Artikel 4) nehmen und zur gerade montierten Unterlegscheibe hochschieben.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.
- Den längeren Distanzhalter (Artikel 6 – 69mm Länge) über das hervorstehende Ende der Schraube schieben wie in der Abbildung oben (linke Seite) abgebildet.
- Die Sturzpad-Einheit an der Rahmenhalterung positionieren und die Schrauben eindrehen – siehe Abbildung A.
- Ziehen Sie die Schraube mit einem 17 mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. **Mit 40 Nm Anzugsmoment anziehen (Nicht überdrehen – dies kann zu einer Beschädigung des Motorrads führen. 40 Nm Anzugsmoment nicht überschreiten!)**
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen wie in Abbildung A abgebildet.

### Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die Motorschraube an der rechten Seite des Motorrads – siehe Abbildung 2.
- Nehmen Sie die übrige 10mm Unterlegscheibe (Artikel 3) und die kurze M10x120mm Sechskantschraube (Artikel 7) - schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch.
- Die übrige Zahnscheibe (Artikel 4) nehmen und zur gerade montierten Unterlegscheibe hochschieben.



- Die Schraube mit den Unterlegscheiben in das übrige Sturzpad (Artikel 5) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.
- Den übrigen (kürzeren) Distanzhalter (Artikel 8 – 48mm Länge) über das hervorstehende Ende der Schraube schieben wie in der Abbildung oben (rechte Seite) abgebildet.
- Die Sturzpad-Einheit an der Rahmenhalterung positionieren und die Schrauben eindrehen – siehe Abbildung B.
- Ziehen Sie die Schraube mit einem 17 mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG ‘C’ POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. **Mit 40 Nm Anzugsmoment anziehen (Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!)**
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen wie in Abbildung B abgebildet.

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