



**FITTING INSTRUCTIONS FOR CP0021 CRASH PROTECTORS
KAWASAKI ZX6R G1, G2, J1, J2 & 636 '02**



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!*

Nearside (left side as you sit on bike)

- Remove fairing panel. Remove water bottle. Fit R&G water bottle; refill
- Remove engine bolt until it will touch the inside of the panel
- Paint end of bolt with white paint or Tippex
- Refit panel (bolt should leave mark on inside of panel)
- Remove panel and pilot drill
- Refit panel and check hole in correct position
- Remove panel and drill 28 mm diameter hole (tank cutter/cone cutter)
- Use sharp knife to de-burr hole
- Remove engine bolt completely. Refit fairing.
- Screw tie bar into engine mount (be careful not to cross thread engine nut)
- Fit the stepped spacer over the bar with the small diameter towards the bike.
- Slide one of the washers over bar up to spacer.
- Fit crash protector
- Slide washer over the bar then lock in place with R&G-supplied nyloc nut
- Tighten nut until you feel some compression from inside the protector. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

Offside (right side as you sit on bike)

- Use the same procedure for fitting excluding the water bottle.
- For a G1-G2 model use the longer of the two spacers, with the counterbore facing the bike.
- For a J1- J2 and 636A -02 use the shorter of the two spacers with the counterbore facing the bike.

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Notice de montage

CP0021 KAWASAKI ZX6R G1-G2 J1-J2 636 '02

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.



GAUCHE



DROITE

Conseil de montage:

GAUCHE:

- ☞ Démontez le carénage latéral, démontez le bocal de refroidissement et remplacez-le par le bocal R&G livré dans le kit, remettez les vis de fixation du bocal et vissez-les.
- ☞ Démontez la vis de fixation moteur jusqu'à ce qu'elle touche l'intérieur du carénage.
- ☞ Mettez un peu de peinture ou de Tippex sur la tête de vis d'origine puis remettez le carénage, ceci afin de marquer l'intérieur du carénage. (recommencez l'opération si la marque n'est pas visible)
- ☞ Enlevez le carénage.
- ☞ Percez le centre de la marque de peinture à l'aide d'un foret 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.

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- œ Repositionner le carénage et vérifier que le perçage soit au milieu de l'axe de la vis.
- œ Retirer le carénage et perçer le carénage à l'aide d'une scie cloche diam. 28 mm
Conseil: perçer de l'extérieur vers l'intérieur du carénage.
- œ Retirer la vis de fixation d'origine.
- œ Après avoir perçé le carénage, remettre celui-ci sur la moto.
- œ Visser une tige filetée dans le moteur (Attention de ne pas abimer le filetage interne dans le moteur, le côté avec les plats doivent être vers l'extérieur de la moto)
- œ Mettre l'entretoise (diam 20 mm), la protection, et une rondelle.
- œ Mettre en place l'écrou livré dans le kit.
- œ Serrer l'écrou jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection.
Tourner encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abimer la moto. Ne pas exéder 40nm de couple de serrage.

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*Si vous possédez un modèle J1 et après, refaire les mêmes opérations pour le côté droit, sans le changement de bocal d'eau et utiliser l'entretoise la plus grosse (garder l'entretoise longue comme pièce détachée pour le côté gauche) , Si vous avez un modèle G1-G2, utiliser la même entretoise (diam 20 mm) que pour le côté gauche, vous pouvez jeter l'entretoise restante.