



FITTING INSTRUCTIONS FOR CP0084 CRASH PROTECTORS KAWASAKI ZX9R F – '02 ONWARDS



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 the top engine bolt (located near the front of the bike in pocket of fairing and clearly visible)
- Take the bobbin labelled “LHS” (this will be the one with the deeper of the two Counterbores 42 and a half-mm Deep)
- **Note the Counterbore is the 27mm Dia hole in the end of the bobbin)**
- Take the new M10 bolt that is supplied
- Pass it through the washer supplied
- Then pass it through the bobbin
- Take one of the two aluminium Spacers supplied and slide it over the protruding bolt and up against the back of the protector (**note the recessed side of the spacer should still be visible**)
- Offer the completed assembly up to the bike
- Tighten bolt until both the bolt and the bobbin are locked up tight
- Be careful in making sure the bolt lines up correctly with the nut that is in your engine to avoid any possibility of cross-threading.
- Tighten bolt 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.

Repeat for the offside (Right hand side as you sit on the bike) only using the bobbin with the 34 mm Deep Counterbore (labelled “RHS”)

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Notice de montage

CP0084 KAWASAKI ZX9 R 02->

MOTEUR

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:

GAUCHE:

- œ Démontez la vis de fixation MOTEUR
- œ Prenez la vis longueur 150 mm, puis mettez la rondelle M10.
- œ Passez ces pièces à travers la protection R&G mm constant
- œ Mettez l'entretoise en alu la plus grande à l'arrière du tampon (La partie de l'entretoise la plus large devra être positionnée contre le tampon.)
- œ Montez la protection sur la moto en utilisant l'écrou autobloquant M10 d'origine
- œ 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 les filetages de la moto. Ne pas exéder 40nm de couple de serrage.

DROIT:

- œ Démontez la vis de fixation MOTEUR (A l'opposé de la vis de fixation précédente.)
- œ Prenez la vis de longueur 130 mm, puis mettez la rondelle M10.
- œ Passez ces pièces à travers la protection ayant une collerette.
- œ Mettez l'entretoise en alu la plus petite à l'arrière du tampon (La partie de l'entretoise crantée devra être positionnée contre l'écrou d'ajustement et de positionnement du moteur) Attention de bien positionner les crans avant de serrer la vis de fixation.)
- œ Montez la protection sur la moto en utilisant l'écrou autobloquant M10 d'origine
- œ 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 les filetages de la moto. Ne pas exéder 40nm de couple de serrage.

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