



FITTING INSTRUCTIONS FOR CP0130 CRASH PROTECTORS KAWASAKI ZRX1100/1200

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!*

We advise fitting this kit while the bike is cold, to avoid personal injury

Nearside (left-hand side as you sit on the bike)

- Remove the two bolts in the frame (refer to picture above for position)
- Remove engine bolt adjacent to the above-mentioned bolts (note which way plate comes off) and keep M10 nut close to hand
- Take R&G block with four holes
- Take 2 x M8 cap bolts (these are not the thinnest bolts – they are second thinnest) and insert through block, working from the flat side
- Place onto frame until the bolts just come through into bike
- Take the OEM plate and hold in position and push bolts right through
- Take one of the M10 bolts and push right through the block and through engine mount
- Take the OEM M10 nut and place on M10 bolt
- Take two M8 washers and nylocs and fit to M8 cap head bolts
- Tighten all three nuts evenly. Do not overtighten, as this can damage the kit. Just tighten until the nyloc nuts hold the kit tight – as they are nylocs you do not need to use a lot of force.
- Fit M12 washer behind head of M12 bolt and insert through one of the protectors
- Fix to block and tighten. Tighten until you feel some compression from inside the protector and then turn gently as you feel the compression increase. When some more resistance is met, make a quarter turn. Do not exceed 40nm of torque.

Offside (right-hand side as you sit on the bike)

- Remove engine bolt and keep M10 nut close to hand
- Take other R&G block and put M10 bolt through block
- Push the bolt right through the block and through engine mount
- Take OEM nut and fix to end of bolt but do not tighten (note it might be necessary to loosen banjo bolt on oil pipe to position pipe between boss on block and frame – see arrow to oil pipe on first picture above)
- Take the two R&G clamps and fit to block using M6 bolts – do not fully tighten
- Tighten M10 bolt and then tighten the two clamps
- Tighten banjo bolt if it was necessary to loosen it earlier
- Fit M12 washer behind head of M12 bolt and insert through the other protector
- Fix to block and tighten. Tighten until you feel some compression from inside the protector and then turn gently as you feel the compression increase. When some more resistance is met, make a quarter turn. Do not exceed 40nm of torque.

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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