



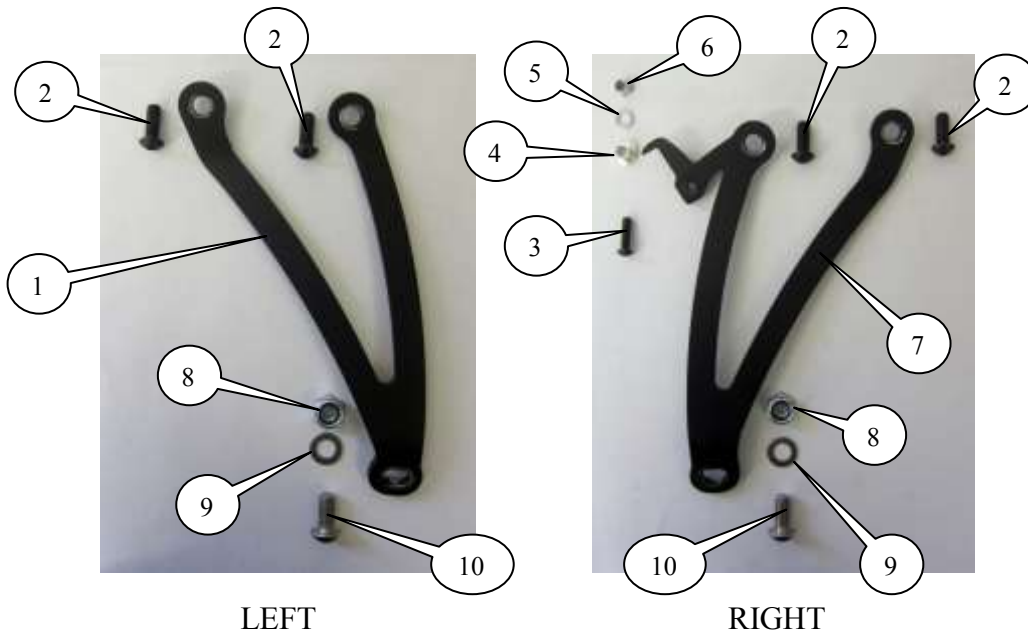
**FITTING INSTRUCTIONS FOR EH0054BK / EXHAUST HANGERS**  
**KAWASAKI Z1000 SX '10-**



**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.

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





Picture 1



Picture 2

### **LEGEND**

- ITEM 1 = EXHAUST HANGER LEFT (EH0054 L-H) (x1).
- ITEM 2 = M8 x 20mm LONG BUTTON HEAD BOLT (x4).
- ITEM 3 = M6 x 20mm LONG BUTTON HEAD BOLT (x1).
- ITEM 4 = SPACER 7.5mm LONG (S0541) (x1).
- ITEM 5 = M6 WASHER (x1).
- ITEM 6 = M6 NYLOC NUT (x1).
- ITEM 7 = EXHAUST HANGER RIGHT (EH0054 R-H) (x1).
- ITEM 8 = M10 x 1.25 NYLOC NUT (x2).
- ITEM 9 = M10 WASHER (x2).
- ITEM 10 = M10 x 1.25 x 25mm LONG BUTTON HEAD BOLT (x1).

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!*

### **TOOLS REQUIRED**

- Set of metric Allen keys to include 4, 5 & 6mm A/F sizes.
- Socket set to include 10 & 17mm sockets & wrench.

### **Left-Hand Side (as you sit on the bike)**

- Remove OEM rear foot pegs/exhaust hanger.
- Place two M6 x 20mm long button head bolts (item 2) through the two top holes in the left hand side R&G hanger (item 1) and offer up to bike as shown above. Engage the threads a couple of turns (do not tighten yet).
- Position the M10 x 1.25 x 25mm long button head bolt through the lower hole of the exhaust hanger and then through the exhaust mount. Fit one M10 washer and nyloc nut to the exposed thread and tighten all bolts evenly.

R&G Racing  
Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ  
Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



- Please ensure when the motorcycle is being used that no parts are in such a position that they may collide/damage other bike parts (this is particularly important if using after-market cans or exhaust systems).

### **Right-Hand Side (as you sit on the bike)**

- Remove OEM rear foot pegs/exhaust hanger.
- The fluid reservoir for the rear brake will also need to be removed. This is done by removing the bolt on the back side of the footrest assembly and unclipping the hose. The bracket will now come away from the bike.
- To fit the fluid reservoir to the R&G hanger the reservoir needs to be rotated 180° to align with the mount on the R&G hanger. To do this, you can remove the reservoir and re-bleed the brakes or gently rotate the fluid reservoir 180° on the hose by releasing the pressure on the sprung hose clip. *If you use this method you do so entirely at your own risk, R&G cannot be held responsible for any damage caused to the reservoir.* Once complete, ensure there are no leaks within the braking system and that they operate correctly.
- Place two M6 x 20mm long button head bolts (item 2) through the two top holes in the right hand side R&G hanger (item 7) and offer up to bike as shown above. Engage the threads a couple of turns (do not tighten yet).
- Position the M10 x 1.25 x 25mm long button head bolt through the lower hole of the exhaust hanger and then through the exhaust mount. Fit one M10 washer and nyloc nut to the exposed thread and tighten all bolts evenly.
- Fit the spacer (item 4) into the mounting hole on the fluid reservoir from the side shown in picture 1.
- With the hose positioned behind the exhaust hanger, offer the fluid reservoir into place, as shown in picture 2.
- Insert the M6 x 20mm long button head bolt through the exhaust hanger and then through the spacer that sits inside the fluid reservoir, before fitting a M6 washer and nyloc nut on the exposed thread.
- Ensure the reservoir is mounted correctly before tightening the nut and bolt.
- Please ensure when the motorcycle is being used that no parts are in such a position that they may collide/damage other bike parts (this is particularly important if using after-market cans or exhaust systems).

***Please note that it is your responsibility to ensure that no part of the exhaust hanger or exhaust assembly fouls or comes into contact with other parts of the machine. Do not ride the motorcycle until this aspect has been verified and you have compressed the rear suspension (if appropriate to the design of the motorcycle) to test this thoroughly.***

ISSUE 1 12/09/2012 (AR)

#### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for

R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

**R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in resellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.



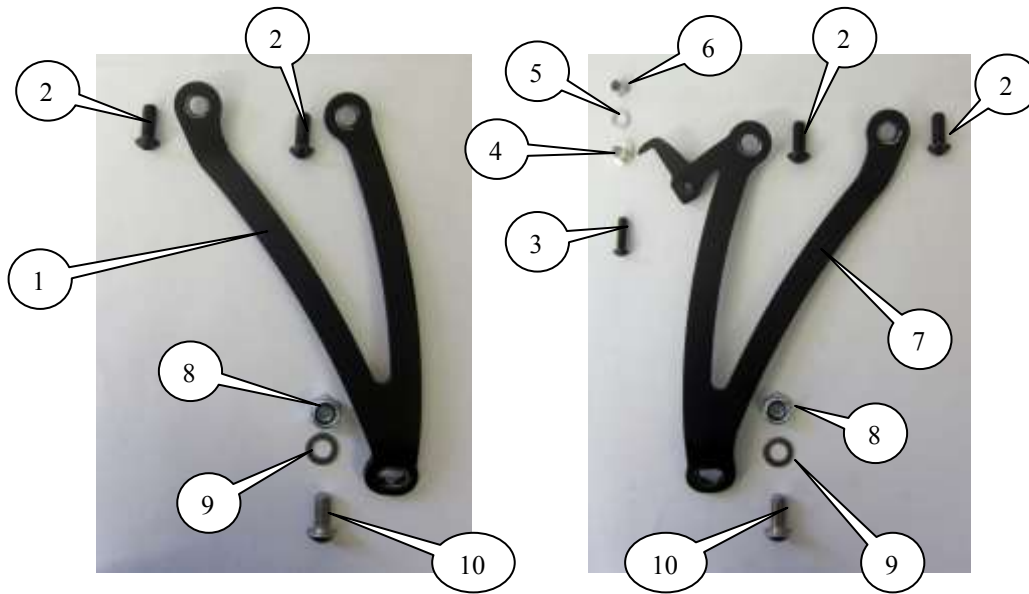
**Instructions de montage FOR EH0054BK / Support pot d'échappement**  
**KAWASAKI Z1000 SX '10-**



**LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.**

**LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES 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.



Gauche

Droit





Photo 1



Photo 2

### **LEGENDE**

ARTICLE 1 = Support pot d'échappement coté gauche (EH0054 coté gauche) (x1).

ARTICLE 2 = M8 x 20mm Long boulon à tête ronde (x4).

ARTICLE 3 = M6 x 20mm Long boulon à tête ronde (x1).

ARTICLE 4 = Entretoise 7.5mm de long (S0541) (x1).

ARTICLE 5 = M6 Rondelle (x1).

ARTICLE 6 = M6 Ecrou en Nyloc (x1).

ARTICLE 7 = Support pot d'échappement coté droit (EH0054 R-H) (x1).

ARTICLE 8 = M10 x 1.25 Ecrou en Nyloc (x2).

ARTICLE 9 = M10 Rondelle (x2).

ARTICLE 10 = M10 x 1.25 x 25mm Long boulon à tête ronde (x1).

**NOTEZ QUE SI LES KITS SONT EMBALLES AVEC DES RONDELLES EN CAOUTCHOUC SERVANT A TENIR LES COMPOSANTS, CES RONDELLES DOIVENT ETRE JETTES.**

### **Outils requis**

- Clés Allen 4, 5 & 6mm
- Clés 10 & 17mm

### **Coté gauche assis sur la moto:**

- Enlever les repose pieds d'origine/le support de pot d'échappement.
- Placer 2 boulons à tête ronde M6 x 20mm (Article 2) à travers les 2 trous supérieurs du coté gauche du support R&G (Article 1) et montez le sur la moto. Serrez à 2 tours (Ne pas bloquer pour le moment).



- Positionner le long boulon à tête ronde M10 x 1.25 x 25mm à travers le trou inférieur du support de pot d'échappement puis à travers le support d'échappement. Passer une rondelle M10 et un écrou en Nyloc sur le filetage et serrer les 4 boulons de façon égale.
- Assurez-vous qu'aucune partie n'entre en contact lorsque la moto sera en route. Cela pourrait créer des dommages à la moto. (Ce point est particulièrement important si vous utilisez des pots d'échappement qui ne sont pas d'origine).

#### **Right-Hand Side (as you sit on the bike)**

- Enlever les repose pieds d'origine/le support de pot d'échappement.
- Le fluide contenu dans le réservoir pour le frein arrière doit être vidé. Il vous suffit d'enlever le boulon de la partie inférieure de l'ensemble repose pied et de décrocher le tuyau. Le support pourra ensuite s'extraire de la moto.
- Pour installer le réservoir au support R&G, le réservoir doit pivoter à 180° pour s'aligner avec le support R&G. Pour cela, vous pouvez enlever le réservoir, re-purger les freins ou pivoter le réservoir à 180° sur le tuyau en relâchant la pression sur le collier de serrage à ressort. Si vous choisissez cette méthode, vous en acceptez l'entière responsabilité. R&G ne sera en aucun cas responsable si des dommages venaient à se produire sur la moto. Une fois finie, assurez vous qu'il n'y ait pas de fuites dans le système de freinage et que le freinage fonctionne correctement.
- Placer 2 boulons M6 x 20mm à tête ronde (Article 2) à travers les 2 trous supérieurs du coté droit du support R&G (Article 7) puis montez le sur la moto comme indiqué ci dessus. Serrer à 2 tours (Ne pas bloquer pour le moment).
- Visser le boulon M10 x 1.25 x 25mm long à tête ronde à travers le trou inférieur du support d'échappement puis à travers le support d'échappement. Passer une rondelle M10 et un écrou en Nyloc sur le filetage exposé puis serer tous les boulons de façon égale.
- Passer l'entretoise (Article 4) dans le support dans le trou de fixation sur le réservoir depuis le coté indiqué sur la Photo 1.
- Avec le tuyau placé derrière le support d'échappement, mettre le réservoir en place (Photo 2).
- Insérer le boulon à tête ronde M6 x 20mm à travers le support d'échappement puis à travers l'entretoise qui vient se placer à l'intérieur du réservoir, avant de passer une rondelle M6 et un écrou en Nyloc sur le filetage exposé.
- Assurez-vous que le réservoir soit correctement monté avant de bloquer écrous et boulons.
- Assurez-vous qu'aucune partie n'entre en contact lorsque la moto sera en route. Cela pourrait créer des dommages à la moto. (Ce point est particulièrement important si vous utilisez des pots d'échappement qui ne sont pas d'origine).
- ***Il est de votre responsabilité de vous assurer qu'aucune partie de l'ensemble support de pot d'échappement n'entre en contact avec une autre partie de la moto. Ne pas prendre la route sans avoir fait ces vérifications. Compresser l'amortisseur arrière pour jauger de cet aspect par exemple.***

ISSUE 1 12/09/2012 (AR)



#### **CONSUMER NOTICE**

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.