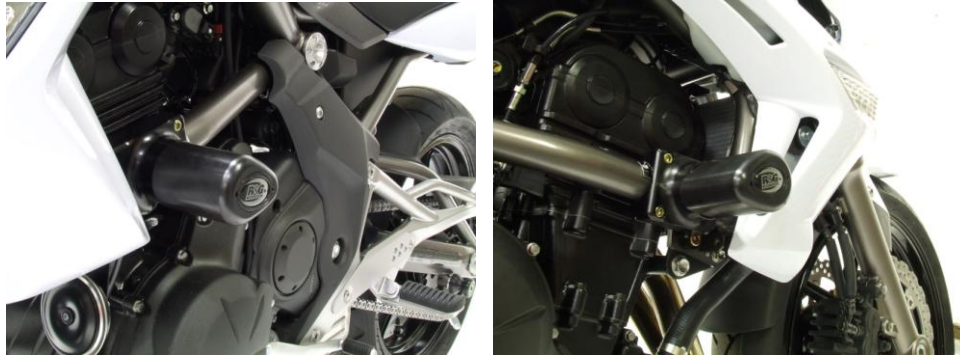




FITTING INSTRUCTIONS FOR CP0247BL AERO CRASH PROTECTORS KAWASAKI ER-6N 09'-



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!*

RIGHT HAND SIDE AS YOU SIT ON THE BIKE

- Remove lower front bolt that holds engine mount bracket to frame.
- Take the R&G block with the 9mm mounting hole bottom right hand corner and fit to frame so that the mounting hole sits where you removed the bolt from.
- Fit the M8x30mm long cap head bolt through block and into frame. Do not tighten completely yet.
- Take one of the clamps and two of the M6x30mm long cap head bolts and fit to block and tighten. Then tighten the front bolt.
- Take one of the M10x80mm long hex head bolts and slide one of the M10 washers up to the head of bolt, followed by one of the shakeproof washers.
- Take one of the bobbins and pass the bolt through.
- Take one of the spacers and pass the bolt through.
- Screw the assembly into the block and 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 exceed 40nm of torque.

LEFT HAND SIDE AS YOU SIT ON THE BIKE

- Remove lower front bolt that holds engine mount bracket to frame.
- Take the R&G block with the 9mm mounting hole at mid / bottom and fit to frame so that the mounting hole sits where you removed the bolt from.
- Fit the M8x50mm long cap head bolt through block and into frame. Do not tighten completely yet.
- Take one of the clamps and two of the M6x30mm long cap head bolts and fit to block and tighten. Then tighten the front bolt.
- Take one of the M10x80mm long hex head bolts and slide one of the M10 washers up to the head of bolt, followed by one of the shakeproof washers.
- Take one of the bobbins and pass the bolt through.
- Take one of the spacers and pass the bolt through.
- Screw the assembly into the block and 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 exceed 40nm of torque.

R&G Racing

Unit 5K, Blacknest Industrial Park, Blacknest Road, Alton, Hampshire, GU34 4PX

Tel: +44 (0)870 220 6380 Fax: +44 (0)1420 521101 www.rg-racing.com Email: info@rg-racing.com



Due to the risk of cross-threading, over tightening etc. we always recommend that our kits be fitted by one of our official dealers or at least a qualified mechanic

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.



FRANCE
INSTRUCTIONS DE MONTAGE DE LA PROTECTION
CP0247BL AERO
KAWASAKI ER-6N 09'-

LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

Merci de noter que dans le cas où les protections sont assemblées avec une bague en caoutchouc, merci de bien vouloir le retirer lors du montage des pièces sur la moto.

DROIT

- Enlever la vis de fixation moteur à l'avant en bas (vis qui retient le moteur au cadre).
- Prendre le bloc R&G avec le trou de 9 mm en bas sur le coin à droite, et fixer le au cadre de manière à ce que Le trou soit en face du trou de fixation moteur (vis précédemment enlevée)
- Placer la vis M8x30 mm dans le bloc et à travers le cadre. Ne pas serrer complètement la vis.
- Prendre l'une des deux pièces de serrage (en forme de U) et deux vis M6x30.
- Placer la pièce de serrage autour du cadre juste derrière le bloc R&G (sur la partie arrière avec les deux trous diam 6mm), de manière à emprisonner le cadre entre le bloc et la pièce en forme de U. Mettre les deux vis et serrer.
- Serrer ensuite la vis M8x30 mm dans le cadre.
- Glisser une rondelle M10 lisse puis une rondelle crantée M10 sur l'une des vis M10x80 mm.
- Passer le tout à travers l'une des protections R&G.
- Glisser une entretoise sur la vis contre le tampon.
- Placer le tout dans le trou fileté positionné au centre du bloc R&G.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.

GAUCHE

- Enlever la vis de fixation moteur à l'avant en bas (vis qui retient le moteur au cadre).
- Prendre le bloc R&G avec le trou de 9 mm en bas au milieu et fixer le au cadre de manière à ce que Le trou soit en face du trou de fixation moteur (vis précédemment enlevée)
- Placer la vis M8x50 mm dans le bloc et à travers le cadre. Ne pas serrer complètement la vis.
- Prendre l'une des deux pièces de serrage (en forme de U) et deux vis M6x30.
- Placer la pièce de serrage autour du cadre juste derrière le bloc R&G (sur la partie arrière avec les deux trous diam 6mm), de manière à emprisonner le cadre entre le bloc et la pièce en forme de U. Mettre les deux vis et serrer.
- Serrer ensuite la vis M8x30 mm dans le cadre.
- Glisser une rondelle M10 lisse puis une rondelle crantée M10 sur l'une des vis M10x80 mm.
- Passer le tout à travers l'une des protections R&G.
- Glisser une entretoise sur la vis contre le tampon.
- Placer le tout dans le trou fileté positionné au centre du bloc R&G.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, Faire encore un quart de tours.
- Ne pas trop serrer, couple de serrage Maxi 40nm.
- Clipper le cache R&G sur le tampon.