



**FITTING INSTRUCTIONS FOR CP0023BL/WH CRASH PROTECTORS
KAWASAKI ZX9R C1/C2/E1/E2**



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,
- Insert M10 x 120-mm long bolt into engine mount.
- Wind bolt in so that the fairing can be fitted correctly and the bolt head touches the inside of the fairing.
- Paint end of bolt with white paint/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 deburr hole
- Remove engine bolt completely. Refit fairing
- Screw 180mm tie bar into engine (use original nut - advise holding nut square to stop cross threading.)
- Fit nearside spacer (20mm diameter), slide washer over bar up to spacer. Fit crash protector
- Lock in place with R&G-supplied nyloc nut
- 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 offside, except no water bottle, a larger diameter (25mm) spacer and a 165mm bar **NOTE for some E models the 150mm bar and the castellated spacer needs to be used**



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.

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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.

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No returns of discontinued products, unless within 14 days of purchase.

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FRANCE
INSTRUCTIONS DE MONTAGE POUR CP0023BL/WH PROTECTIONS
KAWASAKI ZX9R C1/C2/E1/E2

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.

Gauche

- Enlever le carénage
- Enlever le réservoir de liquide de refroidissement
- Fixer le réservoir R&G, et remplir de liquide de refroidissement.
- Enlever la vis de fixation moteur.
- Insérer la vis M10 x 120 dans le trou de fixation moteur.
- La vis ne sera pas fixée, ceci afin que la tête de vis puisse toucher l'intérieur du carénage.
- Peindre la tête de vis de peinture blanche ou de tippex
- Remettre le carénage (la vis doit laissée une marquée à l'intérieur du carénage)
- Enlever le carénage.

Perçage du carénage:

- A l'aide d'un forêt de 5-6 mm, percer le carénage en prenant le marquage précédent comme point de repère.
- Remettre le carénage et vérifier le bon alignement.
- Enlever le carénage. A l'aide d'une scie cloche de 28 mm, percer le carénage en prenant le trou de 5 ou 6 mm comme repère. (note: percer le carénage de l'extérieur vers l'intérieur)
- Enlever la vis peinte
- Remettre le carénage
- Visser la barre L=180mm dans le moteur (utiliser l'écrou d'origine – Placer l'écrou à la main pour éviter le risque d'abimer le filetage de la barre R&G.)
- Mettre l'entretoise gauche (diamètre 20 mm), Glisser une rondelle sur la barre contre l'entretoise. Mettre la protection R&G.
- Mettre l'écrou autobloquant sur l'axe.
- 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.

Refaire les mêmes opérations pour le côté droit, Exception pas de bocal de refroidissement, une entretoise de diamètre 25 mm et une barre de 165 mm

NOTE pour quelques modèles E la barre de 150mm et l'entretoise crantée doivent être utilisées.