



FITTING INSTRUCTIONS FOR CP0457BL
AERO CRASH PROTECTORS
KAWASAKI NINJA ZX-6R 2019



Picture A



Picture B

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

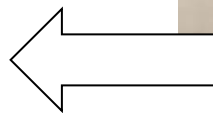
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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

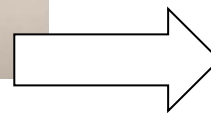
TOOLS REQUIRED

- Socket set to include 14 and 17mm socket and wrench.
- Torque wrench (up to 40Nm).

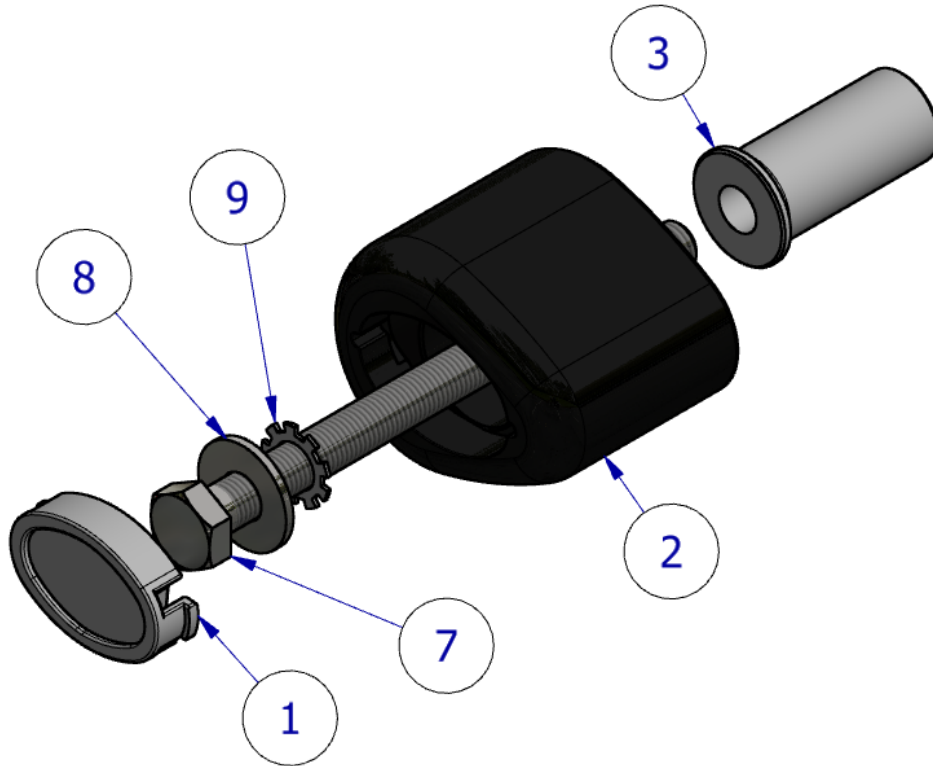
TOWARDS REAR
OF BIKE



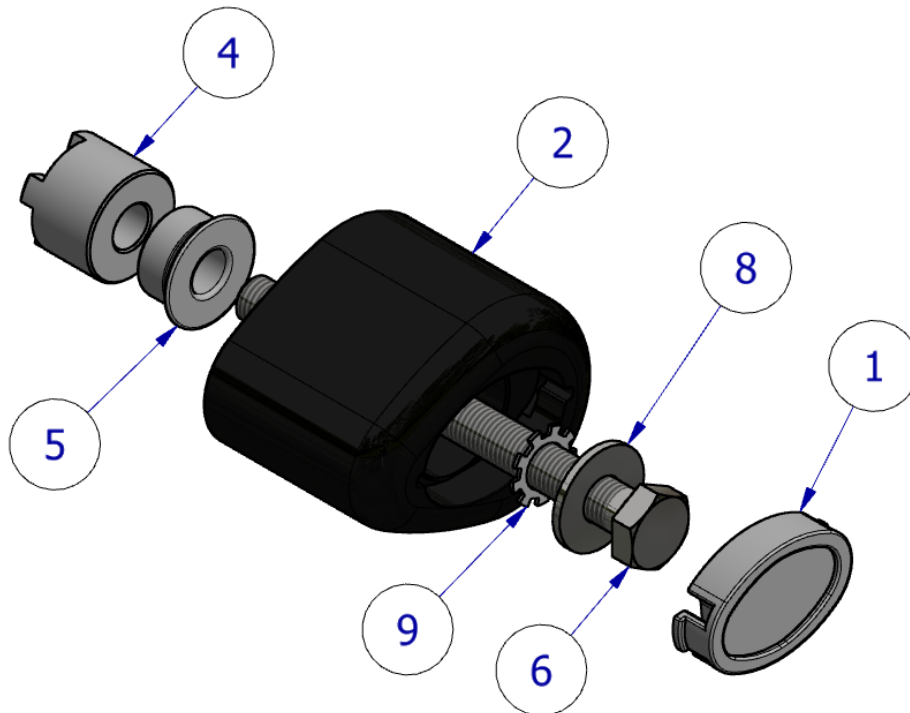
TOWARDS FRONT
OF BIKE



PICTURE C



LEFT HAND SIDE



RIGHT HAND SIDE



LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2= CRASH PROTECTOR (B0063 with CS066) (x2).
 ITEM 3= SPACER LHS (S1165) (x1).
 ITEM 4= CASTELLATED SPACER RHS (S0218) (20mm LONG) (x1).
 ITEM 5= SPACER RHS (S0146) (11.7mm LONG) (x1).
 ITEM 6= M10x1.25x110mm LONG HEX HEADED BOLT R-H-S (x1).
 ITEM 7= M10x1.25x130mm LONG HEX HEADED BOLT L-H-S (x1).
 ITEM 8= M10 WASHER (x1).
 ITEM 9= LOCK-WASHERS (LW0001) (x2).

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!*

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine-mounting bolt arrowed in picture 'A' (using a 14mm socket).
- Slide an M10 washer (item 8) over the longer M10x130mm bolt (Item 7) so washer sits against head of bolt.
- Slide one of the serrated locking washers (item 9) onto the bolt so it sits against washer just fitted.
- Next slide bolt and washers through a crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the longest spacer (item 3) over bolt so larger diameter sits against the crash protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE. Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not over-tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

Off side (right side as you sit on bike)

- Remove the engine-mounting bolt arrowed in picture 'B' (using a 14mm socket).
- Slide one M10 plain washer (item 8) over the shorter M10x110mm long hexagon headed bolt (item 6) so washer sits against head of bolt.
- Slide one of the serrated locking washers (item 9) onto the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the remaining shorter spacer (item 5) over bolt so larger diameter sits against the crash protector.
- Fit the castellated spacer (item 4) (20mm long) over the original engine/frame adjustment nut so the castellated sections interlock (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE. Turn a little more so that you feel the



compression increase slightly. Then apply a quarter turn. Do not over-tighten as damage can occur to the bike. Do not exceed 40Nm of torque.

- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

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NOTICE DE MONTAGE CP0457BL
PROTECTIONS CRASH
KAWASAKI NINJA ZX-6R 2019

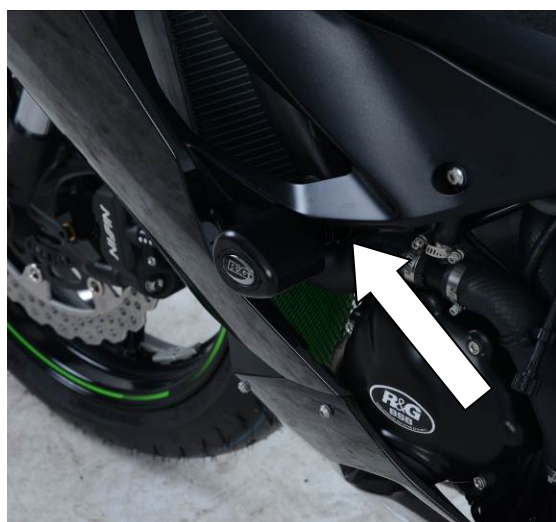


Photo A



Photo B

Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

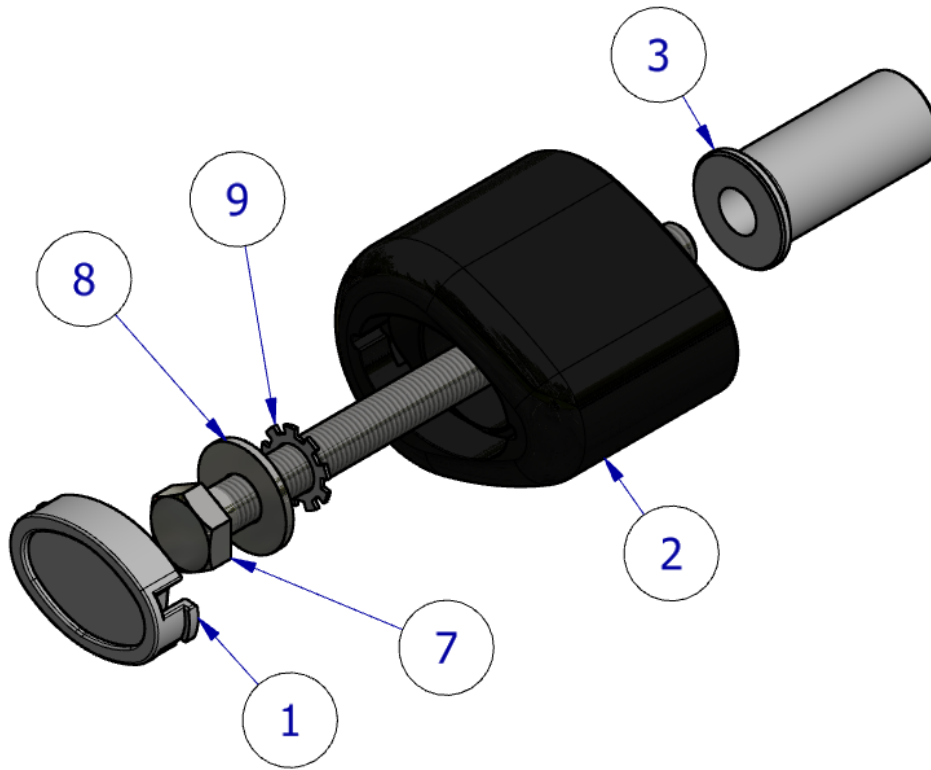
LES PARTIES PRESENTÉES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT)

OUTILS REQUIS

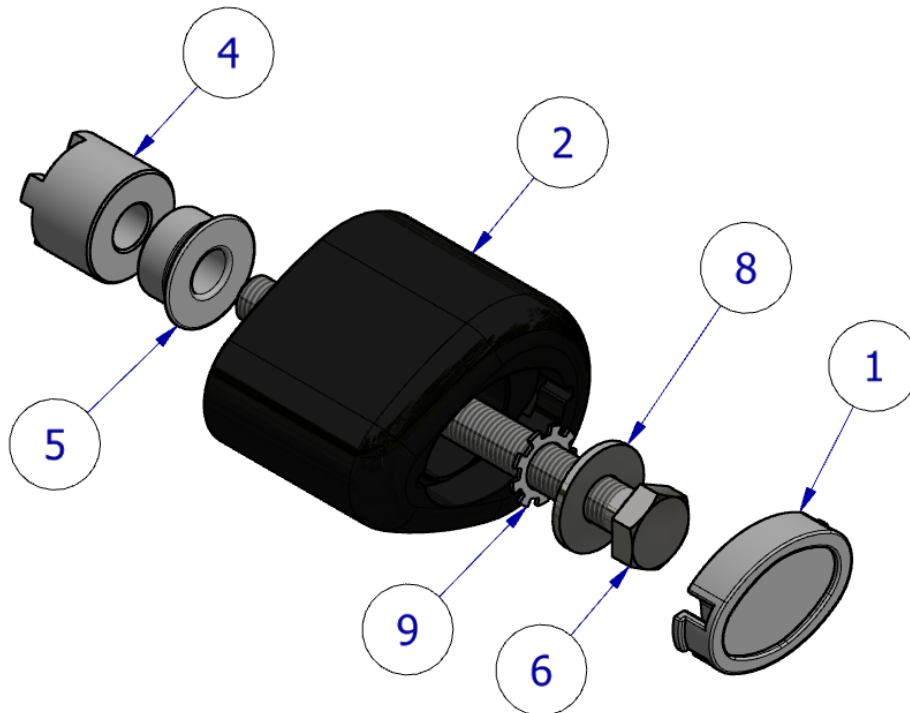
- Clé à cliquet + douille 14mm et 17mm.
- Clé dynamométrique (jusqu'à 40Nm).



PHOTO C



CÔTÉ GAUCHE



CÔTÉ DROIT



LÉGENDE

ARTICLE 1= CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).

ARTICLE 2= PROTECTION CRASH (B0063 avec CS066) (x2).

ARTICLE 3= ENTRETOISE GAUCHE (S1165) (x1).

ARTICLE 4= ENTRETOISE DROITE (S0218) (20mm DE LONG) (x1).

ARTICLE 5= ENTRETOISE DROITE (S0146) (11.7mm DE LONG) (x1).

ARTICLE 6= M10x1.25x110mm BOULON DROIT (x1).

ARTICLE 7= M10x1.25x130mm BOULON GAUCHE (x1).

ARTICLE 8= M10 RONDELLE (x1).

ARTICLE 9= RONDELLES DE BLOCAGE (LW0001) (x2).

Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées !*

NOTICE DE MONTAGE

Côté gauche (Lorsqu'on est assis sur la moto)

- Enlever le boulon de fixation moteur, voir photo 'A' (en utilisant une clé à cliquet + douille 14mm).
- Glisser une rondelle M10 (article 8) sur le boulon M10x130mm (Article 7) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 9) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon avec ses rondelles dans une des protections crash (article 2) de façon à ce que la tête du boulon se place dans le contre alésage de la bobine de protection crash.
- Glisser ensuite la longue entretoise (article 3) sur le boulon de façon à ce que le diamètre le plus large se place contre la protection crash (la longueur de boulon dépassant de l'entretoise doit être la même que le boulon de fixation moteur d'origine).
- Monter l'ensemble sur le support cadre puis serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection, en utilisant une clé à cliquet de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple.
- Si cela n'est pas déjà fait, insérer le sticker dans le creux du bouchon de protection crash (article 1).
- Insérer le bouchon de protection crash dans la protection.

Côté gauche (Lorsqu'on est assis sur la moto)

- Enlever le boulon de fixation moteur, voir photo 'A' (en utilisant une clé à cliquet + douille 14mm).
- Glisser une rondelle M10 (article 8) sur le boulon plus court M10x110mm (article 6) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser une rondelle de blocage (article 9) sur le boulon de façon à ce qu'elle se place sur la rondelle tout juste insérée.
- Glisser ensuite le boulon avec ses rondelles dans la protection crash restante (article 2) de façon à ce que la tête du boulon se place dans le contre alésage de la bobine de protection crash.
- Glisser ensuite l'entretoise plus courte restante (article 5) sur le boulon de façon à ce que le diamètre plus large se place contre la protection crash.
- Insérer l'entretoise crénelée (article 4) (20mm de long) sur l'écrou moteur/cadre d'ajustement de façon à ce que les sections crénelées s'emboîtent (la longueur de boulon dépassant de l'entretoise doit être la même que le boulon de fixation moteur d'origine).



- Monter l'ensemble sur le support cadre puis serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection, en utilisant une clé à cliquet de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple.
- Si cela n'est pas déjà fait, insérer le sticker dans le creux du bouchon de protection crash (article 1).
- Insérer le bouchon de protection crash dans la protection.

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MONTAGEANLEITUNG FÜR CP0457BL AERO STURZPADS
KAWASAKI NINJA ZX-6R 2019



Abbildung A



Abbildung B

ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET.
BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE
TEILE VORHANDEN SIND.

Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

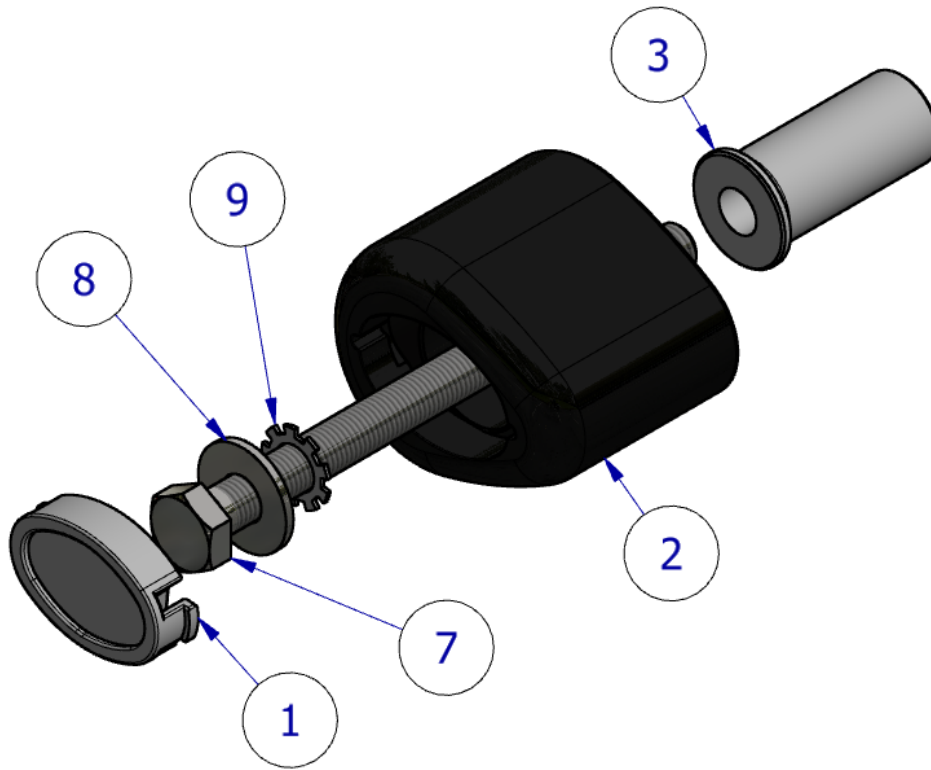
DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

SIE BENÖTIGEN FOLGENDES WERKZEUG

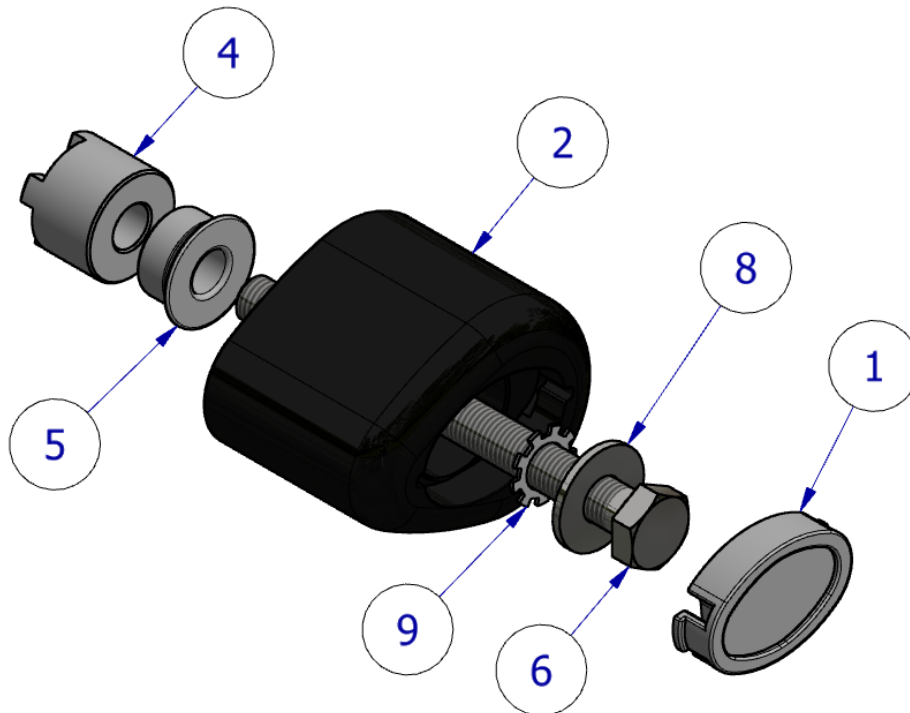
- Steckschlüsselsatz inkl. 14 & 17mm Steckschlüssel
- Drehmomentschlüssel (bis 40Nm)



ABBILDUNG C



LINKE SEITE



RECHTE SEITE



LIEFERUMFANG

- ARTIKEL 1= STURZPAD-SCHUTZKAPPEN (BC0002) (x2)
 ARTIKEL 2= STURZPAD (B0063 with CS066) (x2)
 ARTIKEL 3= DISTANZHALTER LINKE SEITE (S1165) (x1)
 ARTIKEL 4= KRONENFÖRMIGER DISTANZHALTER RECHTE SEITE (S0218) (20mm Länge) (x1)
 ARTIKEL 5= DISTANZHALTER RECHTE SEITE (S0146) (11,7mm LÄNGE) (x1)
 ARTIKEL 6= M10x1,25x110mm SECHSKANTSCHRAUBE RECHTE SEITE (x1)
 ARTIKEL 7= M10x1,25x130mm SECHSKANTSCHRAUBE LINKE SEITE (x1)
 ARTIKEL 8= M10 UNTERLEGSCHLEIBE (x1)
 ARTIKEL 9= ZAHNSCHLEIBE (LW0001) (x2)

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die Montageschraube für den Motor, die in Abbildung 'A' mit einem Pfeil gekennzeichnet ist (benutzen Sie einen 14mm Steckschlüssel).
- Nehmen Sie die M10 x 130 mm Sechskantschraube (Artikel 7) und eine M10 Unterlegscheibe (Artikel 8). Schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch
- Eine Zahnscheibe (Artikel 9) nehmen und zur gerade montierten Unterlegscheibe hochschieben.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 2) einführen, so dass der Schraubenkopf in die Gegenbohrung passt.
- Danach den längeren Distanzhalter (Artikel 3) über die Schraube zum Sturzpad hochschieben, so dass der große Durchmesser am Sturzpad anliegt (die Schraube sollte genauso weit vom Distanzhalter hervorstehen wie bei der original Montageschraube für den Motor).
- Die Einheit an die Rahmenhalterung ansetzen und die Schraube mit einem 17mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET. Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades und der Schraube führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie den Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Montieren Sie die Schutzkappe am Sturzpad.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die Montageschraube für den Motor, die in Abbildung 'B' mit einem Pfeil gekennzeichnet ist (benutzen Sie einen 14mm Steckschlüssel).
- Nehmen Sie die M10 x 110 mm Sechskantschraube (Artikel 6) und eine M10 Unterlegscheibe (Artikel 8). Schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch
- Eine Zahnscheibe (Artikel 9) nehmen und zur gerade montierten Unterlegscheibe hochschieben.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 2) einführen, so dass der Schraubenkopf in die Gegenbohrung passt.
- Danach den kurzen Distanzhalter (Artikel 5) über die Schraube zum Sturzpad hochschieben, so dass der große Durchmesser am Sturzpad anliegt.
- Montieren Sie den kronenförmigen Distanzhalter (Artikel 4) (20mm Länge) an der original Motor/Rahmen-Verstellmutter, sodass die kronenförmige Teile ineinandergreifen (die

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Schraube sollte genauso weit vom Distanzhalter hervorstehen wie bei der original Montageschraube für den Motor).

- Die Einheit an die Rahmenhalterung ansetzen und Rahmeneinsatz und die Schraube mit einem 17mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturzpads spüren. BITTE DARAUF ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS ZUM VORDERTEIL DES MOTORRADS GERICHTET. Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades und der Schraube führen. 40 Nm Anzugsdrehmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie den Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Montieren Sie die Schutzkappe am Sturzpad.

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