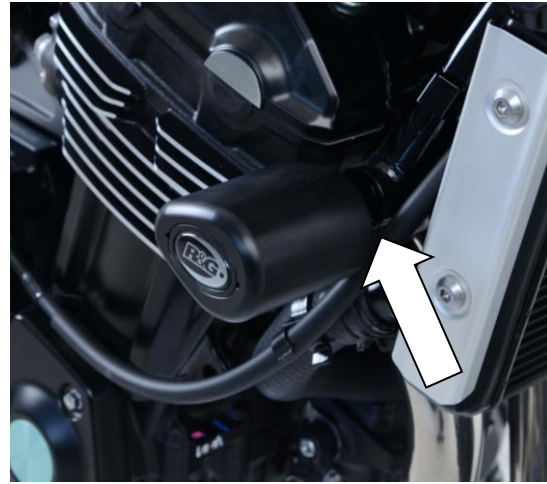




FITTING INSTRUCTIONS FOR CP0440BL CRASH PROTECTORS
KAWASAKI Z900RS 2018-



PICTURE A



PICTURE B



REAR OF BIKE

FRONT OF BIKE

PICTURE C

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

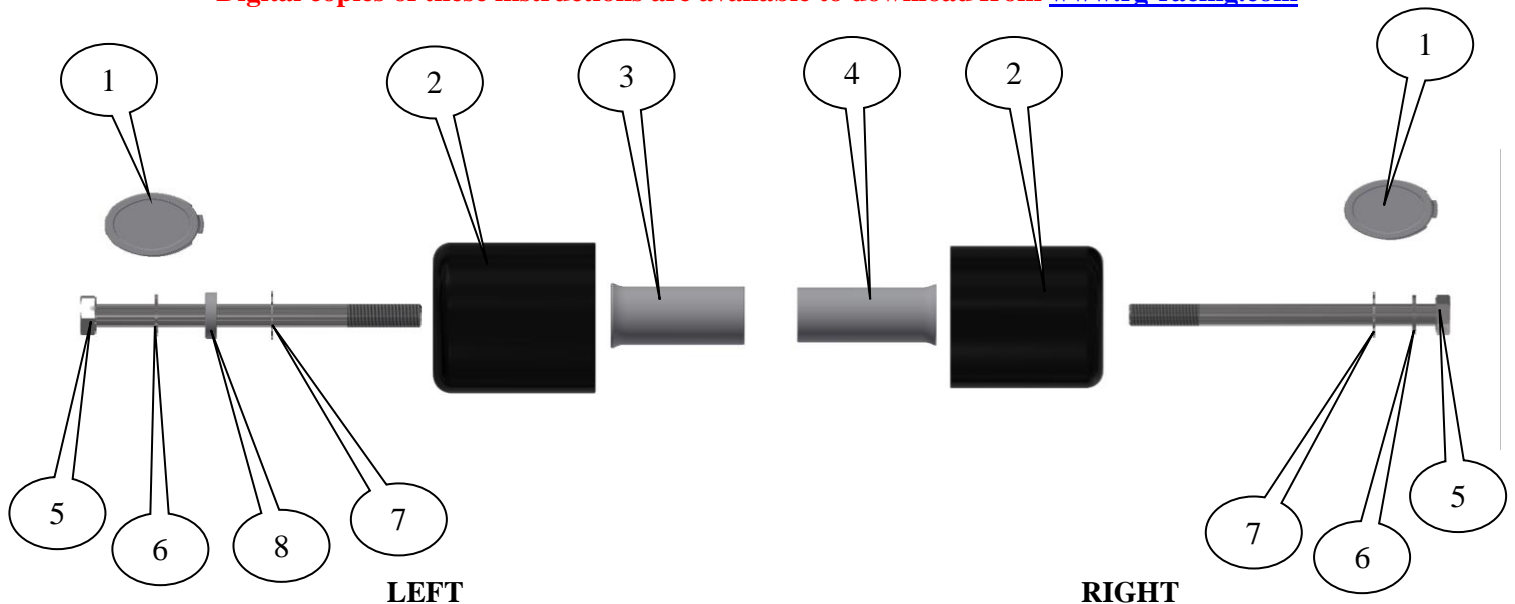
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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!*



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

Digital copies of these instructions are available to download from www.rg-racing.com



TOOLS REQUIRED

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

LEGEND

ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).

ITEM 2 = B0061 with CS341 (10mm) (CRASH PROTECTORS) (x2).

ITEM 3 = CRASH PROTECTOR SPACER LEFT-HAND SIDE (S0388=57.5mm long) (x1).

ITEM 4 = CRASH PROTECTOR SPACER RIGHT-HAND SIDE (S1099=63.5mm long) (x1).

ITEM 5 = M10x1.25x140mm LONG HEX HEAD BOLTS (x2).

ITEM 6 = M10 PLAIN WASHERS (x2).

ITEM 7 = LW0001 (SHAKE PROOF WASHERS) (x2).

ITEM 8 = INSIDE THE CRASH PROTECTOR SPACER LEFT-HAND SIDE (S0293=5mm long) (x1).

FITTING INSTRUCTIONS

Left Side (as you sit on bike)

- Remove the engine bolt on the left side of the bike, as arrowed in picture A.
- Slide one of the 10mm plain washers (item 6) onto one of the M10x140mm long hexagon headed bolt (item 5) so the washer sits against head of bolt.
- Slide the smallest spacer (item 8) onto the bolt so it sits against the washer just fitted.
- Slide serrated locking washer (item 7) over the bolt so it sits against spacer just fitted.
- Next slide the bolt with washers through either crash protector (item 2) so head of bolt and washers goes into counter-bore in bobbin.



- Slide the shortest remaining spacer (item 3=57.5mm long) over the exposed end of the bolt as shown in the left-hand side assembly picture above.
- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture A.
- Tighten the bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (item 1) into both crash protectors.

Right Side (as you sit on bike)

- Remove the engine bolt on the left side of the bike, as arrowed in picture B.
- Slide one of the 10mm plain washers (item 6) onto the remaining M10x140mm long hexagon headed bolt (item 5) so the washer sits against head of bolt.
- Slide serrated locking washer (item 7) over the bolt so it sits against washer just fitted.
- Next slide the bolt with washers through the remaining crash protector (item 2) so head of bolt and washers goes into counter-bore in bobbin.
- Slide the longer remaining spacer (item 4=63.5mm long) over the exposed end of the bolt as shown in the right-hand side assembly picture above.
- Offer the crash protector assembly up to the frame mount and begin to tighten the bolt as shown in picture B.
- Tighten the bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. **Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).**
- If not already fitted fit bubble stickers into recess of both crash protector caps.
- Fit crash protector caps (item 1) into both crash protectors.

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm

Issue 1 23/02/2018 (NSY)

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NOTICE DE MONTAGE CP0440BL PROTECTIONS CRASH
KAWASAKI Z900RS 2018-



PHOTO A



PHOTO B



ARRIÈRE MOTO

AVANT MOTO

PHOTO C

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

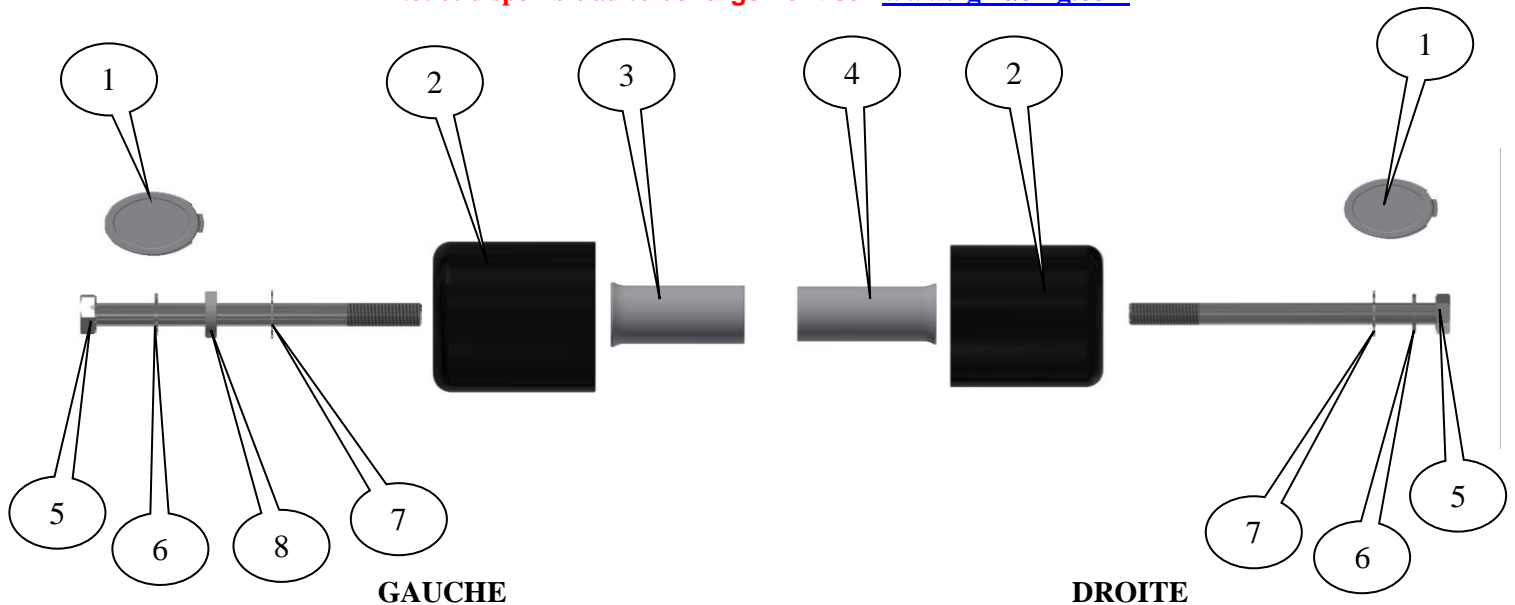
La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

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

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



Notice disponible au téléchargement sur www.rg-racing.com



OUTILS REQUIS

- Clé à cliquet + douilles de 14 et 17mm.
- Clé dynamométrique (à 40 Nm).

LÉGENDE

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

ARTICLE 2 = B0061 avec CS341 (10mm) (PROTECTIONS CRASH) (x2).

ARTICLE 3 = ENTRETOISE DE PROTECTION CRASH DU CÔTÉ GAUCHE (S0388=57.5mm de long) (x1).

ARTICLE 4 = ENTRETOISE DE PROTECTION CRASH DU CÔTÉ DROITE (S1099=63.5mm de long) (x1).

ARTICLE 5 = M10x1.25x140mm BOULONS (x2).

ARTICLE 6 = M10 RONDELLES (x2).

ARTICLE 7 = LW0001 (RONDELLES D'ÉTANCHÉITÉ) (x2).

ARTICLE 8 = ENTRETOISE INTÉRIEURE DE PROTECTION CRASH GAUCHE (S0293=5mm long) (x1).

NOTICE DE MONTAGE

Côté gauche (assis sur la moto)

- Enlever le boulon moteur du côté gauche de la moto, voir photo A.
- Glisser une des rondelles 10mm (article 6) sur le boulon M10x140mm (article 5) de façon à ce que la rondelle se positionne contre la tête du boulon.
- Glisser la plus petite entretoise (article 8) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser la rondelle de blocage crantée (article 7) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée.



- Glisser ensuite le boulon avec les rondelles dans la protection crash (article 2) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.
- Glisser l'entretoise restante la plus courte (article 3=57.5mm de long) sur l'extrémité du boulon de façon à ce que la rainure soit au plus proche de la face plate de la protection crash, voir l'assemblage du côté gauche sur la photo ci-dessus.
- Monter l'ensemble de protection crash sur le support cadre puis commencer à serrer le boulon, voir photo A.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" 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 (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez le sticker en caoutchouc dans le creux de la protection crash (article 1).
- Insérer le capuchon de protection (article 1) dans la protection crash.

Côté gauche (assis sur la moto)

- Enlever le boulon moteur du côté droit de la moto, voir photo B.
- Glisser une des rondelles 10mm (article 6) sur le boulon M10x140mm (article 5) de façon à ce que la rondelle se positionne contre la tête du boulon.
- Glisser la rondelle de blocage crantée (article 7) sur le boulon de façon à ce qu'elle se place contre l'entretoise tout juste insérée
- Glisser ensuite le boulon avec les rondelles dans la protection crash (article 2) de façon à ce que la tête du boulon et les rondelles se placent dans le contre alésage de la bobine.
- Glisser l'entretoise restante la plus longue (article 4=63.5mm long) sur l'extrémité du boulon, voir l'assemblage du côté droit sur la photo ci-dessus.
- Monter l'ensemble de protection crash sur le support cadre puis commencer à serrer le boulon, voir photo B.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" 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 (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez le sticker en caoutchouc dans le creux de la protection crash (article 1).
- Insérer le capuchon de protection (article 1) dans la protection crash.

VALEURS DE SERRAGE RECOMMANDEES

M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm

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 Email: info@rg-racing.com



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MONTAGEANLEITUNG FÜR CP0440BL STURZPADS
KAWASAKI Z900RS 2018-



ABBILDUNG A

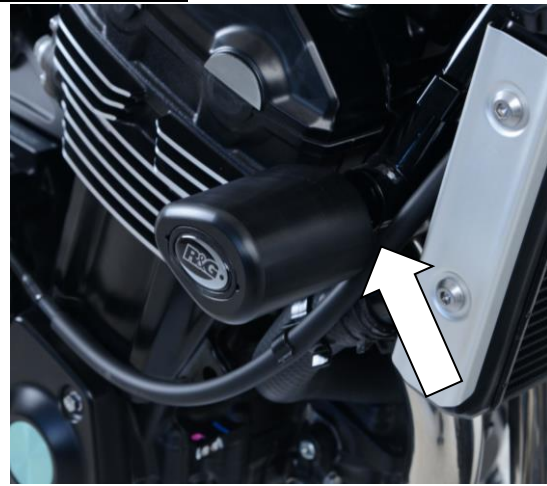
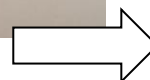


ABBILDUNG B



MOTORRAD HINTEN



MOTORRAD VORNE

ABBILDUNG C

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.

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

DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

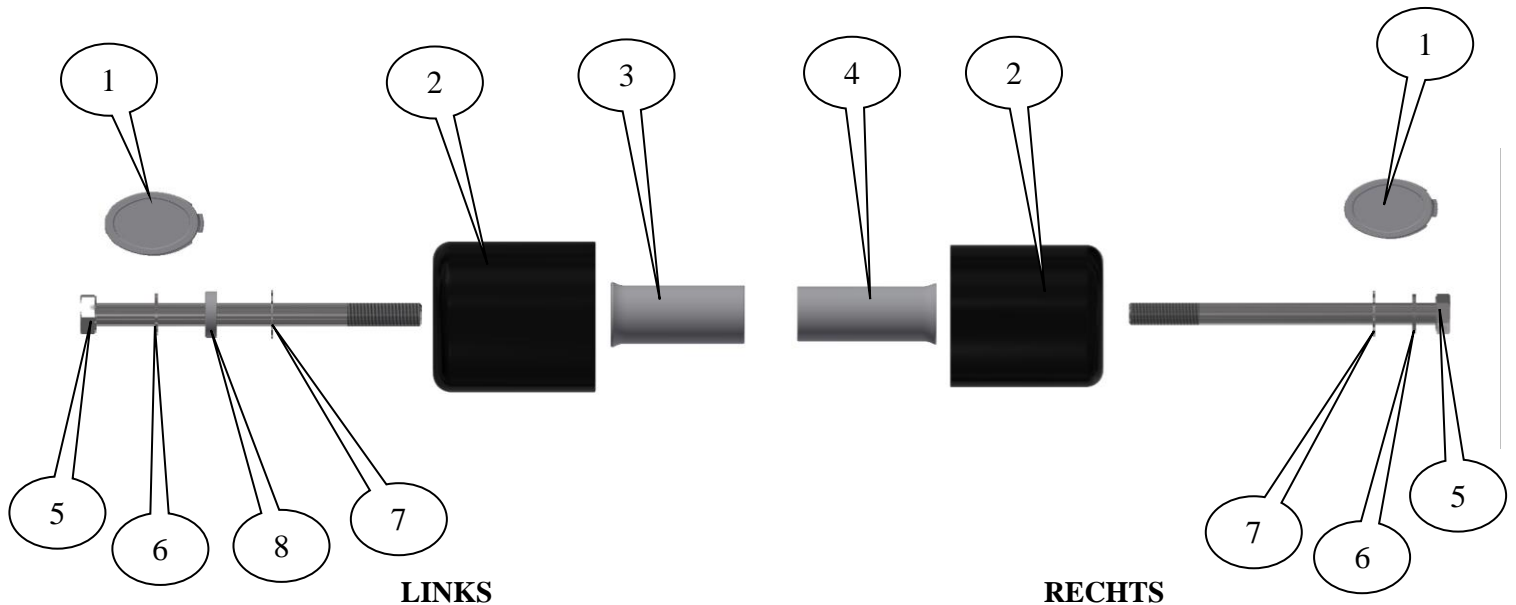
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SIE BENÖTIGEN FOLGENDES WERKZEUG:

- Steckschlüsselsatz mit 14 und 17mm A-F Steckschlüsseln
- Drehmomentschlüssel (bis 40N/m)

LIEFERUMFANG

- ARTIKEL 1 = BC0002 STURZPADKAPPEN (x2)
- ARTIKEL 2 = B0061 mit CS341 (10mm) (STURZPADS) (x2)
- ARTIKEL 3 = DISTANZHALTER STURZPAD LINKE SEITE (S0388=57,5mm Länge) (x1)
- ARTIKEL 4 = DISTANZHALTER STURZPAD RECHTE SEITE (S1099=63,5mm Länge) (x1)
- ARTIKEL 5 = M10x1,25x140mm SECHSKANTSCHRAUEN (x2)
- ARTIKEL 6 = M10 UNTERLEGSSCHEIBEN (x2)
- ARTIKEL 7 = LW0001 (ZAHNSCHEIBEN) (x2)
- ARTIKEL 8 = DISTANZHALTER IM STURZPAD LINKE SEITE (S0293=5mm Länge) (x1)

MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die Motorschraube an der linken Seite des Motorrades – siehe Abbildung A.
- Nehmen Sie die M10 x 140mm Sechskantschraube (Artikel 5) und eine 10 mm Unterlegscheibe (Artikel 6) – schieben Sie die Unterlegscheibe hoch zum Schraubenkopf.
- Den kleinen Distanzhalter (Artikel 8) an der Schraube anbringen, sodass er an der soeben montierten Unterlegscheibe anliegt.
- Nehmen Sie die Zahnscheibe (Artikel 7) und schieben Sie sie hoch zum gerade montierten Distanzhalter.
- Die Schraube mit den Unterlegscheiben in ein Sturzpad (Artikel 2) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.



- Den kürzeren Distanzhalter (Artikel 3=57,5 mm Länge) über das hervorstehende Ende der Schraube schieben, wie in der linke Montageabbildung oben abgebildet.
- Die Sturzpad-Einheit an der Rahmenhalterung positionieren und die Schrauben eindrehen – siehe Abbildung A.
- Ziehen Sie die Schraube mit einem 17mm Steckschlüssel fest, 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. **Mit 40 Nm Anzugsmoment anziehen (Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!)**
- Wenn noch nicht bereits montiert, montieren Sie die Bubble-Aufkleber in den Vertiefungen der Sturzpad-Schutzkappen.
- Die Sturzpad-Schutzkappen (Artikel 1) an beiden Sturzpads anbringen.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die Motorschraube an der rechten Seite des Motorrades – siehe Abbildung B.
- Nehmen Sie die übrige M10 x 140mm Sechskantschraube (Artikel 5) und eine 10 mm Unterlegscheibe (Artikel 6) – schieben Sie die Unterlegscheibe hoch zum Schraubenkopf.
- Nehmen Sie die Zahnscheibe (Artikel 7) und schieben Sie sie hoch zur gerade montierten Unterlegscheibe.
- Die Schraube mit den Unterlegscheiben in das übrige Sturzpad (Artikel 2) einführen, so dass der Schraubenkopf und die Unterlegscheiben in die Senkbohrung des Sturzpads passen.
- Den übrigen, längeren Distanzhalter (Artikel 4=63,5 mm Länge) über das hervorstehende Ende der Schraube schieben, wie in der Montageabbildung für die rechte Seite oben abgebildet.
- Die Sturzpad-Einheit an der Rahmenhalterung positionieren und die Schrauben eindrehen – siehe Abbildung B.
- Ziehen Sie die Schraube mit einem 17mm Steckschlüssel fest, 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. **Mit 40 Nm Anzugsmoment anziehen (Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!)**
- Wenn nicht bereits montiert, die Bubble-Aufkleber in den Vertiefungen der Sturzpad-Schutzkappen montieren und die Schutzkappen (Artikel 1) an den Sturzpads anbringen.

ANZUGSDREHMOMENTE:

M4 SCHRAUBE = 8Nm
 M5 SCHRAUBE = 12Nm
 M6 SCHRAUBE = 15Nm
 M8 SCHRAUBE = 20Nm
 M10 SCHRAUBE = 40Nm

Ausgabe 1 23/02/2018 (NSY)

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