



**FITTING INSTRUCTIONS FOR CP022BL/WH CRASH PROTECTORS
KAWASAKI ZX7R P1-P5**



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!*

Offside (right-hand side as you sit on the bike)

- Remove fairing panel
- Undo M12 engine bolt (top most forward) until it will touch the inside of the fairing
- Paint end with white paint/Tippex
- Refit fairing
- Bolt should leave a mark on inside of fairing
- Remove panel and pilot drill (inside to out)
- Refit panel to make sure hole in correct position
- Remove panel and drill 28 mm diameter hole (tank cutter/cone cutter)
- Using a sharp knife remove burrs from hole
- Remove engine bolt
- Refit panel
- Screw in tie bar as far as possible
- Push the smaller spacer over the tie bar up against engine mount
- Put on bobbin
- Put on washer
- Tighten using the 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 nearside using the larger spacer



CONSUMER INSERT

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

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*

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



Notice de montage

CP0022 KAWASAKI ZX7R P1-P5

MOTEUR

Le sens de montage n'est pas identique au sens présenté dans l'emballage, merci de suivre les instructions ci dessous.

Dans le cas où les kits sont emballés avec un joint torique, celui-ci doit être retiré avant le montage.

Conseil de montage:

DROITE:

- œ Démontez le carénage latéral
- œ Démontez la vis de fixation moteur M12 jusqu'à ce qu'elle touche l'intérieur du carénage.
- œ Mettez un peu de peinture ou de tippex sur la tête de vis d'origine puis remettez le carénage, ceci afin de marquer l'intérieur du carénage.(recommencer l'opération si la marque n'est pas visible)
- œ Enlevez le carénage.
- œ Percez le centre de la marque de peinture à l'aide d'un forêt diam.6mm (perçer de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- œ Repositionnez le carénage et vérifiez que le perçage soit au milieu de l'axe de la vis.
- œ Retirez le carénage et perçer le carénage à l'aide d'une scie cloche diam. 28 mm
Conseil: perçez de l'extérieur vers l'intérieur du carénage.
- œ Retirez la vis de fixation d'origine.
- œ Après avoir perçé le carénage, remettez celui-ci sur la moto.
- œ Vissez une tige fileté dans le moteur (Attention de ne pas abimer le filetage interne dans le moteur, le côté avec les plats doivent être vers l'extérieur de la moto)
- œ Mettez l'entretoise la plus petite, la protection, et une rondelle.
- œ Mettre en place l'écrou livré dans le kit.
- œ Serrez l'écrou jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection.
Tournez encore un peu et vous sentirez la compression augmenter, faite un quart de tour. Ne pas trop serrer car cela pourrait abîmer la moto. Ne pas exéder 40nm de couple de serrage.

GAUCHE:

- œ Refaites les mêmes opérations que pour le côté droit, Utilisez l'entretoise la plus large.

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