



PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE



Fitting Instructions for ZX7R P6-P7 Crash Protectors (code CP0076)

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 (throttle / 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

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FRANCE

Instructions de montage pour les protections ZX7R P6-P7 (code CP0076)

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 le carénage.
- Desserrer la vis du moteur (M12- située en haut du moteur, voir photo), de manière la mettre en contact avec le carénage.
- Mettre de la peinture ou du tippex sur l'extrémité de la vis. De manière à marquer l'intérieur du carénage.
- Remonter le carénage.
- Pousser la vis peinte contre le carénage (faire une marque à l'intérieur)
- 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
- Remonter le carénage
- Visser la barre R&G dans le moteur.
- Glisser l'entretoise la plus petite sur la barre R&G.
- Glisser un tampon. Mettre une rondelle.
- Placer un écrou autobloquant.
- Serrer l'écrou 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 gauche, en utilisant l'entretoise la plus longues.

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