



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



Fitting Instructions for Kawasaki ZZR 1100 / 1200 crash protectors (code CP0113)

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 and offside

- Remove fairing panels both sides
- Place jack under the engine for support only
- Remove oil cooler (just undo bolts -the cooler will drop forward) there is no need to remove completely
- Starting on the offside (right-hand side of the bike as you sit on it): located at the front of the bike there are three engine bolts in a triangular bracket
- Remove the top bolt and the middle bolt
- Take the longer of the two aluminium blocks supplied and offer up
- Take one of the two M10 x 150mm bolts supplied and pass it through the block and the mount (top hole)
- Loosely put nut on the back
- Take one of the two M10 x 90mm bolts and pass it through the middle hole
- Tighten both bolts to manufacturer's recommended torque settings (not available from R&G)
- Repeat for nearside (use the shorter block)
- Refit oil cooler
- Take the M12 bolt supplied and screw into the aluminium block
- Paint end of bolt with white paint/tippex and offer the fairing up to the bike - the bolt should leave a white mark on the inside of the fairing
- Remove the fairing and lay over a box
- Drill a pilot hole from the inside to the outside of the fairing
- Refit fairing and check that the hole lines up with the centre of the bolt
- Remove panel and carefully drill a 28mm hole through from the outside to the inside (we would recommend using a hole cutter/starrett cutter/cone cutter)
- Deburr the hole using a sharp knife and refit panel
- Repeat for other side
- Take the M12 bolt and pass it through the washer supplied and then through the bobbin and the fairing and 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.

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.



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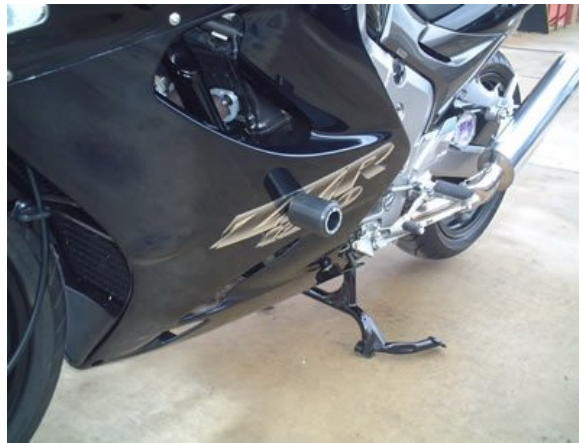
Notice de montage

CP0113 KAWASAKI ZZR 1100/1200

PERCAGE DROIT ET GAUCHE

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:

Droit et gauche:

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- œ Enlever les carénages des deux côtés.
- œ Placer un krick pour soutenir le moteur durant le montage des tampons.
- œ Enlever le radiateur d'huile (il suffit de déserrer les vis de fixation, il n'est pas nécessaire de démonter le radiateur)
- œ Démarrer le montage des tampons par le côté droit (Position assis sur la moto), localiser ensuite les fixations moteur à l'avant du véhicule (3 vis sur un support triangulaire)
- œ Démonter la vis supérieure et la vis du milieu
- œ Prendre la plus longue des deux pièces en alu et placer la sur la moto.
- œ Prendre l'une des vis M10 x 150 et passer la vis à travers le bloc en alu (la vis se positionne en haut du bloc cf photo ci dessus)
- œ Serrer sans bloquer la vis à l'aide de l'écrou d'origine.
- œ Prendre une des vis M10 x 90 mm et passer la à travers le bloc dans la fixation du milieu.
- œ Serrer au couple d'origine (information non fournie par R&G, demandez conseil à votre concessionnaire)
- œ Répéter ces opérations pour le côté gauche en utilisant les vis M10 et le bloc en alu restant.
- œ Remonter le radiateur d'huile sur la moto.
- œ Prendre une vis M12 et serrer la dans le filetage prévu . La vis doit être suffisamment déserrée pour venir toucher le carénage, après l'avoir repositionné sur la moto.
- œ Mettre de la peinture blanche ou du tipeg sur l'extrémité de la vis.
- œ Remettre le carénage.
- œ S'assurer que la marque de peinture ou de tipeg soit visible et qu'elle soit correctement placée.
- œ Démontez le carénage.
- œ Perçer le centre de la marque à l'aide d'un forêt diam 6 mm.(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 Repositionner le carénage et vérifier que le perçage soit au milieu de l'axe de la vis.
- œ Retirer le carénage et perçer le carénage à l'aide d'une scie cloche diam. 28 mm
Conseil: perçer de l'extérieur vers l'intérieur du carénage.
- œ Répéter les mêmes opérations pour l'autre côté (côté gauche).
- œ Serrer ensuite les tampons de protection dans les supports R&G. Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur de la protection. Tourner 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.

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