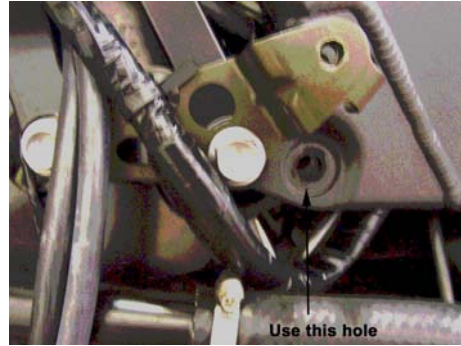




Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike



Left side



Instructions ZX10R (code CP0114) Crash Protectors

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 (left side as you sit on bike)

Remove fairing panel

Remove engine bolt until it will touch the inside of the panel located near to back fairing mounting (it is just below the fairing mounting screw)

Paint end of bolt with white paint or Tippex

Refit panel (bolt should leave mark on inside of panel)

Remove panel and pilot drill

Refit panel and check hole in correct position

Remove panel and drill 28 mm diameter hole (tank cutter/cone cutter)

Use sharp knife to de-burr hole

Remove engine bolt completely. Refit fairing

Take the shorter of the two bolts and pass it through the bobbin supplied (note both bobbins are the same)

Take the longer of the two spacers and slide it over the exposed end of the bolt with the stepped end away from the bobbin

Offer up to bike

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 offside using the longer bolt and smaller spacer (note recessed end goes away from the bobbin)

Please note that the two foam infills may have to be removed completely

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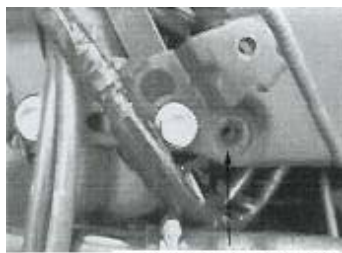
Notice de montage

CP0114 KAWASAKI ZX10R 04-05

ARRIERE

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.



utiliser cette fixation



Conseil de montage:

GAUCHE:

- œ Démonter le carénage
- œ Démonter la vis de fixation moteur jusqu'à ce qu'elle touche l'intérieur du carénage. (cf photo ci dessus)
- œ Mettre un peu de peinture ou de tipex sur l'extrémité de la vis puis remettre le carénage, ceci afin de marquer l'intérieur du carénage.
- œ Enlever le carénage
- œ Percer le centre de la marque de peinture à l'aide d'un forêt diam.6mm (perçer de l'intérieur vers l'extérieur)
- 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. 25-26 mm
Conseil: perçer de l'extérieur vers l'intérieur du carénage.
- œ Retirer la vis de fixation d'origine
- œ Après avoir perçé le carénage, remettre celui-ci sur la moto.
- œ Prendre la vis la plus petite et l'enfiler à travers le tampon, ne pas oublier de mettre une rondelle entre la vis et le tampon. (note: les deux tampons sont identiques.)
- œ Mettre l'entretoise la plus longue sur la vis et placer l'ensemble sur la moto (l'extrémité plus petite de l'entretoise doit être en contact avec le cadre).
- œ Serrer la vis au couple de serrage préconisé par le fabricant (cette information n'est pas disponible de la part de R&G).

DROITE:

- œ Même opération que pour le côté gauche, utiliser la vis la plus longue et l'entretoise alu la plus petite.(le côté usiné doit être monté côté cadre)

Important: les deux mousses doivent être retirées complètement

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