



FITTING INSTRUCTIONS FOR CP0139BL/WH CRASH PROTECTORS
KAWASAKI ZX6R '05-'06



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!

Nearside (left side as you sit on the bike)

- Remove side fairing
- Remove top, front engine bolt, being careful not to lose the retaining nut (see 2nd image above for position)
- Insert R&G pointed marking tool and secure with retaining nut – do not wind in all the way
- Replace fairing and secure it with just one top screw and one bottom screw
- Gently push the fairing against the marking tool, so that an impression is made inside the fairing
- Remove the fairing and the marking tool and drill a 12mm hole through the fairing, from inside outwards, picking up on the mark made by the marking tool
- Replace the fairing and secure with all of the necessary screws
- Look through 12mm hole to check alignment
- Carefully open out the hole gradually, using a Dremel tool or similar, until the hole is large enough to accept the neck of the larger crash protector
- When you are happy with the hole (it will not be totally round), deburr the edges
- Place a washer behind the head of the longer bolt
- Pass the bolt through the longer protector
- Place the R&G aluminium spacer on the end of the bolt, next to the crash protector neck
- Pass the complete assembly through the fairing and secure to the engine mount
- Tighten assembly – as you tighten, ensure that the bolt is locating inside the retaining nut on the back of the engine (you can do this by reaching through the gap in the fairing) – be careful not to cross-thread it
- 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.

Offside

- Take the shorter R&G bolt and place a washer behind the head
- Pass the bolt through the shorter crash protector
- Place the R&G castellated spacer on the end of the bolt, with the teeth facing away from the protector
- Remove right-side engine bolt from the bike, being careful to retain the nut on the back of the engine (do not remove the castellated adjuster nut)
- Install R&G components, ensuring that the lugs on the castellated spacer face towards the bike and locate over the grooves on the existing adjuster nut
- Tighten, but, as above, do not overtighten and do ensure that the new bolt locates inside the retaining nut on the back of the engine, being careful not to cross-thread it.

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.



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.

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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

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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

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Notice de montage

CP0139 KAWASAKI ZX6R 05- 06

MOTEUR: PERCAGE 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:

GAUCHE:

- Démontez le carénage latéral.
- Démontez la vis de fixation moteur en haut à l'avant, ne pas perdre l'écrou de fixation.
- Mettez la pointe R&G et fixez la avec l'écrou de retenue. Ne pas serrez l'écrou complètement.
- Remplacez le carénage et fixez-le avec juste une vis supérieure et une vis inférieure.
- Poussez doucement le carénage contre l'outil pointu R&G, de sorte qu'une marque soit faite à l'intérieur du carénage
- Enlevez le carénage et l'outil et percez un trou de 12 millimètres dans le carénage, de l'intérieur à l'extérieur, percez le trou en prenant le pointage comme référence.
- Remplacez le carénage et le fixez avec toutes les vis nécessaires.
- Regardez à travers le trou de 12 mm et vérifiez le bon alignement avec le trou de fixation moteur.
- Découpez soigneusement le trou progressivement, à l'aide d'un outil type DREMEL ou similaire, jusqu'à ce que le trou soit assez grand pour accepter le cou de la protection R&G.
- Lorsque que le tampon peut passer à travers le carénage (le trou ne sera pas rond), ébavurez les copeaux de plastique. Attention à ne pas rayer votre carénage.
- Placez une rondelle sur la vis la plus longue.
- Passez l'ensemble dans la protection la plus grande, et finissez par l'entretoise alu la plus petite.
- Placez ensuite la protection à travers le carénage sur la moto.
- Serrez l'assemblage – Faites attention à ne pas abimer les filets.
- Serrez 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 les filets de la moto. Ne pas exéder 40nm de couple de serrage.

DROITE:

- Prenez la vis la plus petite et placez une rondelle M10 contre la tête de vis.
- Passez l'ensemble dans le tampon le plus petit.
- Mettez ensuite l'entretoise crantée contre la protection R&G, partie dentée vers l'extérieur.
- Démontez la vis de fixation moteur, l'écrou de cette vis se trouve vers l'intérieur du moteur, NE PAS DEMONTER L'ECROU CRANTE D'ORIGINE.

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- installez les composants R&G, en s'assurant que les dents de l'entretoise soit imbriquées dans les cannelures de l'écrou d'origine.
- Serrez 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 les filets de la moto. Ne pas exéder 40nm de couple de serrage.