



**FITTING INSTRUCTIONS FOR CP0249BL AERO CRASH PROTECTORS
KAWASAKI ER-6F 09' -**



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!*

RIGHT HAND SIDE AS YOU SIT ON THE BIKE

- Remove fairing panel, this is one piece so you need to remove the screen to access some bolts.
- Remove the two lower front bolts that hold the engine mount bracket to the frame.
- Take the R&G block with two 9mm mounting holes along the bottom and fit to the frame so that the spigot fits up into the frame and the mounting holes sit where you removed the bolts from.
- Fit the M8x60mm long cap head bolts through the block and into the frame and tighten.

LEFT HAND SIDE AS YOU SIT ON THE BIKE

- Remove the lower front bolt that holds the engine mount bracket to the frame.
- Take the R&G block with two 9mm mounting holes, one at the front and one at the rear, and insert the largest spacer into the large counter bore at the rear of the block and fit to the frame so that the spigot fits into the frame and the mounting hole sits where you removed the bolt from.
- Fit one of the M8x80mm long cap head bolts through the front of the block and into the frame and the other M8x80mm long cap head bolt through the rear of the block and into the frame and tighten both bolts.
- Refit the fairing but leave the rear-most screws out so that you can gain access to the blocks.

DRILLING THE FAIRING

- Take the marking tool provided in the kit and screw it into one of the blocks so that it will just touch the inside of the fairing when the fairing screws are all in place. With the palm of your hand bang the fairing so that the marking tool leaves a mark (raised bump) on the outside of the fairing.
- Release the fairing screws and remove the marking tool and drill through on the mark with a 6mm drill. Refit the fairing screws and when you are happy that the hole is in the correct position use a 28mm hole saw to open up the hole.
- Repeat this for the other side.

RIGHT HAND SIDE AS YOU SIT ON THE BIKE

- Take the M10x70mm long hex head bolts and slide one of the M10 washers up to the head of the bolt followed by one of the shakeproof washers.
- Take one of the protectors and pass the bolt through.
- Take the shorter spacer and slide over the bolt and up to the protector.
- Screw the assembly into the block and tighten the 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 exceed 40nm of torque.



LEFT HAND SIDE AS YOU SIT ON THE BIKE

- Take the M10x80mm long hex head bolts and slide one of the M10 washers up to the head of bolt followed by one of the shakeproof washers.
- Take one of the protectors and pass the bolt through.
- Take the longer spacer and slide over the bolt and up to the protector.
- Screw the assembly into the block 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 exceed 40nm of torque.

Due to the risk of cross-threading, overtightening etc. we always recommend that our kits be fitted by one of our official dealers or at least a qualified mechanic

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FRANCE

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INSTRUCTIONS DE MONTAGE DES PROTECTIONS CP0249BL AERO KAWASAKI ER-6F 09'-

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.

DROITE

- Enlever le carénage latéral. Vous devrez enlever la bulle de carénage car certaines vis du carénage sont en dessous.
- Enlever les deux vis de fixation à l'avant qui tiennent la patte de cadre au moteur.
- Prendre le bloc en alu R&G avec les deux trous de 9 mm et placer le sur le cadre de la moto de manière à ce que les deux trous se retrouvent en face des deux vis de fixations précédemment enlevées.
- Placer les 2 vis M8x60 mm à travers le bloc et serrer le bloc sur le cadre.

GAUCHE

- Enlever la vis de fixation moteur située en bas et en avant de la moto. (vis de fixation du moteur sur le cadre).
- Prendre le bloc ayant deux trous M9 et un trou à l'avant et l'autre à l'arrière.
- Insérer l'entretoise la plus longue entre le bloc et le cadre (à l'arrière du bloc).
- Passer une vis M8x80 dans le bloc en alu à l'avant et une autre vis M8x80 à l'arrière du bloc. Serrer les 2 vis.
- Remonter le carénage, mais en laissant les vis le plus à l'arrière sorties, de manière à pouvoir accès aux blocs.

PERCAGE DES CARENAGES

- Visser l'outil pointu, fourni dans le kit, sur le trou central de l'un des 2 blocs, laisser la pointe vers le carénage, cet outil servira à marquer l'endroit précis du passage des tampons, il est donc nécessaire de réaliser cette opération le plus précisément possible.
- Une fois vissé, pressé légèrement le carénage de manière à réaliser le point de repère pour le perçage.
- Démontez le 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)
- Refaire les mêmes opérations pour le carénage opposé.
- Retirer l'outil pointu.

DROIT

- Glisser une rondelle lisse puis une rondelle crantée sur la vis M10x70 mm.
- Prendre l'un des tampons R&G et glisser la vis M10 et les rondelles dans le tampon.
- Prendre l'entretoise la plus petite et la placer sur la vis contre le tampon.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
Clipper le cache R&G dans le tampon.

GAUCHE

- Glisser une rondelle lisse puis une rondelle crantée sur la vis M10x80 mm.
- Prendre l'un des tampons R&G et glisser la vis M10 et les rondelles dans le tampon.
- Prendre l'entretoise la plus longue et la placer sur la vis contre le tampon.
- Serrer la vis jusqu'à ce que vous sentiez la compression à l'intérieur du tampon, ne pas trop serrer.
Couple de serrage Maxi 40nm.
Clipper le cache R&G dans le tampon.

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