



**FITTING INSTRUCTIONS FOR CP0143BL/WH CRASH PROTECTORS
KAWASAKI ZXR750**



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!*

Offside (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 - 13mm recommended - (inside to out)
- Refit panel to make sure hole in correct position
- Screw in tie bar as far as possible
- Slide bobbin over bar
- Open hole up with dremmel /cone cutter or similar tool until bobbin neck will slide through
- Remove bobbin
- Push one of the spacers 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

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Notice de montage

CP0143 KAWASAKI ZXR 750

MOTEUR

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:

DROITE:

- Démontez le carénage latéral.
- Démontez la vis de fixation moteur jusqu'à ce qu'elle touche l'intérieur du carénage.
- Mettez un peu de peinture ou de tippex sur la tête de vis d'origine puis remettre le carénage, ceci afin de marquer l'intérieur du carénage.(recommencer l'opération si la marque n'est pas visible)
- Enlevez le carénage.
- Percez le centre de la marque de peinture à l'aide d'un forêt diam.13mm (percez de l'intérieur vers l'extérieur) ATTENTION CETTE OPERATION DEMANDE DE L'ATTENTION CAR ELLE DETERMINE LE POSITIONNEMENT DE VOTRE PERCAGE SUR VOTRE CARENAGE.
- Repositionnez le carénage et vérifiez que le perçage soit au milieu de l'axe de la vis.
- Fixez une tige de fixation sur la moto (à la place de la vis d'origine).
- Remontez le carénage.
- Glissez un tampon sur la barre et mettez le contre la carénage.
- A l'aide d'un outils type DREMEL ou équivalent, vous devez découper le carénage en venant positionner le tampon contre le carénage cela vous permettra de faire une découpe ajustée au diamètre de la collerette du tampon R&G.Entre chaque découpe, vérifiez que le tampon puisse passer.
- ATTENTION, cette opération demande de l'attention, procédez par étape et faite des découpes au fur et à mesure.
- Une fois terminé, vous devez enlever le tampon, et glisser une entretoise en alu sur la barre contre le cadre de la moto.
- Repositionner le tampon
- Mettez une rondelle
- Serrez l'écrou 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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