



**FITTING INSTRUCTIONS FOR CP0335 RACE CRASH PROTECTORS**  
**KAWASAKI ZX10 R 2011 (NOT RECOMMENDED FOR ROAD USE)**



PICTURE ONE

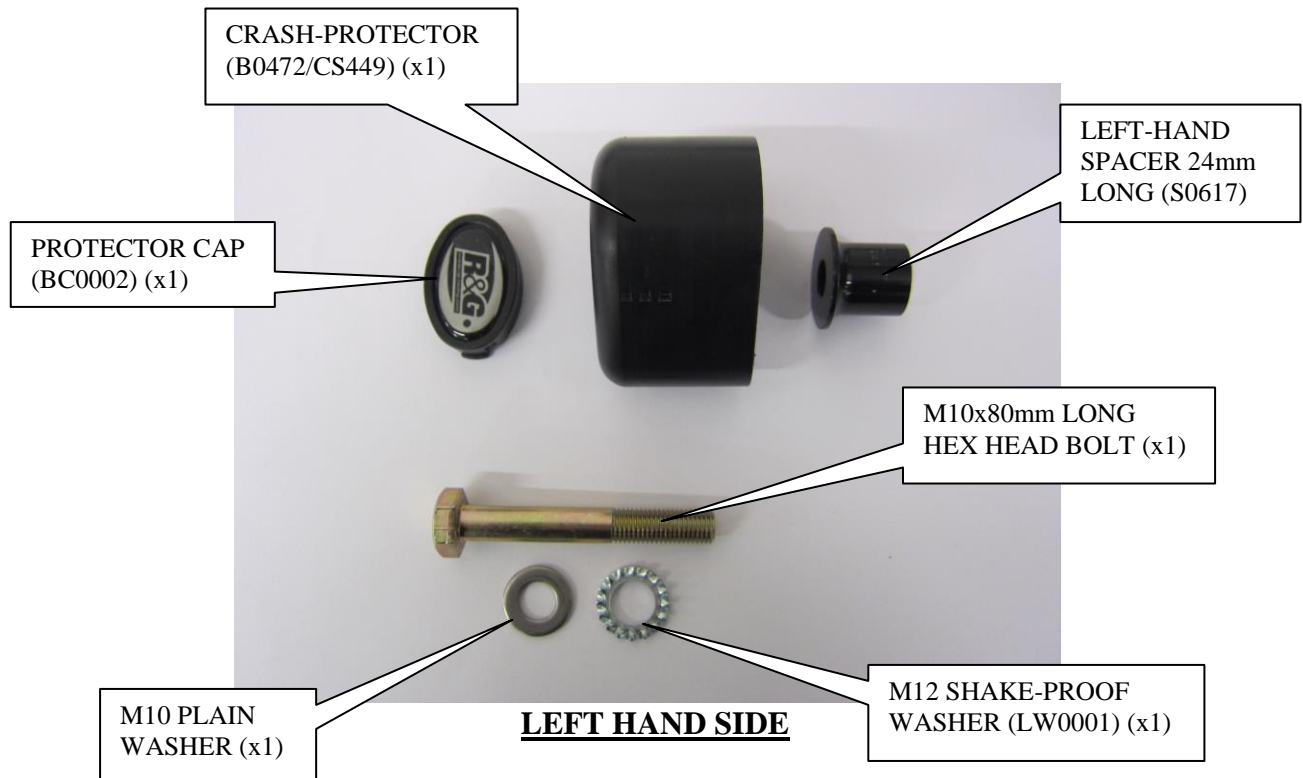


PICTURE TWO

**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

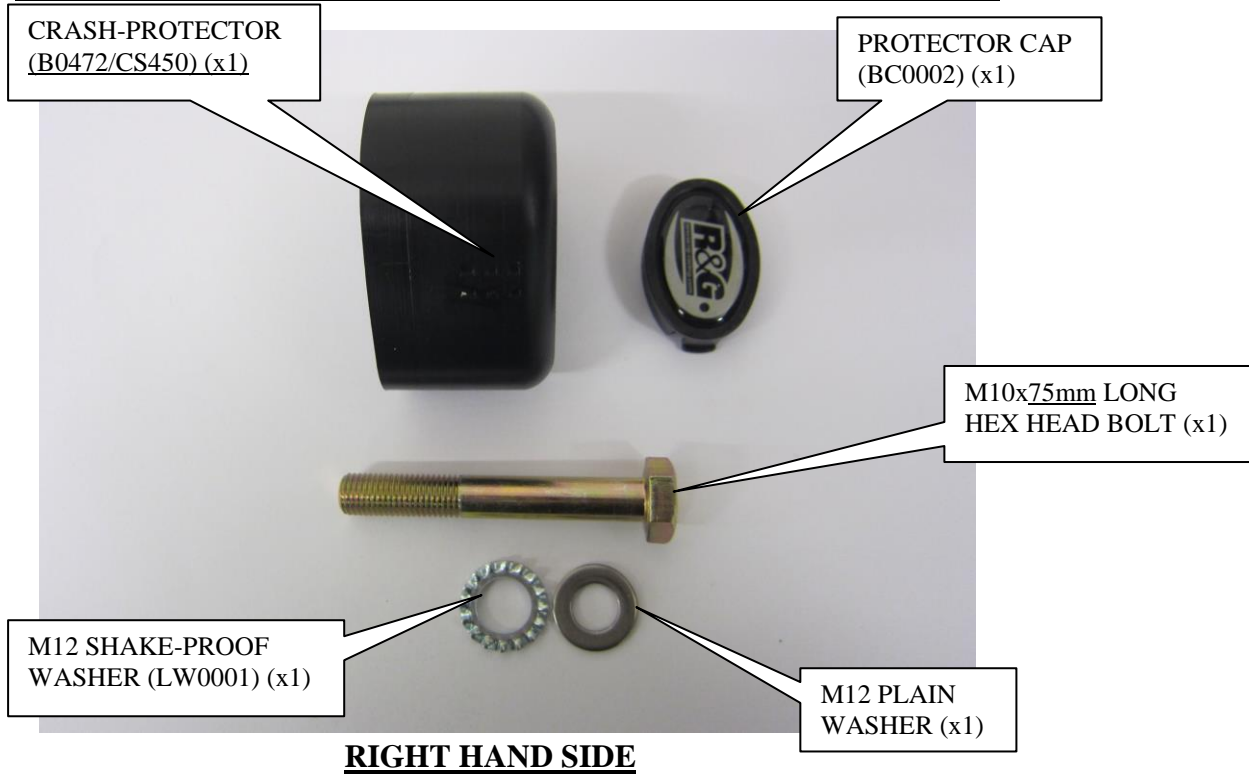
**Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike**

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY)





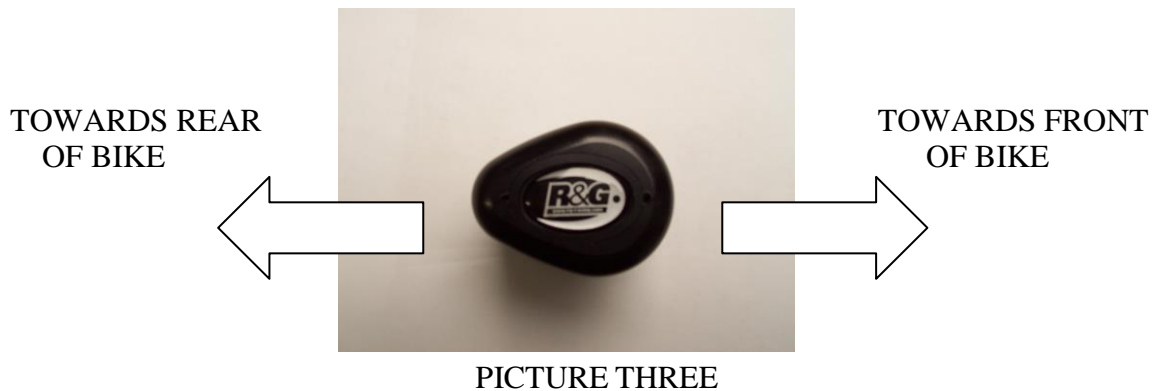
**THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.**  
**DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.**

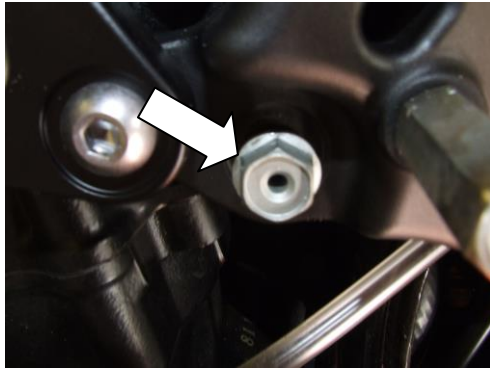


Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

**TOOLS REQUIRED**

- Socket set to include 14mm and 17mm sockets and wrench.
  - Torque wrench (up to 40Nm)





LEFT HAND SIDE BOLT



RIGHT HAND SIDE BOLT

#### **Offside (right side as you sit on the bike)**

- Loosen and remove right-side engine bolt from the bike located in the middle of the castellated adjuster nut (do not remove the castellated adjuster nut) in position arrowed in picture TWO.
- Take the shorter hex headed M10 bolt (75mm long) and place one of the plain washers up to the head of bolt followed by a shake proof washer (LW0001).
- Pass the bolt assembly through the crash protector with the counter-bore in the face so bolt head, with washer go into the counter-bore.
- Install the crash protector assembly into the engine mount, Note the larger diameter of the protector faces towards the front of the bike as shown in picture THREE.
- 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.

#### **Nearside (left side as you sit on the bike)**

- Loosen and remove left-side engine bolt from the bike in position arrowed in picture ONE.
- Take the longer hex headed M10 bolt (80mm long) and place one of the plain washers over bolt up to bolt head followed by a shake proof washer (LW0001).
- Pass the bolt assembly through the remaining crash protector with the flat back face so bolt head and washer go into the counter-bore.
- **Place the spacer over the exposed end of the bolt so the larger diameter sits against the crash protector.**
- Install the crash protector assembly into the engine mount. Note the larger diameter of the protector faces towards the front of the bike as shown in picture THREE.
- 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 over tighten as damage can occur to the bike. Do not exceed 40nm of torque.
- When happy that everything is correct, place the blanking cap into the end of the protector.

Issue 1 25/01/2013 (NSY)



#### **CONSUMER NOTICE**

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. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

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. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). 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.



**Instructions de montage pour CP0335 Protections crash Piste  
KAWASAKI ZX10 R 2011 (Non recommandé pour une utilisation sur route)**

Page | 5



PHOTO 1

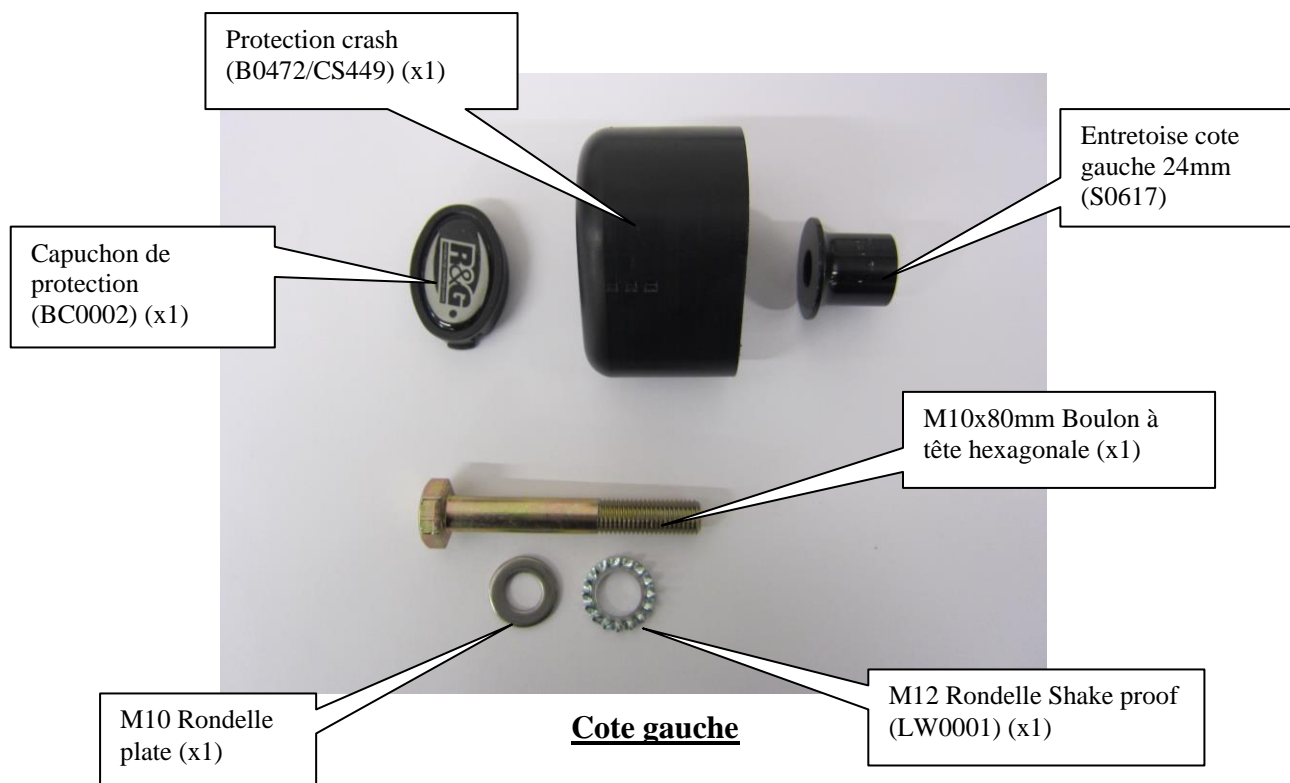


PHOTO 2

**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

La façon dont le kit est emballé ne correspond pas forcément à la façon de monter les pièces sur la moto.

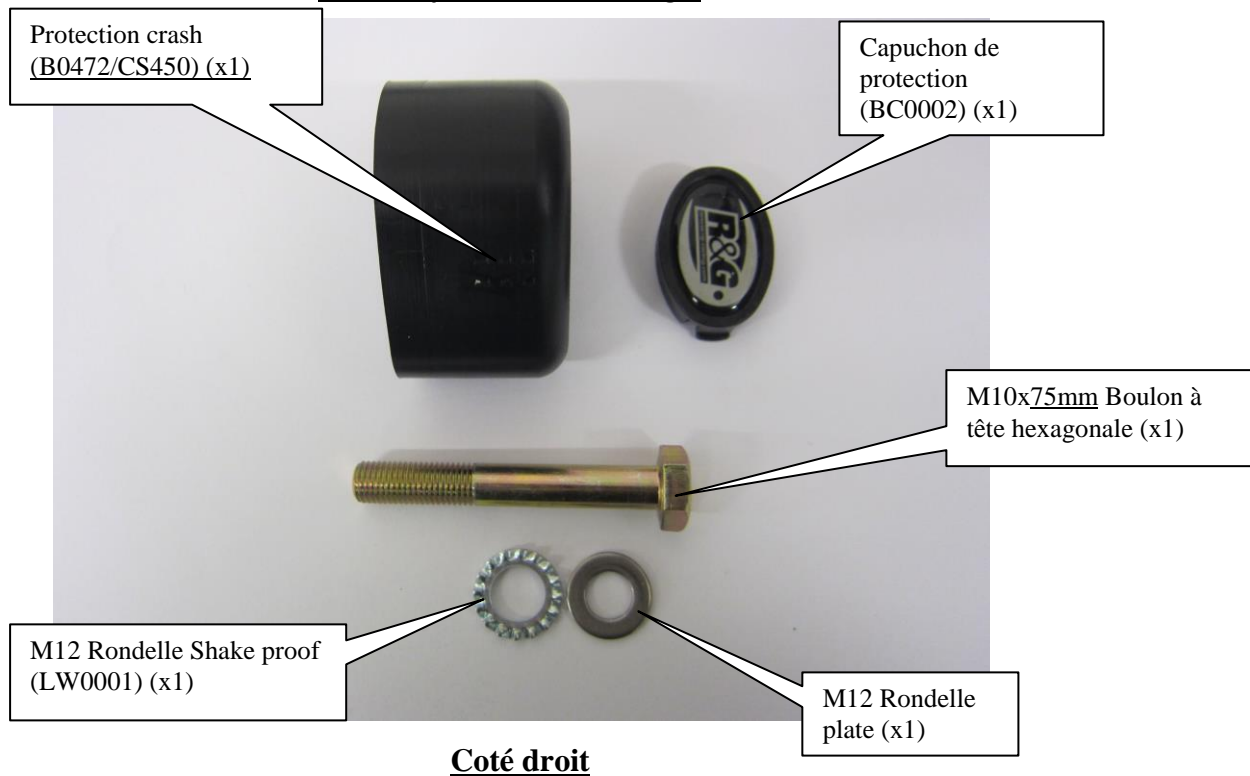
Les pièces présentées peuvent n'être que représentatives, afin de faciliter et clarifier les instructions de montage.





**Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.**

Page | 6



Notez que si les kits sont emballés avec des rondelles en caoutchouc servant à tenir les composants, *ces rondelles doivent être jetées.*

**Outils requis**

- Clé à molette 14mm et 17mm.
- Clé dynamométrique (à 40Nm)





Boulon coté gauche



Boulon coté droit

#### **Coté droit assis sur la moto**

- Enlever le boulon moteur coté droit de la moto, qui est place au milieu de l'écrou d'ajustement (ne pas retirer cet écrou) en position (Photo 2).
- Prendre le boulon M10 le plus court (75mm de long) puis insérez une des rondelles plates autour du boulon, suivi d'une rondelle Shake Proof (LW0001).
- Passer l'ensemble boulonné à travers la protection crash avec le contre alésage sur la face, de façon à ce que le boulon avec rondelles aille dans le contre alésage.
- Installer l'assemblage de protection dans le support moteur. Notez que le diamètre le plus large de la protection doit être contre l'avant de la moto (Photo 3).
- Serrer le boulon avec une clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- Lorsque le montage vous semble convenable, placez la petite plaque R&G sur la protection.

#### **Coté gauche assis sur la moto**

- Enlever le boulon moteur coté gauche de la moto en position (Photo 1).
- Prendre le boulon M10 le plus long (80mm de long) puis insérez une des rondelles plates autour du boulon, suivi d'une rondelle Shake Proof (LW0001).
- Passer l'ensemble boulonné à travers la protection crash restante, de façon à ce que le boulon et la rondelle aillent dans le contre alésage.
- Installer l'assemblage de protection dans le support moteur. Notez que le diamètre le plus large de la protection doit être contre l'avant de la moto (Photo 3).
- Serrer le boulon avec une clé de 17mm jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection. Tourner un peu plus afin d'accentuer légèrement la compression. Ne pas trop serrer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple.
- Lorsque le montage vous semble convenable, placez la petite plaque R&G sur la protection.

Issue 1 25/01/2013 (NSY)



#### **CONSUMER NOTICE**

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. Where R&G fits the Products or undertakes other services it shall exercise reasonable skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

#### **R&G RACING RETURNS POLICY (NON-FAULTY GOODS)**

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. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). 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.