



FITTING INSTRUCTIONS FOR CP0277 CRASH PROTECTORS
KAWASAKI ZX10 R 2011



PICTURE ONE



PICTURE TWO

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

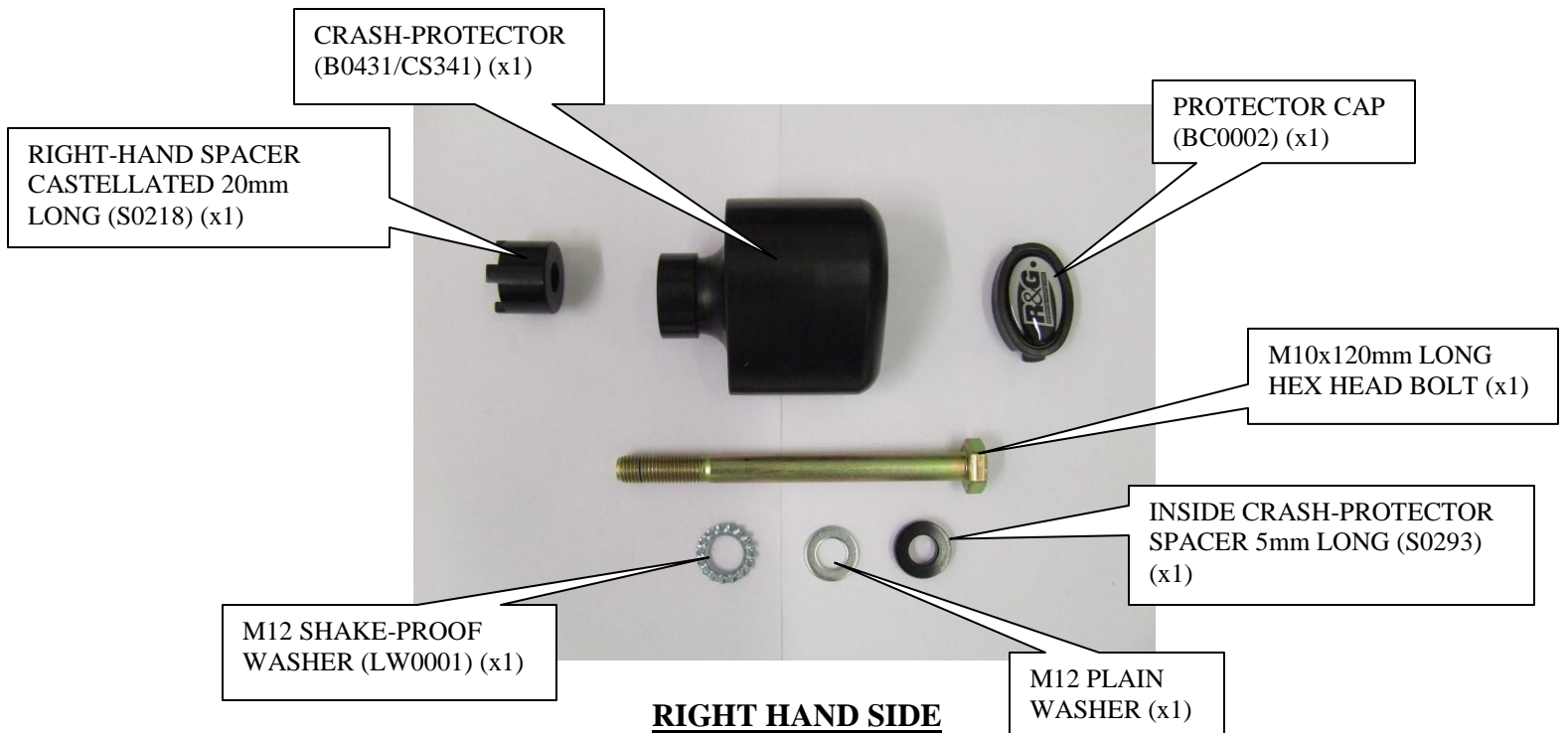
Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike

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





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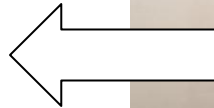
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

TOOLS REQUIRED

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



TOWARDS REAR
OF BIKE



TOWARDS FRONT
OF BIKE



PICTURE THREE

Offside (right side as you sit on the bike)

PLEASE NOTE THAT THE EXISTING ENGINE BOLTS CAN SOMETIMES BE HARD TO REMOVE. WE RECOMMEND THAT YOU USE A VERY HIGH QUALITY HEX DRIVE BIT OR HAVE YOUR LOCAL DEALER INSTALL THE KIT.

- 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 longer hex headed M10 bolt (120mm long) and place the smaller 5mm wide spacer (S0293) over bolt up to bolt head, next place one of the plain washers up to spacer just fitted followed by a shake proof washer (LW0001).
- Pass the bolt assembly through the crash protector so bolt head, spacer and washers go into the counter-bore.
- Place the castellated spacer (S0218) over exposed end of bolt with the cut outs facing away from crash protector.
- Install the crash protector assembly into the engine mount, ensuring that the lugs on the castellated spacer face towards the bike and locate over the grooves on the existing adjuster nut, 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 shorter hex headed M10 bolt (110mm 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 crash protector so bolt head and washers go into the counter-bore.
- Place the longer spacer (S0424) over exposed end of 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.

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FRANCE
INSTRUCTIONS DE MONTAGE TAMPONS
CP0277 KAWASAKI ZX10 R 2011

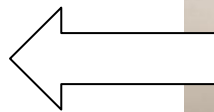
LA PRESENTATION DES PIECES R&G DANS L'EMBALLAGE N'EST PAS TOUJOURS IDENTIQUE AU SENS DE MONTAGE.

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, Ne pas commencer le montage des pièces s'il manque une ou plusieurs pièces.

OUTILS NECESSAIRES

- Jeu de clefs de 14 & 17 mm.
- Clef dynamométrique (jusqu'à 40Nm)

ARRIERE DE LA MOTO



AVANT DE LA MOTO



PHOTO 3

Côté Droit (assis sur la moto)

MERCI DE NOTER QUE LES VIS DE FIXATION MOTEUR SONT PARFOIS DIFFICILES A ENLEVER, NOUS VOUS RECOMMANDONS D'UTILISER DES OUTILS DE BONNE QUALITE, OU DE FAIRE MONTER LES PROTECTIONS PAR VOTRE REVENDEUR LE PLUS PROCHE.

- Desserrez et enlevez la vis de fixation moteur du côté droit de la moto, cette vis est située au milieu de l'écrou de calage moteur (écrou de forme crantée-NE PAS ENLEVER CET ECROU) voir photo 2.
- Prenez la vis M10x120 (la plus longue) et glissez l'entretoise de 5 mm contre la tête de la vis (entretoise S0293), ensuite glissez une rondelle plate, puis une rondelle crantée contre l'entretoise.
- Passez la vis à travers l'un des tampons R&G, la tête de la vis et les entretoises seront positionnées à l'intérieur de la partie usinée du tampon.



- Glissez ensuite l'entretoise R&G en forme de tour (crantée), contre la partie la petite partie du tampon, les crans de l'entretoise seront positionnés à l'opposé du tampon.
- Installez le tampon sur la moto, assurez vous que les crans (parties males de l'entretoise) se placeront dans les parties femelles de l'écrou d'origine placé d'origine sur la moto.
Note, la partie la plus large du tampon sera à positionner vers l'avant de la moto. (Voir photo 3).
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).

Côté Gauche (assis sur la moto)

- Desserrez et enlevez la vis de fixation moteur du côté gauche de la moto. (Voir photo 1)
- Prenez la vis M10x110 (la plus courte) et glissez une rondelle plate, puis une rondelle crantée contre la tête de vis.
- Passez la vis à travers le tampon R&G restant, la tête de la vis et les rondelles seront positionnées à l'intérieur de la partie usinée du tampon.
- Glissez ensuite l'entretoise R&G (la plus longue) sur la vis contre la partie la petite partie du tampon, la partie la plus large de l'entretoise sera positionnée contre le tampon.
- Installez le tampon sur la moto côté gauche. Note, la partie la plus large du tampon sera à positionner vers l'avant de la moto. (Voir photo 3).
- Serrer la vis jusqu'à ce que vous sentiez de la compression à l'intérieur du tampon, tourner encore un peu la clé (1/4 de tour). Ne pas serrer trop fortement pour ne pas endommager les filetages dans le moteur. (ne pas excéder le couple de serrage 40 nm.)
- Lorsque le montage est terminé, vous pourrez clipper le capuchon R&G dans le tampon. (attention au sens de montage).