



FITTING INSTRUCTIONS FOR CP0328BL
AERO CRASH PROTECTORS
KAWASAKI ZX-6R 636 2013



Picture A

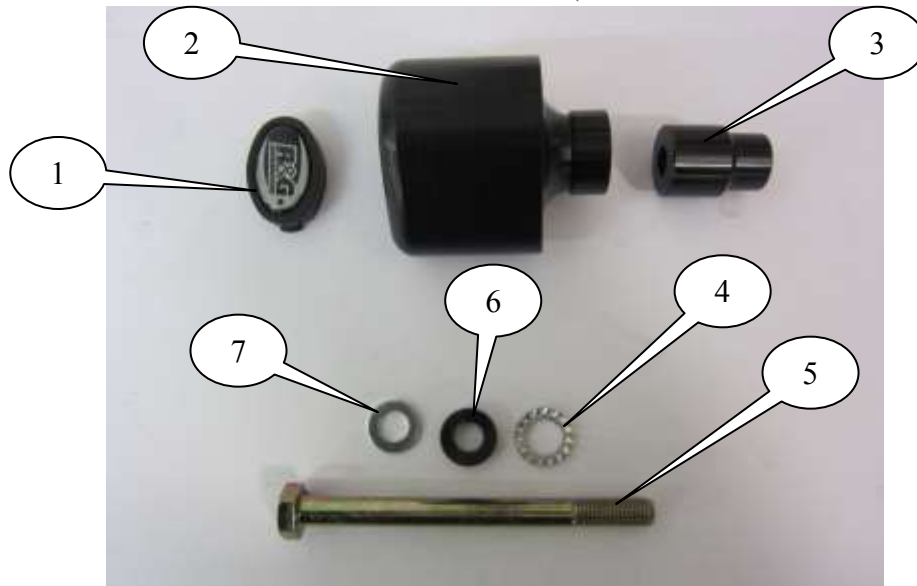


Picture B

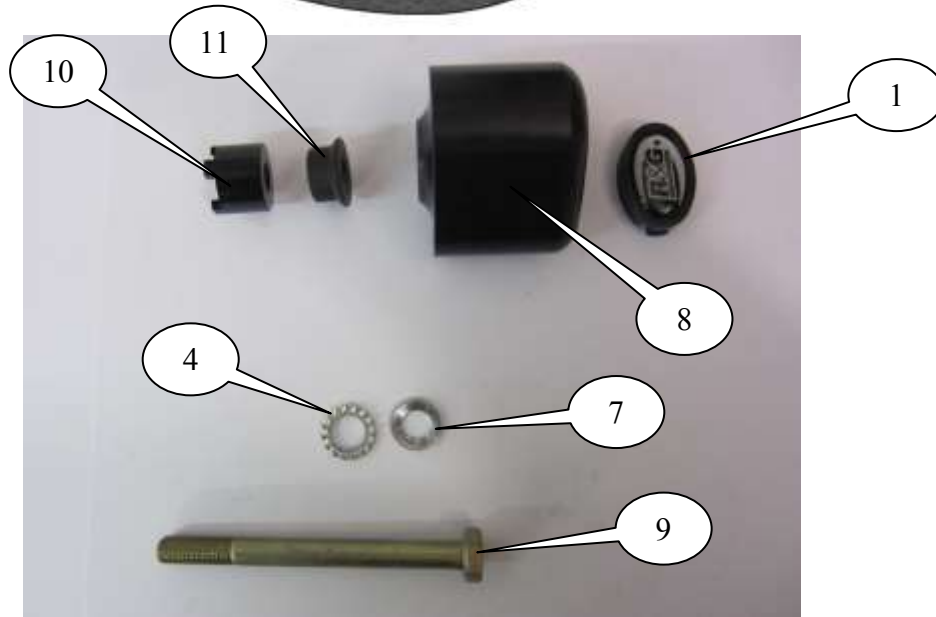
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



LEFT HAND SIDE



RIGHT HAND SIDE

LEGEND

- ITEM 1= CRASH PROTECTOR CAPS (BC0002) (x2).
- ITEM 2= CRASH PROTECTOR L-H-S (B0431 with CS341) (x1).
- ITEM 3= SPACER L-H-S (S0217) (35.5mm LONG) (x1).
- ITEM 4= LOCK-WASHERS (LW0001) (x2).
- ITEM 5= M10x1.25x120mm LONG HEX HEADED BOLT L-H-S (x1).
- ITEM 6= INSIDE THE CRASH PROTECTOR SPACER L-H-S (S0293) (5mm LONG) (x1).
- ITEM 7= M10 PLAIN WASHERS (x2).
- ITEM 8= CRASH PROTECTOR R-H-S (B0063 with CS066) (x1).
- ITEM 9= M10x1.25x110mm LONG HEX HEADED BOLT R-H-S (x1).
- ITEM 10= CASTELLATED SPACER R-H-S (S0218) (20mm LONG) (x1).
- ITEM 11= SPACER R-H-S (S0146) (11.7mm LONG) (x1).

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 14 and 17mm socket and wrench.
- Torque wrench (up to 40Nm).





FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the engine-mounting bolt arrowed in picture 'A' (using a 14mm socket).
- Slide one of the 10mm washers (item 7) onto the longer M10x120mm long hexagon headed bolt (item 5) so washer sits against head of bolt.
- Slide smallest spacer (item 6) (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer (item 4) over the bolt so it sits against spacer just fitted.
- Next slide bolt, spacer and washer through the longer crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the longest spacer (item 3) (35.5mm long) over bolt so larger diameter sits against the crash protector (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item1).
- Fit the crash protector cap into the crash protector.

Off side (right side as you sit on bike)

- Remove the engine-mounting bolt arrowed in picture 'B' (using a 14mm socket).
- Slide one of the 10mm washers (item 7) onto the shorter M10x110mm long hexagon headed bolt (item 9) so washer sits against head of bolt.
- Slide serrated locking washer (item 4) over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining shorter crash protector (item 8) so head of bolt goes into counter-bore in the crash protector.
- Next slide the remaining shorter spacer (item 11) (11.7mm long) over bolt so larger diameter sits against the crash protector.
- Fit the castellated spacer (item 10) (20mm long) over the original engine/frame adjustment nut so the castellated sections interlock (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using a 17mm socket and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** 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.
- If not already fitted fit bubble sticker into recess of the crash protector cap (item 1).
- Fit the crash protector cap into the crash protector.

ISSUE 1 06/12/2012 (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
CP0328 Protections Crash
KAWASAKI ZX-6R 636 2013

Page | 5



Photo A

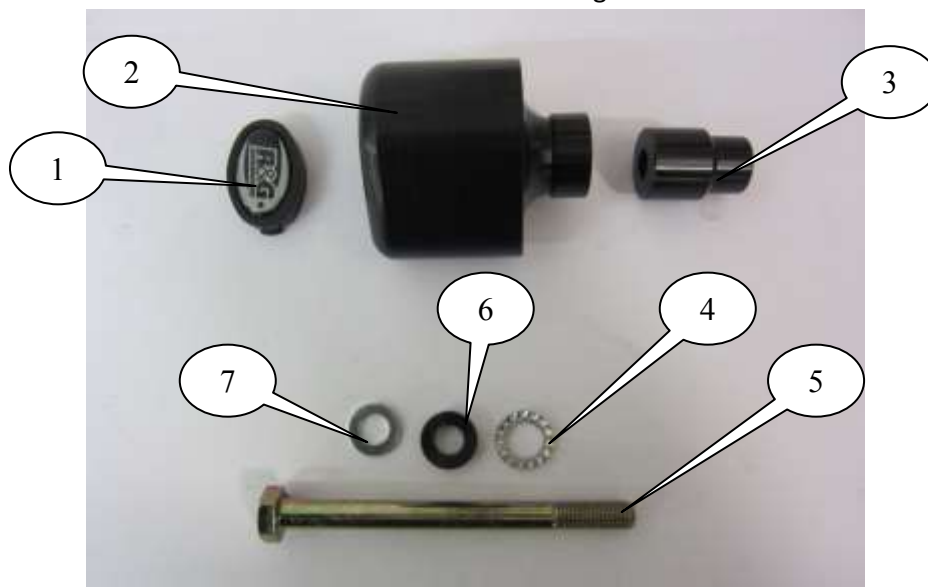


Photo B

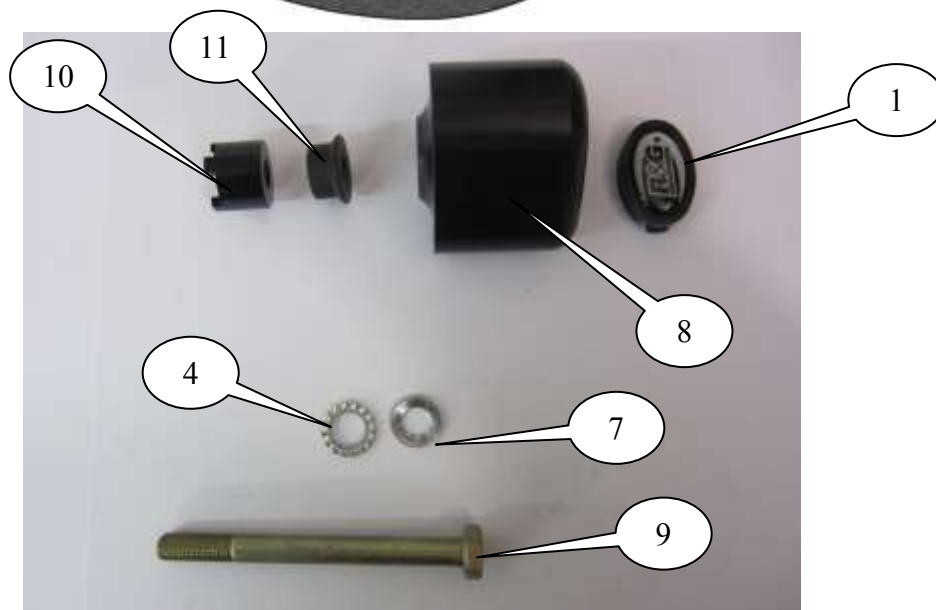
LE KIT CONTIENT LES ARTICLES EXPOSES CI-DESSOUS, VERIFIER QUE TOUTES LES PIECES SOIENT PRESENTES AVANT DE PROCEDER AU MONTAGE.

LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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



Coté gauche



Coté droit

LEGENDE

- ARTICLE 1= Capuchons protection crash (BC0002) (x2).
- ARTICLE 2= Protection crash gauche (B0431 avec CS341) (x1).
- ARTICLE 3= Entretoise gauche (S0217) (35.5mm de long) (x1).
- ARTICLE 4= Rondelles de blocage (LW0001) (x2).
- ARTICLE 5= M10x1.25x120mm Long boulon de protection crash à tête hexagonale coté gauche (x1).
- ARTICLE 6= Entretoise intérieur protection crash coté gauche (S0293) (5mm de long) (x1).
- ARTICLE 7= M10 Rondelles plates (x2).
- ARTICLE 8= Protections crash coté droit (B0063 avec CS066) (x1).
- ARTICLE 9= M10x1.25x110mm Long boulon de protection crash à tête hexagonale coté droit (x1).
- ARTICLE 10= Entretoise découpée coté droit (S0218) (20mm de long) (x1).
- ARTICLE 11= Entretoise coté droit (S0146) (11.7mm de long) (x1).

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

Outils requis

- Jeu de clés 14 & 17mm
- Clé dynamométrique (up to 40Nm).



PHOTO C



INSTRUCTIONS DE MONTAGE

Coté gauche de la moto

Page | 7

- Enlever l'écrou du boulon moteur situé à mi moteur (Photo 'A'), clé de 14mm.
- Glisser une des rondelles M10 (Article 7) sur le long boulon à tête hexagonale M10x70mm (Article 5) de sorte à ce que la rondelle aille contre la tête du boulon.
- Glisser la plus petite entretoise (Article 6) (5mm) autour du boulon de sorte à ce que cette entretoise se place contre la rondelle tout juste installée.
- Glisser une rondelle dentelée (Article 4) autour du boulon de sorte à ce qu'elle se place contre la rondelle tout juste installée.
- Passer ensuite le boulon, l'entretoise et la rondelle à travers la protection crash (Article 2) de sorte à ce que la tête du boulon aille dans le contre alésage de la protection.
- Glisser ensuite la longue entretoise (Article 3) (35.5mm de long) autour du boulon de façon à ce que le plus gros diamètre se place contre la protection (la longueur dépassante de l'entretoise devrait être la même que pour le boulon moteur d'origine).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** 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
- Placer le logo en caoutchouc dans le creux de la protection.

Coté droit de la moto

- Enlever l'écrou du boulon moteur situé à mi moteur (Photo 'B'). clé de 14mm.
- Glisser une des rondelles M10 (Article 7) sur le plus court boulon à tête hexagonale M10x110mm (Article 9) de façon à ce que la rondelle aille contre la tête du boulon.
- Glisser la rondelle de blocage (Article 4) autour du boulon de sorte à ce qu'elle se mette contre la rondelle tout juste installée.
- Glisser le boulon avec les rondelles à travers la protection crash courte restante (Article 8) de sorte à ce que la tête du boulon aille dans le contre alésage de la protection.
- Glisser ensuite l'entretoise courte restante (Article 11) (11.7mm de long) autour du boulon de façon à ce que le plus gros diamètre soit placé contre la protection.
- Passer l'entretoise découpée (Article 10) (20mm de long) autour de l'écrou d'ajustement du moteur/cadre (la longueur dépassante de l'entretoise devrait être la même que pour le boulon moteur d'origine).
- Monter l'ensemble et serrer l'ensemble jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE COTE ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** 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
- Placer le logo en caoutchouc dans le creux de la protection.

ISSUE 1 06/12/2012 (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.