



FITTING INSTRUCTIONS FOR CP0329BL AERO CRASH PROTECTORS
KAWASAKI ZX-6R 636 2013 LOWER MOUNTING ONLY

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PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

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

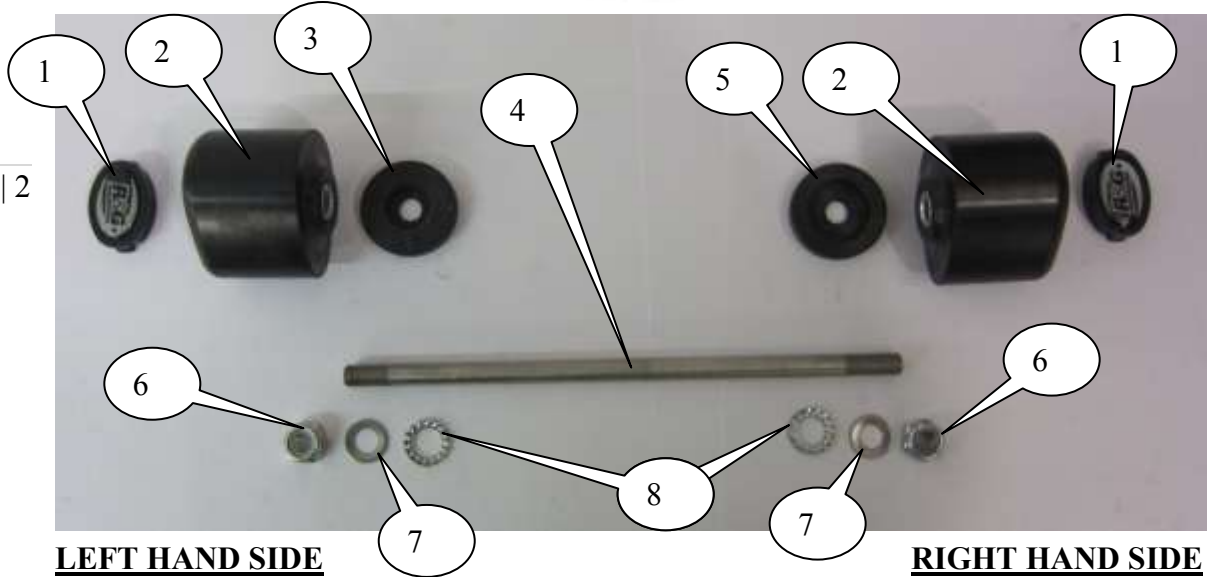
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away!*

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

R&G Racing

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TOOLS REQUIRED

- Socket set to include two 17mm A/F sockets and wrenches.
 - Torque wrench (up to 40Nm).

LEGEND

- ITEM 1 = BC0002 CRASH PROTECTOR CAPS (x2).
ITEM 2 = B0063 with CS066 (10mm) (BOTH CRASH PROTECTORS) (x2).
ITEM 3 = S0583 LEFT HAND SIDE SPACER (20mm COUNTER-BORE) (x1).
ITEM 4 = EB069 ENGINE BAR (415mm LONG) (x1).
ITEM 5 = S0584 RIGHT HAND SIDE SPACER (28mm COUNTER-BORE) (x1).
ITEM 6 = M10 NYLOC NUTS (x2).
ITEM 7 = M10 PLAIN WASHERS (ENGINE BAR WASHERS) (x2).
ITEM 8 = LW0001 (M12 SHAKE PROOF WASHERS) (x2).

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Fit one of the M10 nyloc nuts (item 6) onto the engine bar (item 4) (please ensure the nut is fully engaged).
- Place one of the plain M10 washers (item 7) over the exposed end of the engine bar (so it sits against the nut just fitted).
- Place one of the plain M12 shake proof washers (item 8) over the exposed end of the engine bar (so it sits against the plain washer just fitted).
- Place this assembly through either crash protector (item 2) so the nut and washers goes into the counter-bore.
- Place the left hand side spacer (item 3—it has the smaller counter-bore) over the exposed end of the engine bar so it sits against the crash protector (the flat face sits against the crash protector).
- Offer this assembly through the frame from the left hand side as shown in picture A so the counter-bore of the spacer sits over the original spindle nut.

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Off side (right side as you sit on bike)

- Place the remaining spacer (item 5—it has the larger counter-bore) over the exposed end of the engine bar on the right hand side so it sits over the original spindle.
- Place the remaining crash protectors (item 2) over the exposed end of engine bar on the right hand side, so it sits against the flat face of the spacer just fitted.
- Place one of the M12 shake proof washers (item 8) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (item 7) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (item 6) onto the thread (please ensure the nut is fully engaged).
- Finally tighten the nuts until you feel some compression from inside the protector using two 17mm sockets and wrench. **PLEASE NOTE THE CRASH PROTECTOR MUST BE POSITIONED AS IN PICTURE ‘C’ 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.
- Fit the crash protector caps as shown in pictures A and B.

Please note you may adjust the levers to give a little more clearance if required

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Instructions de montage
CP0329 Protections Crash

KAWASAKI ZX-6R 636 2013 Support inférieur uniquement

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PHOTO 'A'



PHOTO 'B'



Arrière moto

Avant moto

PHOTO 'C'

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

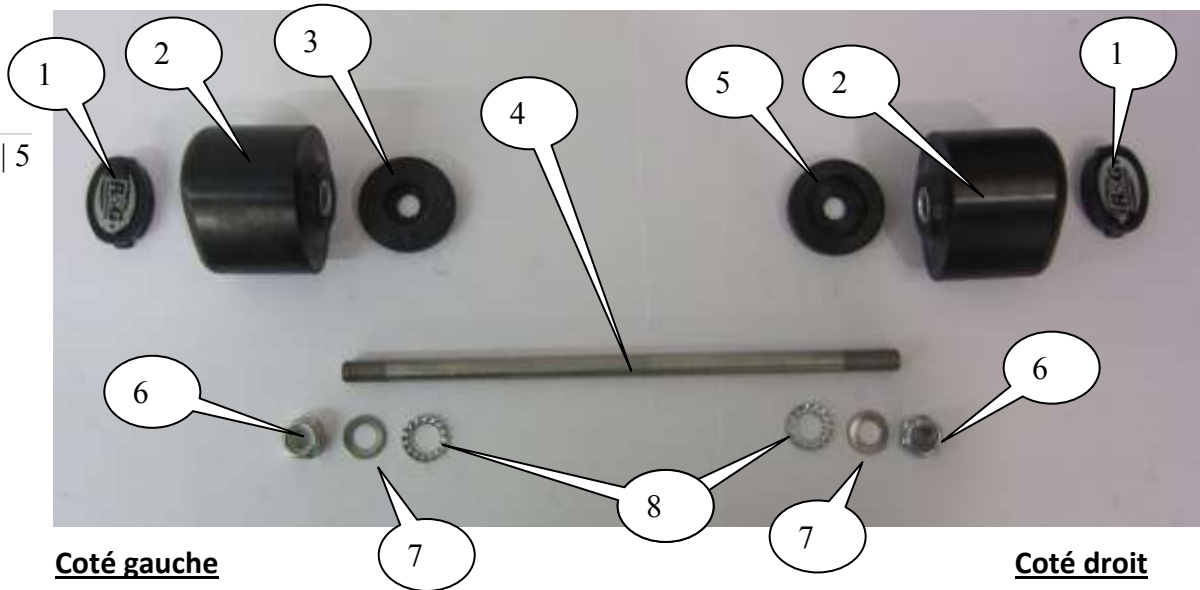
LA FAÇON DONT LE KIT EST EMBALLE NE CORRESPOND PAS FORCEMENT A LA FAÇON DE MONTER LES PIECES SUR LA MOTO.

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

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

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Outils requis

- 2 clés de 17mm
- Clé dynamométrique (up to 40Nm).

LEGENDE

- ARTICLE 1 = BC0002 Capuchons protection crash (x2).
ARTICLE 2 = B0063 avec CS066 (10mm) (Les 2 protections) (x2).
ARTICLE 3 = S0583 Entretoise coté gauche (20mm Contre alésage) (x1).
ARTICLE 4 = EB069 Axe moteur (415mm de long) (x1).
ARTICLE 5 = S0584 Entretoise coté droit (28mm Contre alésage) (x1).
ARTICLE 6 = M10 Ecrus en Nyloc (x2).
ARTICLE 7 = M10 Rondelles plates (Rondelles axe moteur) (x2).
ARTICLE 8 = LW0001 (M12 Rondelles Shake proof) (x2).

Instructions de montage

Coté gauche assis sur la moto :

- Passer un des écrous en Nyloc M10 (Article 6) sur l'axe moteur (Article 4) (vérifier que l'écrou soit bien serré jusqu'au bout).
- Placer une des rondelles plates M10 (Article 7) autour de l'extrémité de l'axe moteur (de façon à ce qu'elle se place contre l'écrou tout juste installé).
- Placer une des rondelles M12 Shake Proof (Article 8) autour de l'extrémité de l'axe moteur (de façon à ce qu'elle se place contre la rondelle tout juste installée).
- Placer cet ensemble à travers la protection crash (Article 2) de façon à ce que l'écrou et les rondelles aillent dans le contre alésage.

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- Placer l'entretoise cotée gauche (Article 3—elle a le plus petit contre alésage) autour de l'extrémité de l'axe moteur de façon à ce qu'elle se place contre la protection crash (la partie plate se place contre la protection crash).
- Monter cet ensemble à travers le cadre à partir de la gauche (Photo A) de sorte à ce que le contre alésage de l'entretoise se place autour de l'axe d'origine.

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Coté droit assis sur la moto

- Placer l'entretoise restante (Article 5—elle a le plus grand contre alésage) autour de l'extrémité de l'axe moteur du coté droit de façon à ce qu'elle se place autour de l'axe d'origine.
- Placer la protection crash restante (Article 2) autour de l'extrémité de l'axe moteur à partir du coté droit, de façon à ce qu'elle se place contre la partie plate de l'entretoise tout juste installée.
- Placer une des rondelles Shake proof M12 (Article 8) autour de l'extrémité de l'axe moteur (de sorte à ce qu'elle aille dans le contre alésage).
- Placer une des rondelles plates M10 (Article 7) autour de l'extrémité de l'axe moteur (de façon ce qu'elle se place contre la rondelle shake proof tout juste insérée).
- Passer un des écrous en Nyloc M10 (Article 6) sur le filetage (assurez vous que l'écrou soit bien insérée jusqu'au bout).
- 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'accroître légèrement la compression. Ne pas trop serer, au risqué d'abîmer la moto. Pas plus de 40 Nm de couple
- Mettre les capuchons R&G (Photo A&B)

Vous pouvez régler les leviers afin de donner un peu plus de dégagement si nécessaire

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