



FITTING INSTRUCTIONS FOR CP0381BL
AERO CRASH PROTECTORS
KAWASAKI NINJA 250SL 2014-/ NINJA 125 2019 NON-DRILL KIT

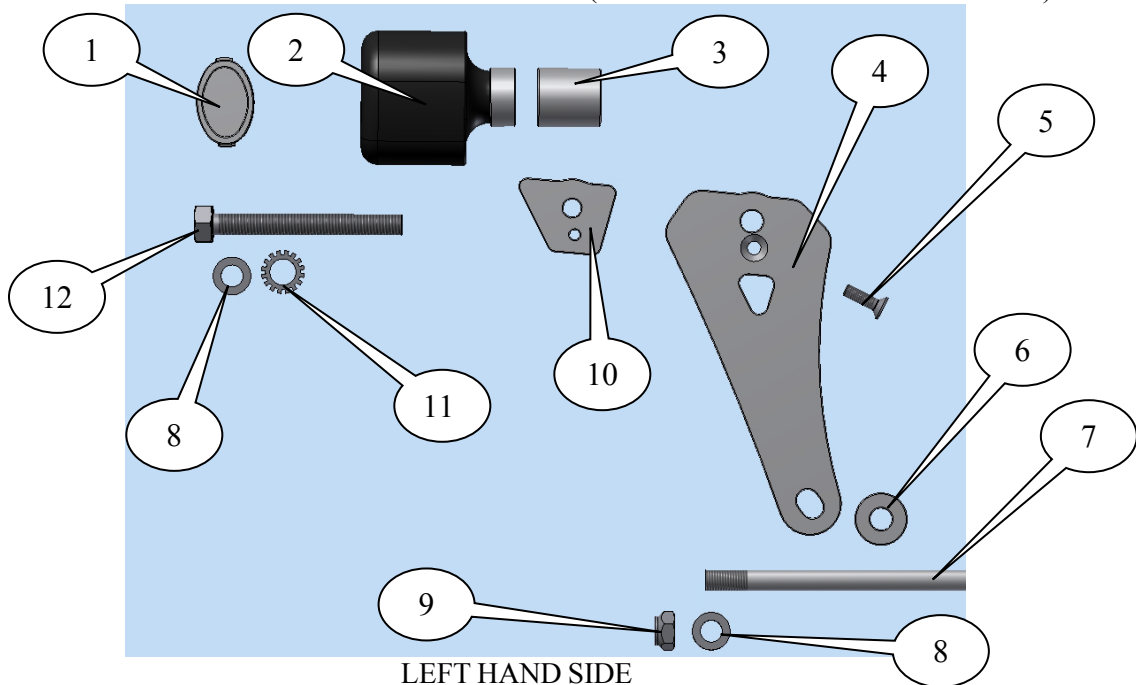


Picture A

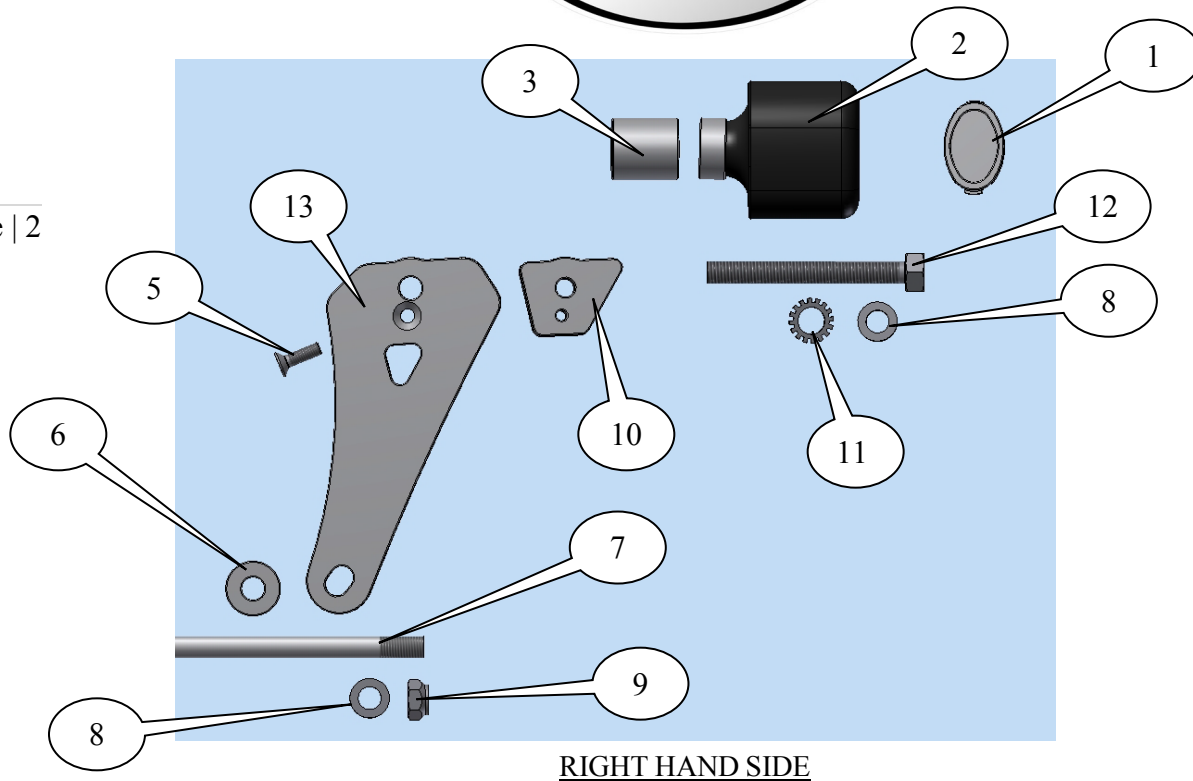
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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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LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2 = CRASH PROTECTORS (B0431 with CS341 and S0255 glued on) (x2).
 ITEM 3 = CRASH PROTECTOR SPACERS (S0854) (30mm long) (x2).
 ITEM 4 = LEFT HAND SIDE MOUNTING PLATE (MP0138) (x1).
 ITEM 5 = M6x20mm LONG COUNTER-SUNK BOLT (POSITIONING BOLT) (x2).
 ITEM 6 = FRAME SPACERS (S0855) (8mm wide) (x2).
 ITEM 7 = ENGINE BAR (EB0002=M10x330mm long) (x1).
 ITEM 8 = M10 WASHERS (x4).
 ITEM 9 = M10 NYLOC NUTS (x2).
 ITEM 10 = LEFT AND RIGHT HAND SIDE CLAMPING BLOCKS (M0428) (x2).
 ITEM 11 = LOCK-WASHERS (LW0001) (x2).
 ITEM 12 = CRASH PROTECTOR BOLTS (M10x1.25x90mm LONG HEX HEAD) (x2)
 ITEM 13 = RIGHT HAND SIDE MOUNTING PLATE (MP0139) (x1).
 ITEM 14 = 100mm LENGTH OF SELF ADHESIVE FOAM (x1) (NOT SHOWN).

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

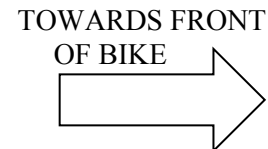
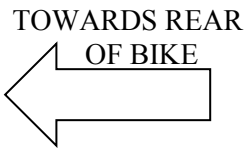
- Socket set to include 14 & 2 x 17mm sockets and wrench.
- Torque wrench (up to 40N/m).

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- Set of Metric Allen Keys.



PICTURE C

GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm

M5 BOLT = 12Nm

M6 BOLT = 15Nm

M8 BOLT = 20Nm

M10 BOLT = 40Nm

M12 NYLOC NUT = 40Nm



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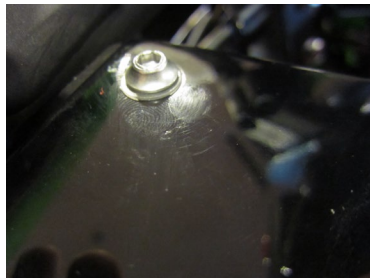
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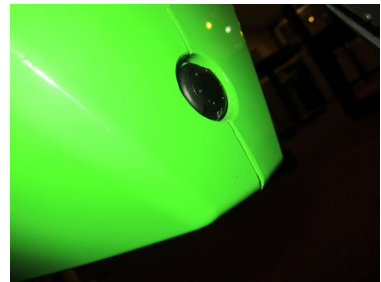
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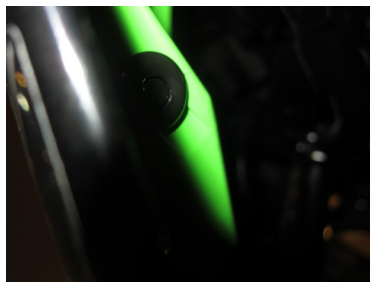
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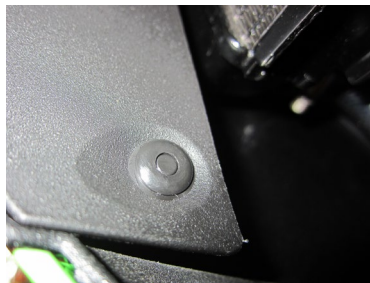
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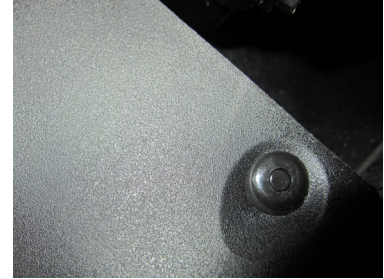
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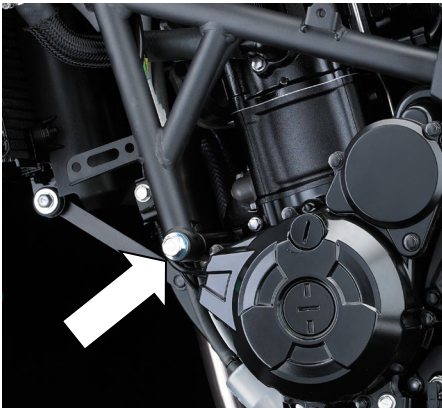
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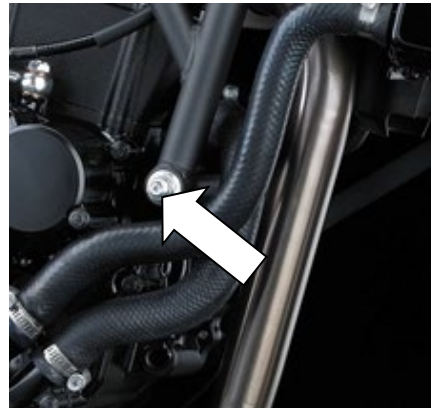
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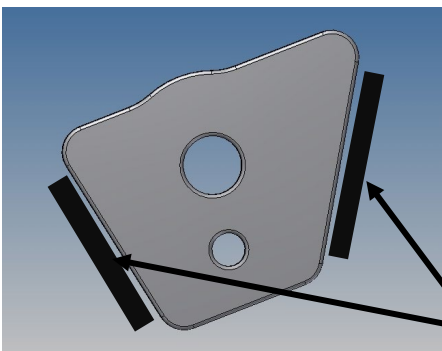
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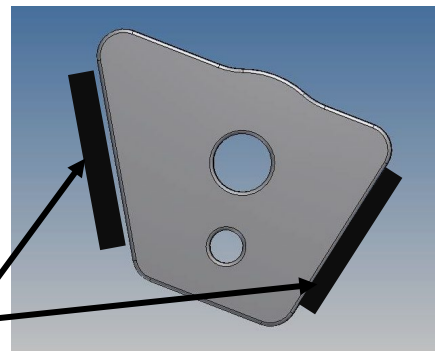
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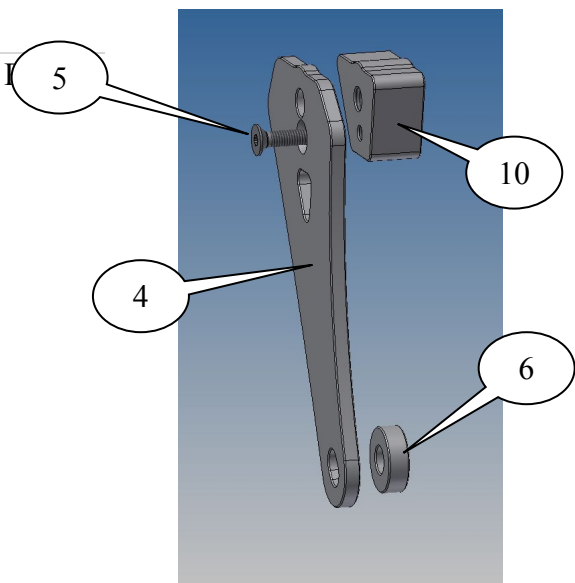


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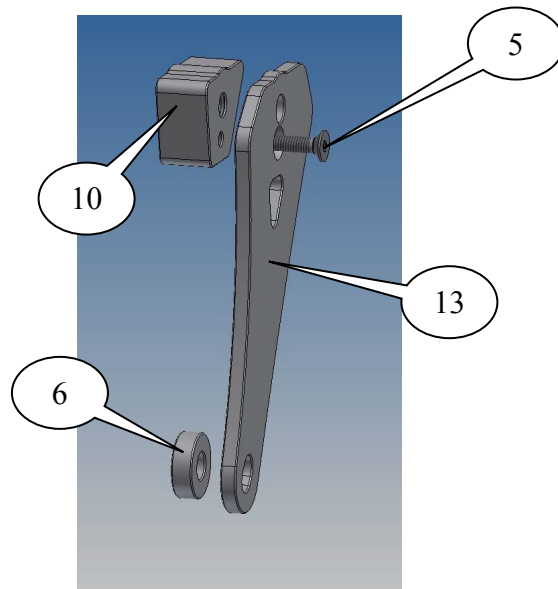


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FOAM



LEFT HAND SIDE ASSEMBLY



RIGHT HAND SIDE ASSEMBLY



LEFT HAND SIDE MOUNTING



RIGHT HAND SIDE MOUNTING

FITTING INSTRUCTIONS

- Undo and remove the fairing mounting fastenings shown in pictures 1→26 and remove both side fairing.
- Undo and remove the original engine bar nut shown in picture 28.
- Take R&G replacement stainless steel engine bar (item 7) and use it to push out the original engine bolt shown in picture 1 (if the bolt is difficult to remove, use a soft hammer to help knock it through). Please

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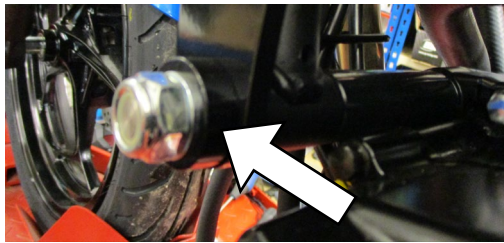


leave equal amounts protruding from either side. **Please ensure any original engine spacers remain in place.**

- Cut the self-adhesive foam (item 14) into suitable strips and stick to both clamping blocks (item 10) as shown in pictures 29 and 30.

Near side (left side as you sit on bike)

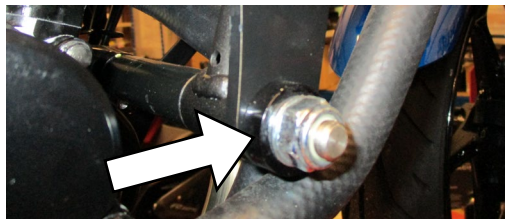
- Place one of M6 counter-sunk bolts (item 5) through the left hand mounting plate (item 4).
- Place one of the clamping blocks (item 10) on the back face of the mounting plate and secure using the counter-sunk bolt (ensure the hole in the mounting plate is aligned with the threaded hole in the clamping block) as shown in the left hand side assembly picture.
- Place one of the frame spacers (item 6=8mm wide) over the exposed end of the engine bar on the left hand side (please note on the 2019 Ninja 125 model these spacers are placed on the outside of the mounting assembly as shown below).



- Offer the mounting assembly into position as shown in the left hand side mounting picture.
- On the 2019 Ninja 125 model place one of the frame spacers (item 6=8mm wide) over the exposed end of the engine bar.
- Place one of the M10 washers (item 8) over the exposed engine bar.
- Fit one of the M10 Nyloc nuts (item 9) onto the thread (please ensure the nut is fully engaged).

Off side (right side as you sit on bike)

- Place the remaining M6 counter-sunk bolt (item 5) through the right hand mounting plate (item 13).
- Place the remaining clamping block (item 10) on the back face of the mounting plate and secure using the counter-sunk bolt (ensure the hole in the mounting plate is aligned with the threaded hole in the clamping block) as shown in the right hand side assembly picture.
- Place the remaining frame spacer (item 6=8mm wide) over the exposed end of the engine bar on the right hand side (please note on the 2019 Ninja 125 model these spacers are placed on the outside of the mounting assembly as shown below).



- Offer the mounting assembly into position as shown in the right hand side mounting picture.

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- On the 2019 Ninja 125 model place the remaining frame spacer (item 6=8mm wide) over the exposed end of the engine bar
- Place one of the M10 washers (item 8) over the exposed engine bar.
- Fit the remaining M10 Nyloc nut (item 9) onto the thread (please ensure the nut is fully engaged) and tighten (please ensure equal amounts of thread protrude).
- Slide one of the M10 washers (item 8) onto one of M10 hexagon headed bolt (item 12) so washer sits against head of bolt.
- Slide one of the serrated locking washers (item 11) over the bolt so it sits against the washer just fitted.
- Next slide bolt and washer through one of the crash protectors (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide one of the larger spacers (item 3=30mm long) over bolt it sits against the crash protector.
- Offer this assembly into the threaded hole in the right hand side mounting assembly 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. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

Near side (left side as you sit on bike)

- Slide the remaining M10 washer (item 8) onto the remaining M10 hexagon headed bolt (item 12) so washer sits against head of bolt.
- Slide the remaining serrated locking washer (item 11) over the bolt so it sits against the washer just fitted.
- Next slide bolt and washer through the remaining crash protector (item 2) so head of bolt goes into counter-bore in the crash protector.
- Next slide the remaining larger spacer (item 3=30mm long) over bolt it sits against the crash protector.
- Offer this assembly into the threaded hole in the left hand side mounting assembly 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. Tighten to 40Nm of torque (do not exceed this figure, as damage can occur to the motorcycle and the bolt).
- If not already fitted fit bubble sticker into recess of crash protector cap (item 1).
- Fit crash protector cap (item 1) into the crash protector.

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NOTICE DE MONTAGE CP0381BL
PROTECTIONS CRASH
KAWASAKI NINJA 250SL 2014-/ NINJA 125 2019 - KIT SANS PERCEMENT

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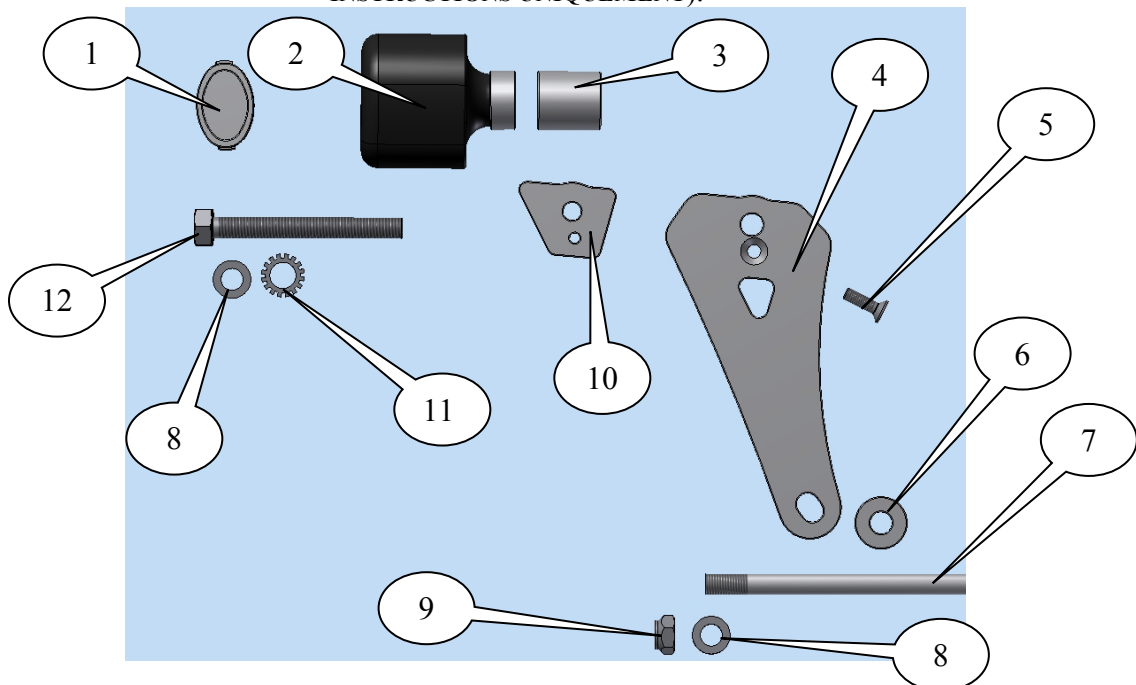


Picture A

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 PARTIES PRESENTEES PEUVENT ETRE UNIQUEMENT REPRESENTATIVES (POUR LA CLARTE DES INSTRUCTIONS UNIQUEMENT).

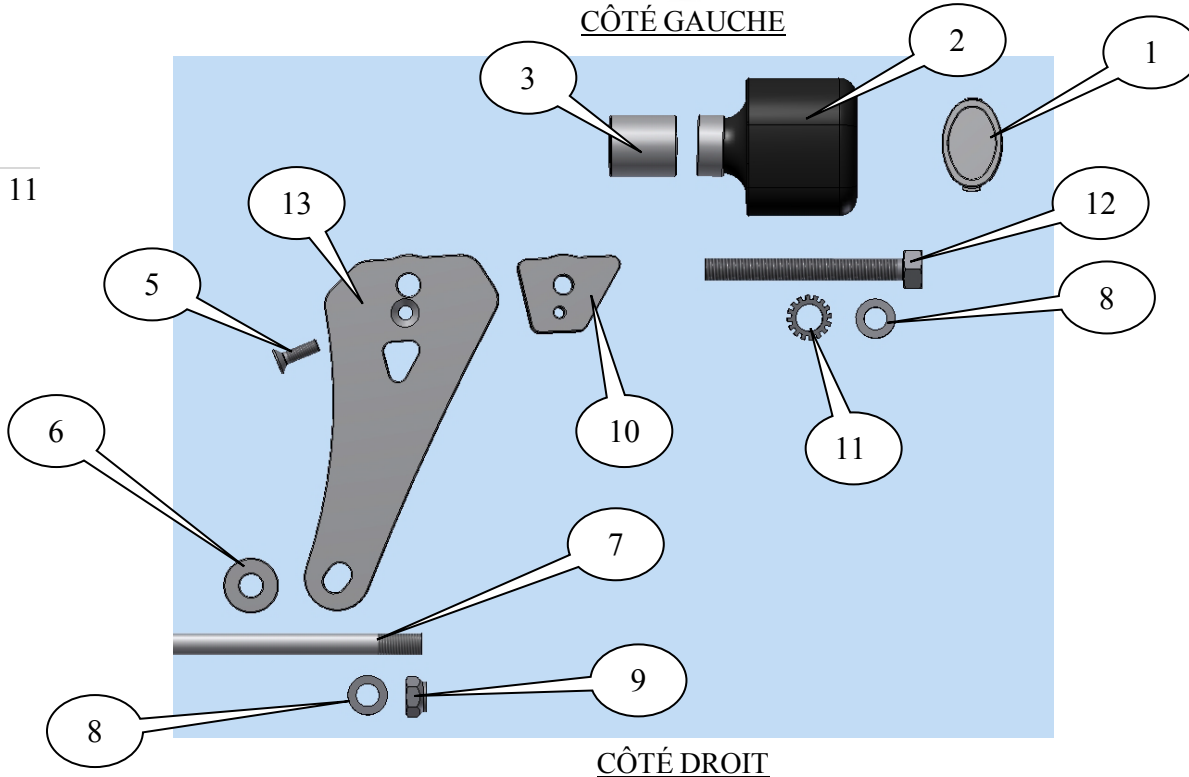


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CÔTÉ GAUCHE



CÔTÉ DROIT

LÉGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = PROTECTIONS CRASH (B0431 avec CS341 et S0255 collé dessus) (x2).
 ARTICLE 3 = ENTRETOISES DE PROTECTION CRASH (S0854) (30mm de long) (x2).
 ARTICLE 4 = PLAQUE DE MONTAGE CÔTÉ GAUCHE (MP0138) (x1).
 ARTICLE 5 = M6x20mm BOULON (BOULON DE POSITIONNEMENT) (x2).
 ARTICLE 6 = ENTRETOISES DE CADRE (S0855) (8mm de large) (x2).
 ARTICLE 7 = AXE MOTEUR (EB0002=M10x330mm de long) (x1).
 ARTICLE 8 = M10 RONDELLES (x4).
 ARTICLE 9 = M10 ÉCROUS (x2).
 ARTICLE 10 = BLOCS DE FIXATION CÔTÉ GAUCHE ET CÔTÉ DROIT (M0428) (x2).
 ARTICLE 11 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 12 = BOULONS DE PROTECTION CRASH (M10x1.25x90mm BOULON) (x2)
 ARTICLE 13 = PLAQUE DE MONTAGE CÔTÉ DROIT (MP0139) (x1).
 ARTICLE 14 = 100mm LONGUEUR DE MOUSSE AUTOCOLLANTE(x1) (NON INDIQUÉ).

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 cliquet + douilles 14 & 2 x 17mm.

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- Clé dynamométrique (jusqu'à 40N/m).
 - Clés Allen.



ARRIERE MOTO

AVANT MOTO

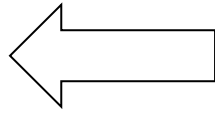


PHOTO C

VALEURS DE SERRAGE RECOMMANDES

- M4 BOULON = 8Nm
- M5 BOULON = 12Nm
- M6 BOULON = 15Nm
- M8 BOULON = 20Nm
- M10 BOULON = 40Nm
- M12 ÉCROU = 40Nm



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R&G



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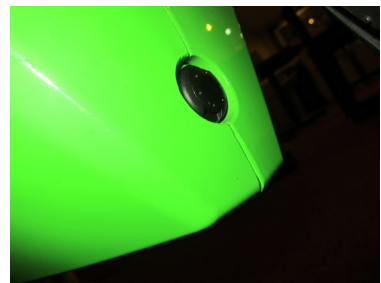
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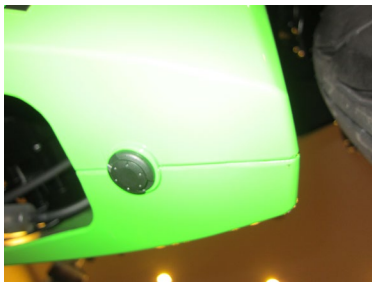
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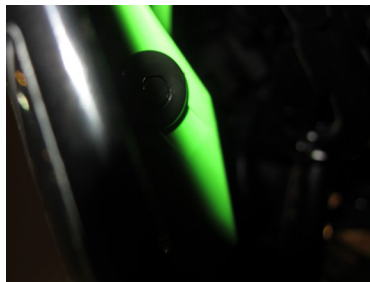
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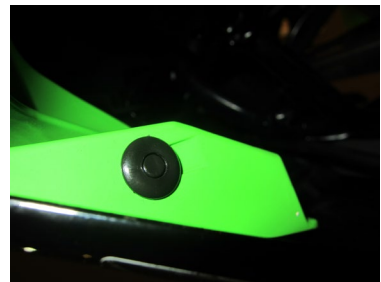
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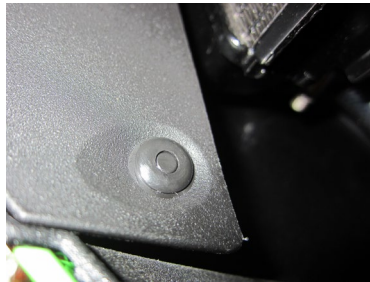
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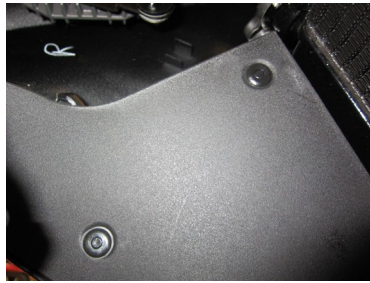
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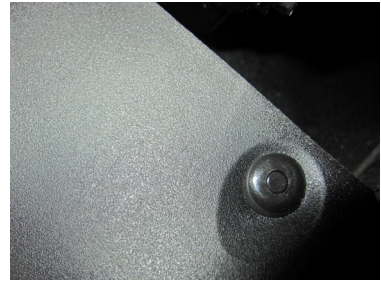
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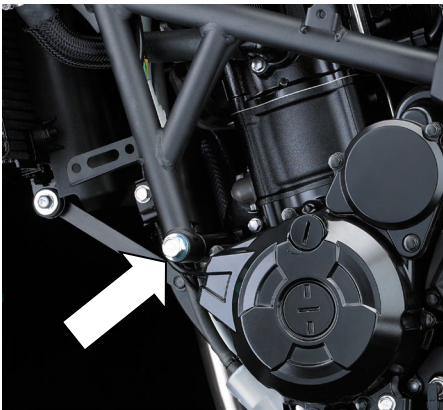
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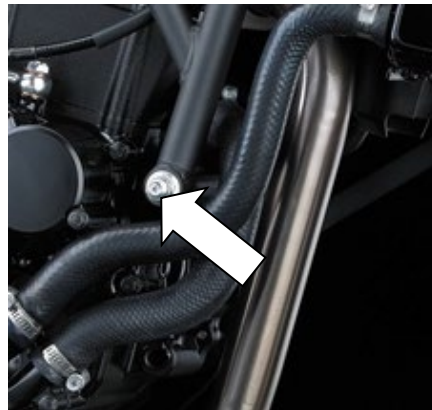
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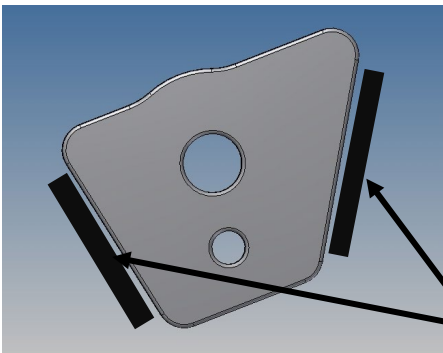
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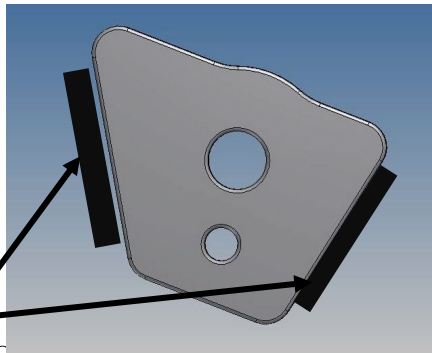
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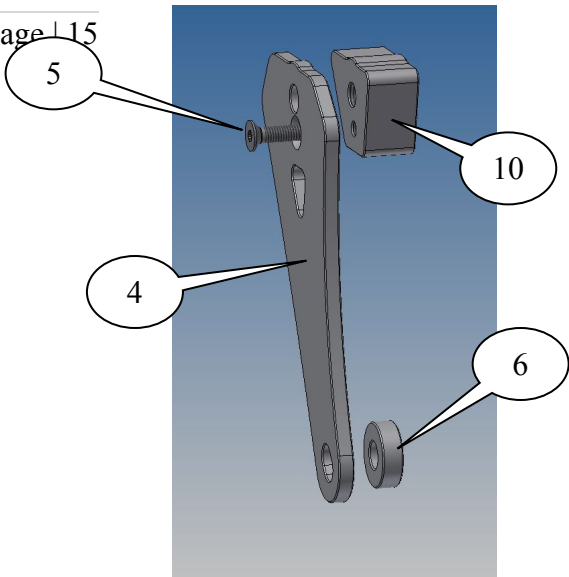
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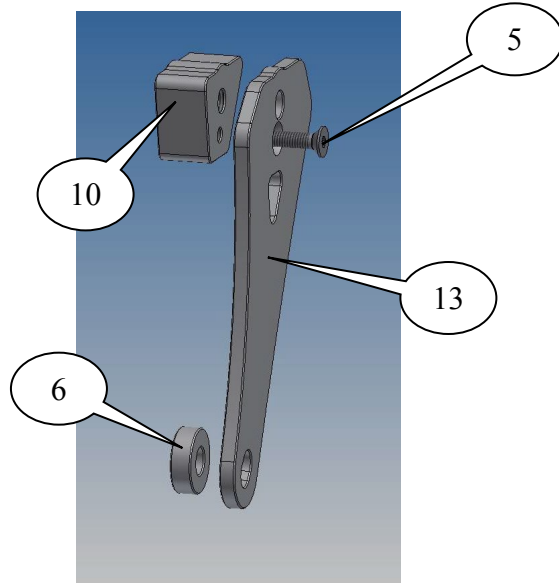


MOUSSE

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ASSEMBLAGE CÔTÉ GAUCHE



ASSEMBLAGE CÔTÉ DROIT



MONTAGE CÔTÉ GAUCHE



MONTAGE CÔTÉ DROIT



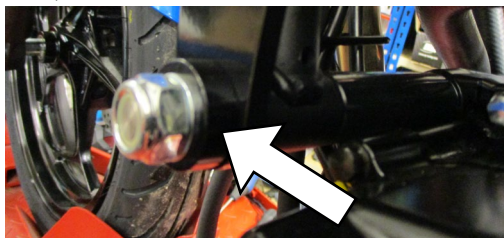
NOTICE DE MONTAGE

- Enlever les attaches de fixation du carénage, voir photos 1 → 26 puis enlever les 2 carénages.
- Enlever l'écrou d'axe moteur d'origine, voir photo 28.
- Prendre l'axe moteur en acier R&G (article 7) et utilisez le pour pousser le boulon moteur d'origine, voir photo 1 (Si le boulon est difficile à enlever, utiliser un maillet pour tapoter dessus et le faire passer à travers). Laisser des longueurs équivalentes dépasser de chaque côté. **Veiller à ce que toutes les entretoises moteur d'origine restent en place.**
- Couper la mousse autocollante (article 14) en bandeaux et collez les sur les 2 blocs de montage (article 10) voir 29 et 30.

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Côté gauche (lorsqu'on est assis sur la moto)

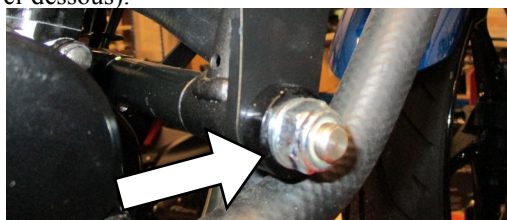
- Placer un des boulons M6 (article 5) dans la plaque de montage côté gauche (article 4).
- Placer un des blocs de fixation (article 10) au bas de la plaque de montage puis fixer en utilisant le boulon (veiller à ce que le trou de plaque de fixation soit aligné avec le trou fileté du bloc de fixation) voir la photo de l'ensemble côté gauche.
- Placer une des entretoises de cadre (article 6=8mm de large) sur l'extrémité de l'axe moteur du côté gauche (notez que sur le modèle Ninja 125 2019, ces entretoises sont placées à l'extérieur de l'ensemble de fixation, voir photo ci-dessous).



- Monter l'ensemble de fixation en position, comme indiqué sur la photo de montage côté gauche.
- Sur le modèle Ninja 125 2019, placez une des entretoises de cadre (article 6=8mm de large) sur l'extrémité de l'axe moteur.
- Placer une des rondelles M10 (article 8) sur l'extrémité de l'axe moteur.
- Placer un des écrous M10 (article 9) sur le filetage (veiller à ce que l'écrou soit complètement engagé).

Côté droit (lorsqu'on est assis sur la moto)

- Placer le boulon M6 restant (article 5) dans la plaque de montage côté droit (article 13).
- Placer le bloc de fixation restant (article 10) au bas de la plaque de montage puis fixer en utilisant le boulon (veiller à ce que le trou de plaque de fixation soit aligné avec le trou fileté du bloc de fixation) voir la photo de l'ensemble côté droit.
- Placer l'entretoise de cadre restante (article 6=8mm de large) sur l'extrémité de l'axe moteur du côté droit (notez que sur le modèle Ninja 125 2019, ces entretoises sont placées à l'extérieur de l'ensemble de fixation, voir photo ci-dessous).



R&G



- Monter l'ensemble de fixation en position, comme indiqué sur la photo de montage côté droit.
- Sur le modèle Ninja 125 2019, placez l'entretoise de cadre restante (article 6=8mm de large) sur l'extrémité de l'axe moteur.
- Placer une des rondelles M10 (article 8) sur l'extrémité de l'axe moteur.
- Placer l'écrou M10 restant (article 9) sur le filetage (veiller à ce que l'écrou soit complètement engagé) puis serrer (veiller à ce que les longueurs dépassant de chaque côté soient identiques).
- Glisser une des rondelles M10 (article 8) sur le boulon M10 (article 12) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la rondelle de blocage restante (article 11) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon et la rondelle dans la protection crash restante (article 2) de façon à ce que la tête du boulon se place dans la protection crash.
- Glisser ensuite l'entretoise restante (article 3=30mm de long) sur le boulon de façon à ce qu'elle se place contre la protection crash.
- Monter l'ensemble dans le trou fileté dans le support de fixation du côté droit puis serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux de la protection crash (article 1).
- Placer un capuchon de protection crash (article 1) dans la protection crash.

Côté gauche (lorsqu'on est assis sur la moto)

- Glisser la rondelle M10 restante (article 8) sur le boulon M10 restant (article 12) de façon à ce que la rondelle se place contre la tête du boulon.
- Glisser la rondelle de blocage restante (article 11) sur le boulon de façon à ce qu'elle se place contre la rondelle tout juste insérée.
- Glisser ensuite le boulon et la rondelle dans la protection crash restante (article 2) de façon à ce que la tête du boulon se place dans la protection crash.
- Glisser ensuite l'entretoise restante (article 3=30mm de long) sur le boulon de façon à ce qu'elle se place contre la protection crash.
- Monter l'ensemble dans le trou fileté dans le support de fixation du côté droit puis serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 17mm. **LA PROTECTION DOIT ETRE POSITIONNEE COMME EN "C" AVEC LE CÔTÉ ARRONDI LE PLUS GROS EN DIRECTION DE L'AVANT DE LA MOTO.** Tourner un peu plus afin d'accentuer légèrement la compression. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas excéder cette valeur, car cela pourrait endommager la moto et le boulon).
- Si cela n'est pas déjà fait, placez un sticker de caoutchouc dans le creux de la protection crash (article 1).
- Placer un capuchon de protection crash (article 1) dans la protection crash.

Ces instructions sont disponibles au téléchargement sur www.rg-racing.com

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MONTAGEANLEITUNG FÜR CP0381BL AERO STURZPADS
KAWASAKI NINJA 250SL 2014-/ NINJA 125 2019 (MONTAGE OHNE BOHREN)

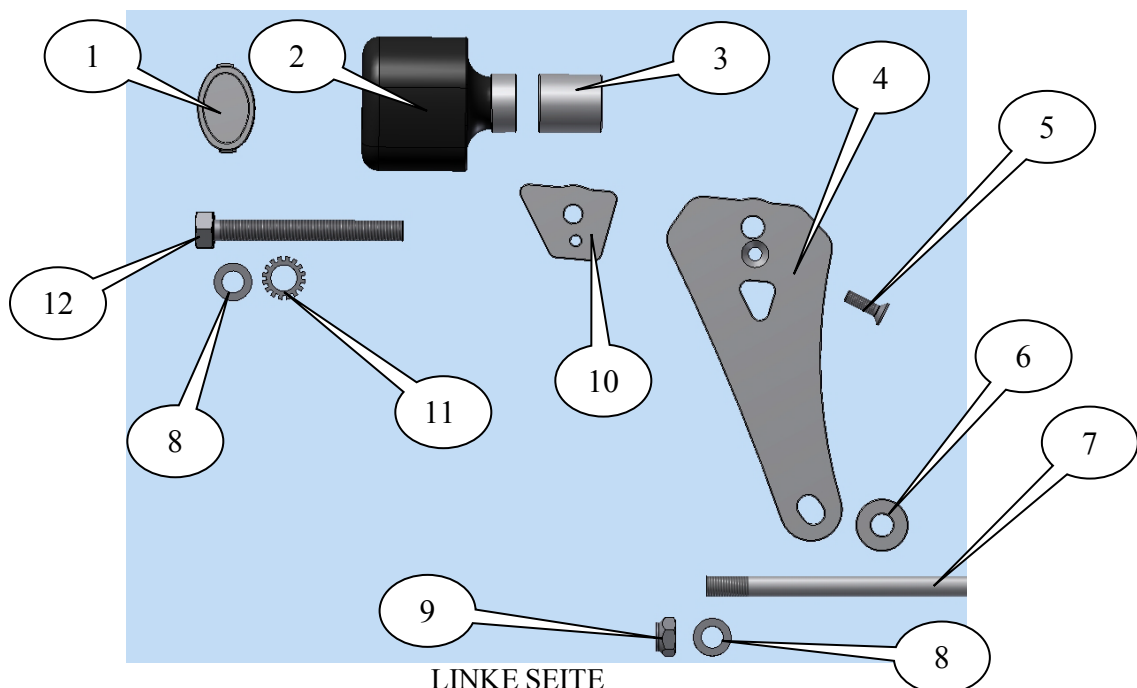


Abbildung A

ALLE KIT-TEILE SIND UNTEN ABGEBILDET UND GEKENNZEICHNET. BEVOR SIE MIT DER MONTAGE BEGINNEN, ÜBERPRÜFEN SIE, DASS ALLE TEILE VORHANDEN SIND.

Hinweis: Die Verpackung der Teile stellt nicht die Reihenfolge der Montage dar.

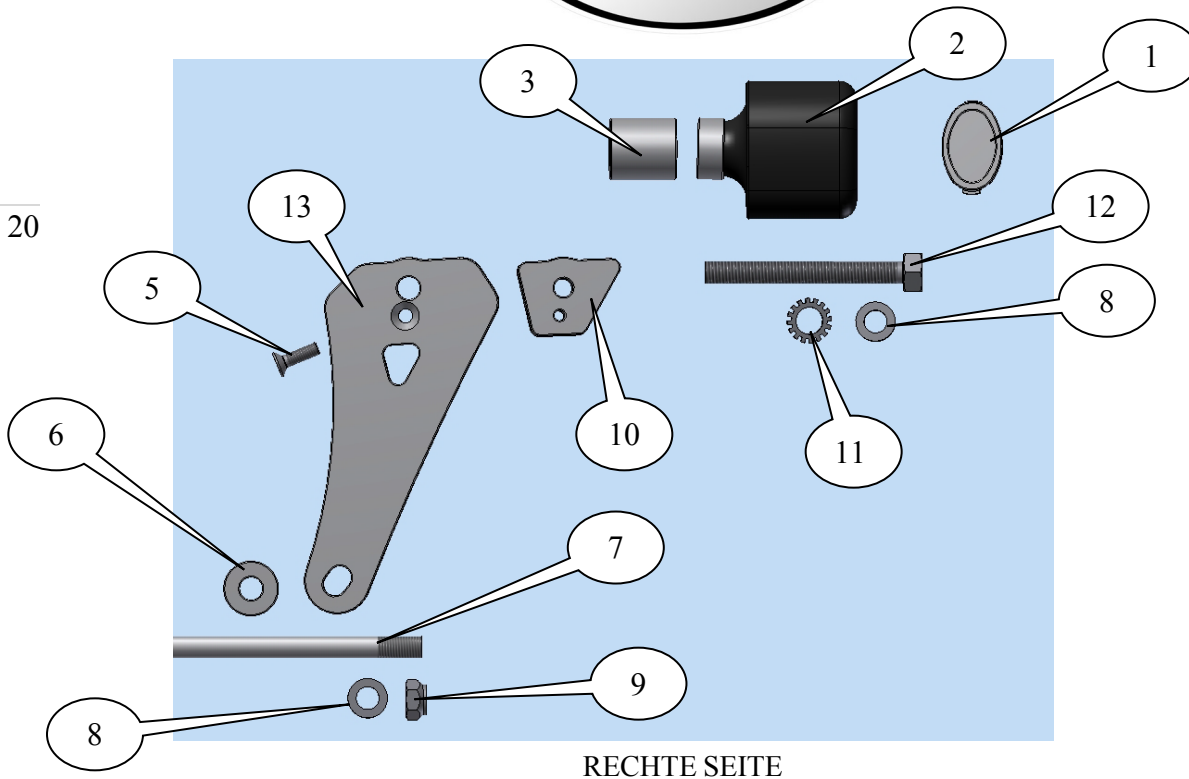
DIE UNTEN ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG



LINKE SEITE

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LIEFERUMFANG

- ARTIKEL 1 = STURZPAD-SCHUTZKAPPEN (BC0002) (x2)
- ARTIKEL 2 = STURZPADS (B0431 mit CS341 und S0255 angeklebt) (x2)
- ARTIKEL 3 = DISTANZHALTER FÜR DIE STURZPADS (S0854) (30mm Länge) (x2)
- ARTIKEL 4 = MONTAGEPLATTE LINKE SEITE (MP0138) (x1)
- ARTIKEL 5 = M6x20mm SENKSCHRAUBE (POSITIONIERBOLZEN) (x2)
- ARTIKEL 6 = DISTANZHALTER RAHMEN (S0855) (8mm breit) (x2)
- ARTIKEL 7 = VERBINDUNGSSTANGE (EB0002=M10x330mm Länge) (x1)
- ARTIKEL 8 = M10 UNTERLEGSCHLEIBE (x4)
- ARTIKEL 9 = M10 SELBSTSICHERNDE MUTTER (x2)
- ARTIKEL 10 = KLEMMBLÖCKE LINKE UND RECHTE SEITE (M0428) (x2)
- ARTIKEL 11 = ZAHNSCHEIBE (LW0001) (x2)
- ARTIKEL 12 = SCHRAUBEN FÜR STURZPADS (M10x1,25x90mm SECHSKANTSCHRAUBEN) (x2)
- ARTIKEL 13 = MONTAGEPLATTE RECHTE SEITE (MP0139) (x1).
- ARTIKEL 14 = 100mm SELBSTKLEBENDER SCHAUMSTOFFSTREIFEN (x1) (NICHT ABGEBILDET)

Hinweis für Kits mit Plastikunterlegscheiben an den Schrauben – *Diese Plastikunterlegscheiben werden nicht für den Einbau benötigt!*

SIE BENÖTIGEN FOLGENDES WERKZEUG

- Satz Steckschlüssel mit 14 & 2 x 17mm Steckschlüsseln
 - Drehmomentschlüssel (bis 40N/m)
 - Satz Inbusschlüssel

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MOTORRAD
HINTEN
←

MOTORRAD
VORNE
→

ABBILDUNG C

ANZUGSDREHMOMENTE:

M4 SCHRAUBE = 8 NM

M5 SCHRAUBE = 12NM

M6 SCHRAUBE = 15NM

M8 SCHRAUBE = 20NM

M10 SCHRAUBE = 40NM

M12 SELBSTSICHERNDE MUTTER = 40Nm



1



2



3



4



5



6



7



8



9

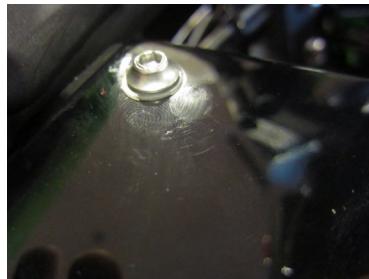
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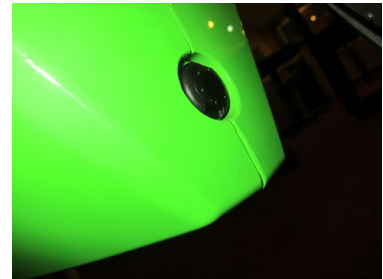
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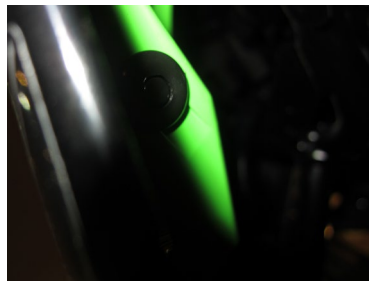
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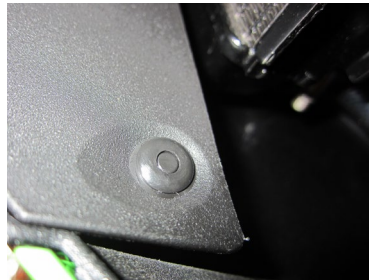
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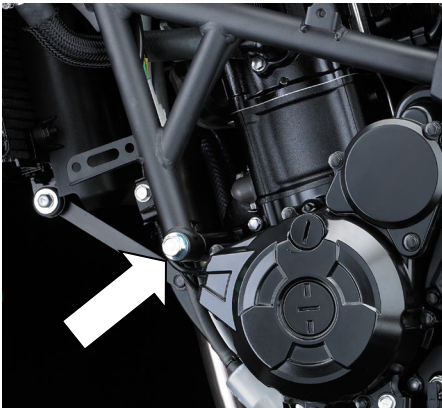
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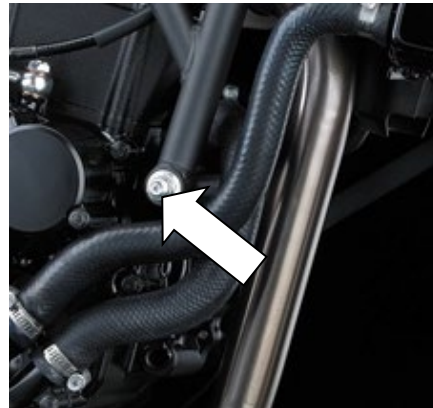
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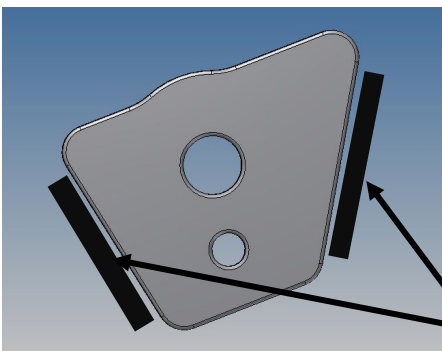
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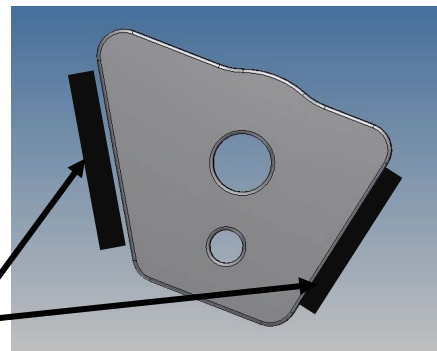
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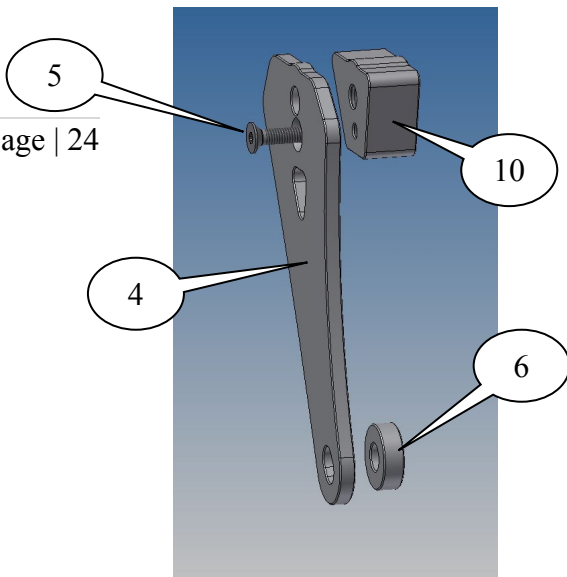
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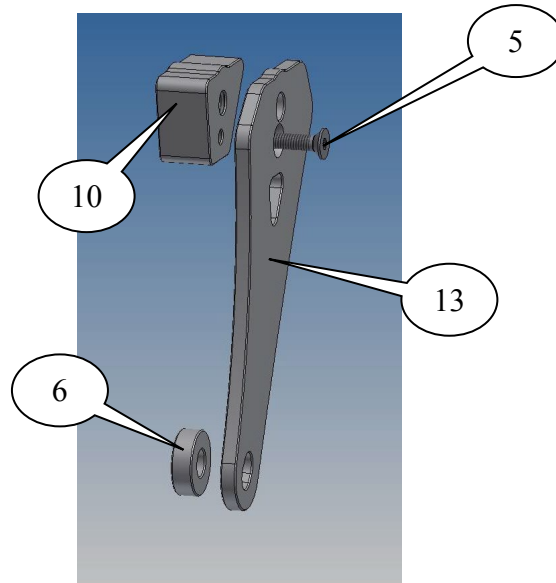
30

Schaumstoff

R&G



ZUSAMMENBAU LINKE SEITE



ZUSAMMENBAU RECHTE SEITE



MONTAGE LINKE SEITE



MONTAGE RECHTE SEITE

MONTAGEANLEITUNG

- Lösen und entfernen Sie die Befestigungen für die Verkleidung, die in den Abbildungen 1→26 abgebildet sind, und entfernen Sie die Verkleidung an beiden Seiten.
- Die Originalmutter für die Verbindungsstange (siehe Abbildung 28) lösen und entfernen.
- Nehmen Sie die R&G Verbindungsstange (Artikel 7) und benutzen Sie sie, um die original Motorschraube rauszuschieben (siehe Abbildung 1): Wenn die Schraube sich schwer entfernen lässt, benutzen Sie einen Schonhammer, um sie durchzuschieben – bis die Verbindungsstange an beiden Seiten gleichmäßig hervorsteht. **Bitte darauf achten, dass alle original Distanzhalter (am Motor) in Position bleiben!**

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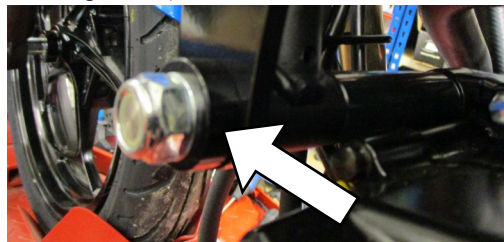
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- Den selbstklebenden Schaumstoff in Streifen schneiden und an beiden Klemmblocken (Artikel 10) ankleben wie in den Abbildungen 29 und 30 abgebildet.

Linke Seite (in Fahrtrichtung)

- Führen Sie eine M6 Senkschraube (Artikel 5) durch die linke Montageplatte (Artikel 4).
- Einen Klemmblock (Artikel 10) an der Rückseite der Montageplatte montieren und mit der Senkschraube befestigen (bitte darauf achten, dass die Öffnung in der Montageplatte mit der Gewindeöffnung im Klemmblock ausgerichtet ist) – siehe Abbildung „Zusammenbau Linke Seite“.
- Einen Rahmen-Distanzhalter (Artikel 6=8mm breit) am hervorstehenden Ende der Verbindungsstange (linke Seite) anbringen (Hinweis: beim 2019 Modell Ninja 125 sind diese Distanzhalter an der Außenseite der Montageeinheit wie unten abgebildet).



- Die Montageeinheit in Position bringen wie in der Abbildung „Montage Linke Seite“.
- Bei Modell Ninja 125 2019 einen Rahmen-Distanzhalter (Artikel 6=8mm breit) am hervorstehenden Ende der Verbindungsstange anbringen.
- Eine M10 Unterlegscheibe (Artikel 8) an der hervorstehenden Verbindungsstange montieren.
- Montieren Sie eine M10 selbstsichernde Mutter (Artikel 9) am Gewinde (bitte darauf achten, dass die Mutter komplett eingerastet ist).

Rechte Seite (in Fahrtrichtung)

- Führen Sie die übrige M6 Senkschraube (Artikel 5) in die rechte Montageplatte (Artikel 13) ein.
- Den übrigen Klemmblock (Artikel 10) an der Rückseite der Montageplatte montieren und mit der Senkschraube befestigen (bitte darauf achten, dass die Öffnung in der Montageplatte mit der Gewindeöffnung im Klemmblock ausgerichtet ist) wie in der Abbildung „Zusammenbau Rechte Seite“.
- Den übrigen Rahmen-Distanzhalter (Artikel 6=8mm breit) am hervorstehenden Ende der Verbindungsstange (rechte Seite) anbringen (Hinweis: beim 2019 Modell Ninja 125 sind diese Distanzhalter an der Außenseite der Montageeinheit wie unten abgebildet).



- Die Montageeinheit in Position bringen wie in der Abbildung „Montage Rechte Seite“.
- Bei Ninja 125 Modell 2019 den übrigen Rahmen-Distanzhalter (Artikel 6=8mm breit) am hervorstehenden Ende der Verbindungsstange anbringen.
- Eine M10 Unterlegscheibe (Artikel 8) an der hervorstehenden Verbindungsstange montieren.
- Montieren Sie die übrige M10 selbstsichernde Mutter (Artikel 9) am Gewinde (bitte darauf achten, dass die Mutter komplett eingerastet ist) und befestigen (die Gewinde sollen gleichmäßig hervorstehen).

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- Nehmen Sie eine M10 Sechskantschraube (Artikel 12) und eine M10 Unterlegscheibe (Artikel 8). Schieben Sie die Unterlegscheibe hoch bis zum Schraubenkopf.
- Eine Zahnscheibe (Artikel 11) nehmen und zur gerade montierten Unterlegscheibe hochschieben.
- Die Schraube mit den Unterlegscheiben in eins der Sturz pads (Artikel 2) einführen, so dass der Schraubenkopf in die Vertiefung des Sturz pads passt.
- Danach einen der Distanzhalter (Artikel 3=30mm Länge) über die Schraube schieben, sodass er am Sturz pad anliegt.
- Die Einheit in die Gewindeöffnung in der rechten Montageeinheit einführen und mit einem 17 mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturz pads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZ PAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZ PADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie den Bubble-Aufkleber in der Vertiefung der Sturz pad-Schutzkappe. (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturz pad montieren.

Linke Seite (in Fahrtrichtung)

- Nehmen Sie die übrige M10 Sechskantschraube (Artikel 12) und übrige M10 Unterlegscheibe (Artikel 8), und schieben Sie die Unterlegscheibe bis zum Schraubenkopf hoch.
- Die übrige Zahnscheibe (Artikel 11) nehmen und zur gerade montierten Unterlegscheibe hochschieben.
- Als nächstes die Schraube mit den Unterlegscheiben in eins der Sturz pads (Artikel 2) einführen, so dass der Schraubenkopf in die Vertiefung des Sturz pads passt.
- Danach den übrigen Distanzhalter (Artikel 3=30mm Länge) über die Schraube schieben, sodass er am Sturz pad anliegt.
- Die Einheit in die Gewindeöffnung in der linken Montageeinheit einführen und mit einem 17 mm Steckschlüssel festziehen, bis Sie etwas Druck vom Inneren des Sturz pads spüren. **BITTE DARAUF ACHTEN, DASS DAS STURZ PAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZ PADS ZUM VORDERTEIL DES MOTORRADS GERICHTET.** Noch etwas drehen, bis Sie merken, dass der Druck sich leicht erhöht, dann noch eine Vierteldrehung anwenden. Nicht überdrehen – dies kann zu einer Beschädigung des Motorrades führen. 40 Nm Anzugsmoment nicht überschreiten!
- Wenn noch nicht bereits montiert, montieren Sie den Bubble-Aufkleber in der Vertiefung der Sturz pad-Schutzkappe. (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturz pad montieren.

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden:

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