



**FITTING INSTRUCTIONS FOR CP0336 RACE CRASH PROTECTORS  
KAWASAKI ZX6 R 2007-12 (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.
- Drill a hole in the fairing in line with the engine bolt mount approximately 16mm diameter.
- Place the longer M10 bolt (120mm long) from kit through the crash protector with the small counter-bore in the flat face.
- Offer into position as shown above (do not tighten) and using a suitable marking tool draw around the crash protector (please note on different models the amount to be trimmed will differ).
- Remove the bolt and protector and using a dremmel or similar tool carefully cut to the profile just marked, check the fit of the protector in the hole and trim as necessary.
- Take one the 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 small counter-bore in the flat face so the bolt head, with washer go into the larger counter-bore (into which the cap fits).
- 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 cap into the end of the protector.

Page | 4 **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.
- Drill a hole in the fairing in line with the engine bolt mount approximately 16mm diameter.
- Place the longer M10 bolt (120mm long) from kit through the remaining crash protector with the small counter-bore in the flat face.
- Offer into position as shown above (do not tighten) and using a suitable marking tool draw around the crash protector (please note on different models the amount to be trimmed will differ).
- Remove the bolt and protector and using a dremmel or similar tool carefully cut to the profile just marked, check the fit of the protector in the hole and trim as necessary.
- Take the remaining hex headed M10 bolt (75mm 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.

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R&G Racing

Unit 1, Shelley's Lane, East Worldham, Alton, Hampshire, GU34 3AQ

Tel: +44 (0)1420 89007 Fax: +44 (0)1420 87301 [www.rg-racing.com](http://www.rg-racing.com) Email: [info@rg-racing.com](mailto:info@rg-racing.com)



**INSTRUCTIONS DE MONTAGE POUR CP0336 PROTECTION CRASH PISTE  
KAWASAKI ZX6 R 2007-12 (non recommandé pour utilisation sur route)**

Page | 5



PHOTO ONE

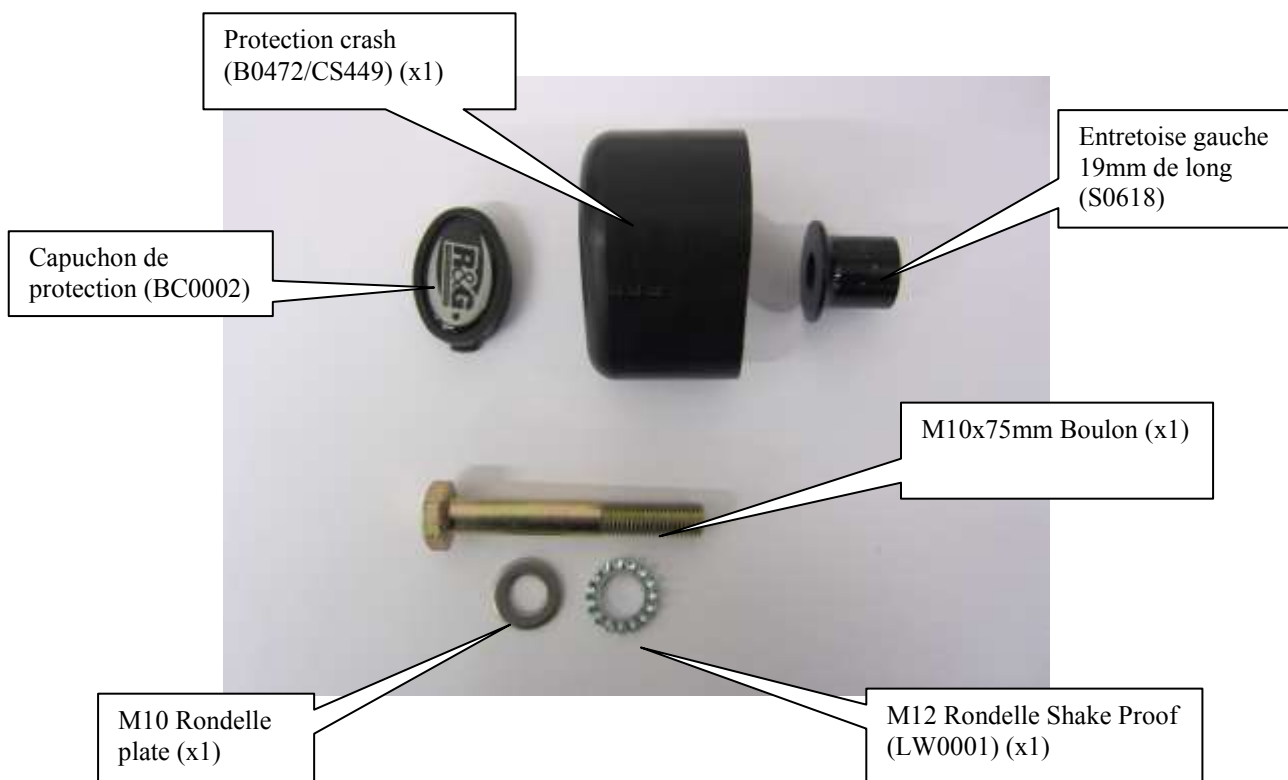


PHOTO TWO

**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 PIECES PRESENTEES PEUVENT N'ETRE QUE REPRESENTATIVES, AFIN DE FACILITER ET CLARIFIER LES INSTRUCTIONS  
DE MONTAGE.





Coté gauche

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

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



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PHOTO 3



Boulon coté gauche



Boulon coté droit



**Coté droit (lorsqu'on est assis sur la moto)**

- Enlever le boulon moteur coté droit de la moto, placé au milieu de l'écrou de réglage (ne pas enlever cet écrou) en position indiquée sur la photo 2.
- Percer un trou dans le carénage dans l'alignement du support de boulon moteur (diamètre d'environ 16mm).
- Placer le boulon M10 (120mm de long) du kit à travers la protection crash avec le petit contre alésage sur la partie plate.
- Poser en position (comme ci dessus) sans serrer, puis utiliser un outil approprié de marquage autour de la protection (Notez que sur certains modèles, le support est rogné différemment).
- Enlever le boulon et la protection puis utiliser un dremmel ou un outil similaire pour couper soigneusement au profil marqué préalablement, vérifier l'installation de la protection dans le trou et rogner si nécessaire.



- Prendre un boulon M10 (75mm de long) et placer une des rondelles plates sur le boulon suivie d'une rondelle Shake Proof (LW0001).
- Passer l'ensemble boulonné à travers la protection crash avec le petit contre alésage dans la partie plate de façon à ce que la tête du boulon et la rondelle aillent dans le plus large contre alésage (dans lequel le capuchon se place).
- Installer l'assemblage de protection crash dans le support moteur. Notez que le diamètre le plus large de la protection est placé vers l'avant de la moto (Photo 3).
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection. Tourner un peu plus afin que la pression s'accroisse légèrement. Appliquer un quart de tour. Ne pas trop bloquer, cela pourrait abîmer la moto. Ne pas excéder 40Nm de couple de serrage.
- Lorsque tout vous semble correcte, insérer les capuchons dans les trous de protection.

#### **Coté droit (lorsqu'on est assis sur la moto)**

- Enlever le boulon moteur coté gauche de la moto (Photo 1).
- Percer un trou dans le carénage dans l'alignement du support de boulon moteur (diamètre d'environ 16mm).
- Placer le boulon M10 (120mm de long) du kit à travers la protection crash restante avec le petit contre alésage sur la partie plate.
- Poser en position (comme ci dessus) sans serrer, puis utiliser un outil approprié de marquage autour de la protection (Notez que sur certains modèles, le support est rogné différemment).
- Enlever le boulon et la protection puis utiliser un dremmel ou un outil similaire pour couper soigneusement au profil marqué préalablement, vérifier l'installation de la protection dans le trou et rogner si nécessaire.
- Prendre un boulon M10 (75mm de long) et placer une des rondelles plates sur le boulon suivie d'une rondelle Shake Proof (LW0001).
- Passer l'ensemble boulonné à travers la protection crash avec la face arrière plate de façon à ce que le boulon et la rondelle aillent dans le contre alésage
- Placer l'entretoise autour du boulon de façon à ce que le diamètre le plus large soit contre la protection crash.
- Installer l'assemblage de protection crash dans le support moteur. Notez que le diamètre le plus large de la protection est placé vers l'avant de la moto (Photo 3).
- Serrer le boulon jusqu'à ce que vous sentiez une légère compression à l'intérieur de la protection. Tourner un peu plus afin que la pression s'accroisse légèrement. Appliquer un quart de tour. Ne pas trop bloquer, cela pourrait abîmer la moto. Ne pas excéder 40Nm de couple de serrage.
- Lorsque tout vous semble correcte, insérer les capuchons dans les trous de protection.

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