



PLEASE NOTE THAT THE WAY THE KIT IS PACKED DOES NOT NECESSARILY REPRESENT THE WAY OF MOUNTING TO THE BIKE

Fitting Instructions for Kawasaki ZZR 1100 / 1200 crash protectors (code CP0113)

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!*

Nearside and offside

- Remove fairing panels both sides
- Place jack under the engine for support only
- Remove oil cooler (just undo bolts -the cooler will drop forward) there is no need to remove completely
- Starting on the offside (right-hand side of the bike as you sit on it): located at the front of the bike there are three engine bolts in a triangular bracket
- Remove the top bolt and the middle bolt
- Take the longer of the two aluminium blocks supplied and offer up
- Take one of the two M10 x 150mm bolts supplied and pass it through the block and the mount (top hole)
- Loosely put nut on the back
- Take one of the two M10 x 90mm bolts and pass it through the middle hole
- Tighten both bolts to manufacturer's recommended torque settings (not available from R&G)
- Repeat for nearside (use the shorter block)
- Refit oil cooler
- Take the M12 bolt supplied and screw into the aluminium block
- Paint end of bolt with white paint/tippex and offer the fairing up to the bike - the bolt should leave a white mark on the inside of the fairing
- Remove the fairing and lay over a box
- Drill a pilot hole from the inside to the outside of the fairing
- Refit fairing and check that the hole lines up with the centre of the bolt
- Remove panel and carefully drill a 28mm hole through from the outside to the inside (we would recommend using a hole cutter/starrett cutter/cone cutter)
- Deburr the hole using a sharp knife and refit panel
- Repeat for other side
- Take the M12 bolt and pass it through the washer supplied and then through the bobbin and the fairing and 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 overtighten as damage can occur to the bike. Do not exceed 40nm of torque.

Due to the risk of cross-threading of bolts etc; we always recommend that our products be fitted by one of our official dealers or a qualified mechanic.



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