



FITTING INSTRUCTIONS FOR CP0418BL AERO CRASH PROTECTORS
KAWASAKI Z900 2017-



PICTURE 'A'



PICTURE 'B'



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)

Digital copies of these instructions are available to download from www.rg-racing.com

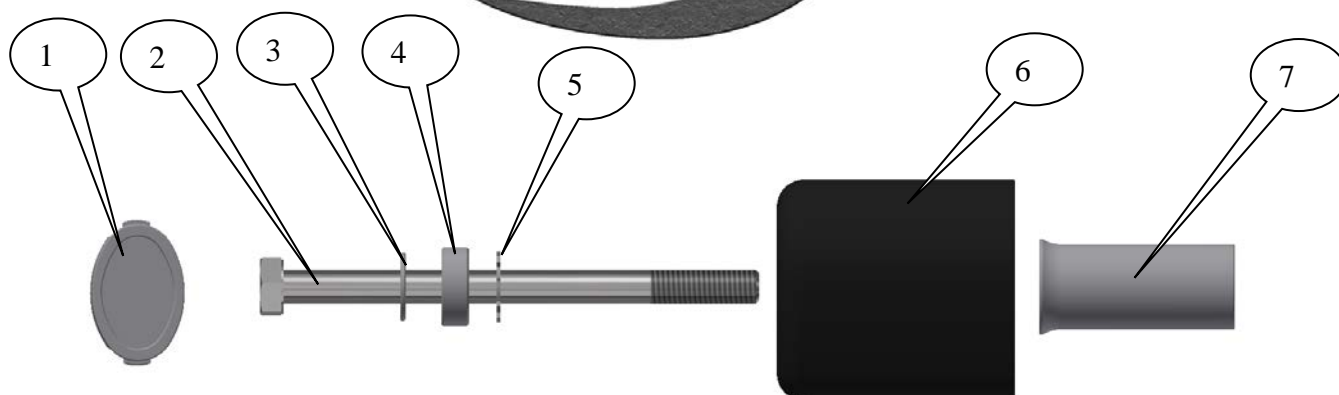
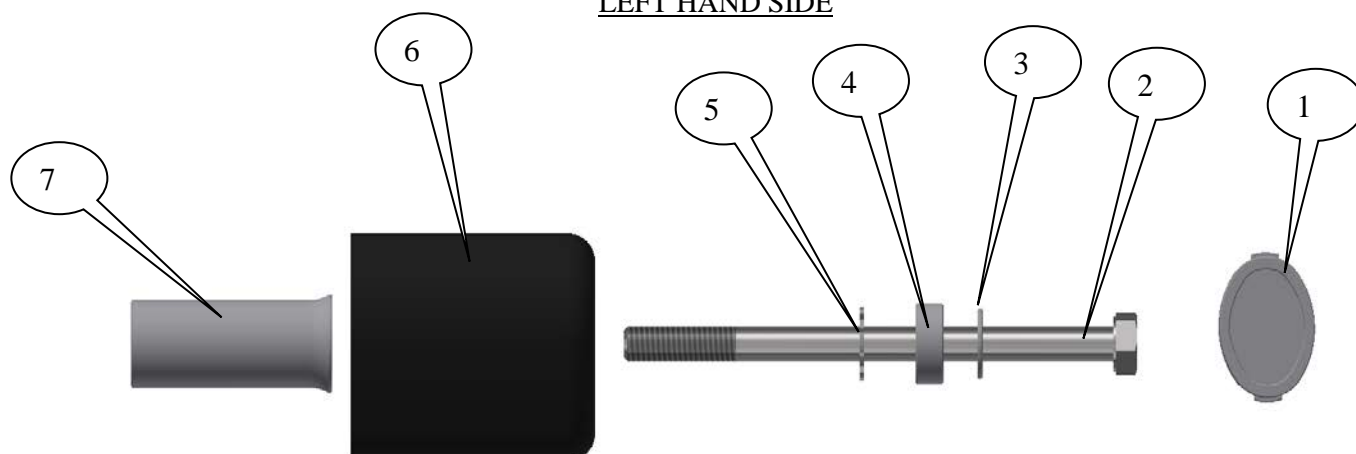
GENERAL TORQUE SETTINGS

M4 BOLT = 8Nm
M5 BOLT = 12Nm
M6 BOLT = 15Nm
M8 BOLT = 20Nm
M10 BOLT = 40Nm

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LEFT HAND SIDERIGHT HAND SIDETOOLS REQUIRED

- Socket set to include 14 and 17mm A/F socket and wrench.
- Torque wrench (up to 40Nm).

LEGEND

ITEM 1 = CRASH PROTECTOR CAPS, R&LHS (BC0002) (x2).

ITEM 2 = CRASH PROTECTOR BOLT R&LHS, M10x140mm LONG HEX HEAD (x1).

ITEM 3 = M10 PLAIN WASHERS, R&LHS (x2).

ITEM 4 = INSIDE THE CRASH PROTECTOR SPACER, R&LHS (S0293=5mm LONG) (x2).

ITEM 5 = LOCKING WASHERS, R&LHS (LW0001) (x2).

ITEM 6 = CRASH PROTECTORS, R&LHS (B0061 with CS341, 10mm) (x2).

ITEM 7 = CRASH PROTECTOR SPACER, R&LHS (S0388=57.5mm LONG) (x2).



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4

FITTING INSTRUCTIONS

Near side (left side as you sit on bike)

- Remove the bolt arrowed in pictures A and 1.
- Place one of the plain washers (item 3) over one of the hex headed bolt (item 2=140mm long) as shown in picture 2.
- Place one of the thinner/smaller spacers (item 4=5mm long) over the bolt and against the washer just fitted as shown in picture 2.
- Place one of the locking washers (item 5) over the bolt and against the spacer just fitted as shown in picture 2.
- Place the bolt with both washers and spacer through one of the crash protectors (item 6) as shown in picture 2.

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- Place one of the longer/bigger spacers (item 7=57.5mm long) over the exposed end of the bolt with the larger diameter against the crash protector as shown in picture 2.
- Offer this assembly into position as shown in picture 'A' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket 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. **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.

Off side (right side as you sit on bike)

- Remove the bolt arrowed in pictures B and 3.
- Place the remaining plain washer (item 3) over the remaining hex headed bolt (item 2=140mm long) as shown in picture 4.
- Place the remaining thinner/smaller spacer (item 4=5mm long) over the bolt and against the washer just fitted as shown in picture 4.
- Place the remaining locking washer (item 5) over the bolt and against the spacer just fitted as shown in picture 4.
- Place the bolt with both washers and spacer through the remaining crash protector (item 6) as shown in picture 4.
- Place the remaining longer/bigger spacer (item 7=57.5mm long) over the exposed end of the bolt with the larger diameter against the crash protector as shown in picture 4.
- Offer this assembly into position as shown in picture 'B' on page 1 (please ensure no parts come in contact with any fairing panels). Finally tighten the crash protector bolts until you feel some compression from inside the protector using 17mm socket 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. **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 POUR CP0418BL PROTECTIONS CRASH LATERALES
KAWASAKI Z900 2017-



PHOTO 'A'



PHOTO 'B'



PHOTO 'C'

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.

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

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

Notice disponible au téléchargement sur www.rg-racing.com

COUPLES DE SERRAGE RECOMMANDES

M4 BOULON = 8Nm

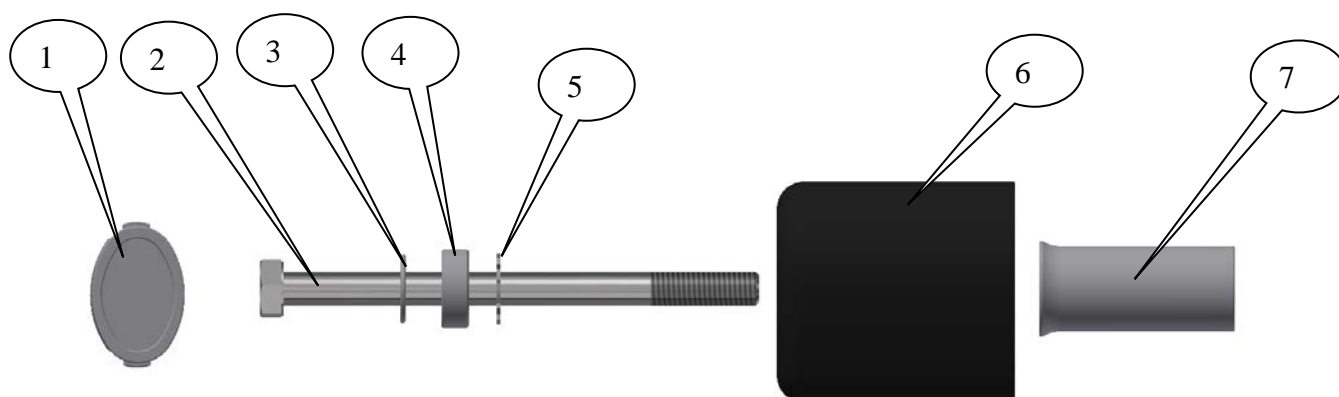
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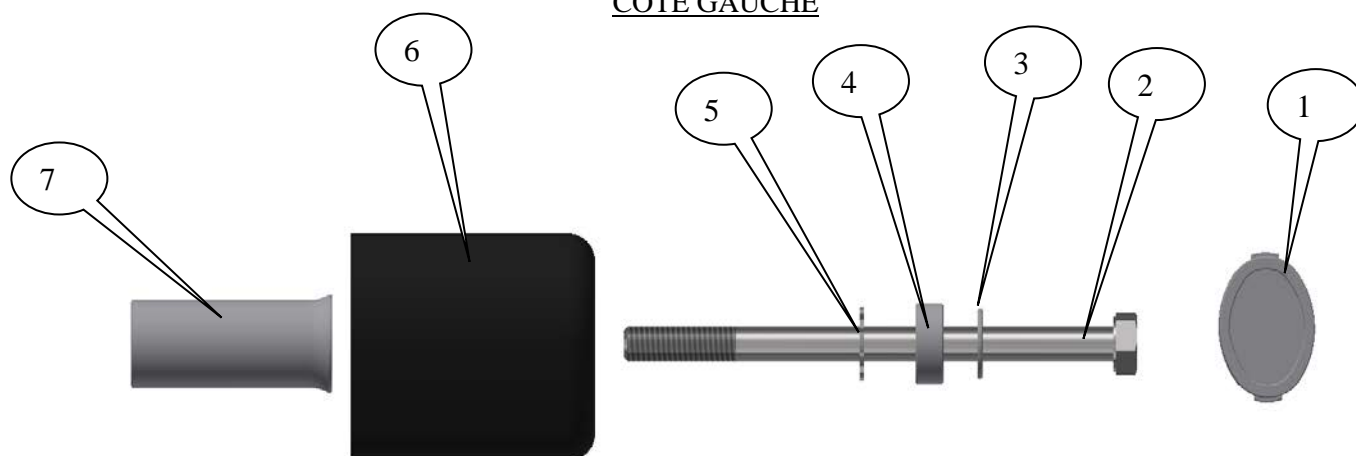
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M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm



COTE GAUCHE



COTE DROIT

OUTILS REQUIS

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

LEGENDE

ARTICLE 1 = CAPUCHONS DE PROTECTION, GAUCHE ET DROIT (BC0002) (x2).

ARTICLE 2 = BOULON DE PROTECTION CRASH, GAUCHE ET DROIT, M10x140mm (x1).

ARTICLE 3 = M10 RONDELLES COTE GAUCHE ET DROIT (x2).

ARTICLE 4 = ENTRETOISE INTERNE A LA PROTECTION CRASH, COTE GAUCHE ET DROIT (S0293=5mm DE LONG) (x2).

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ARTICLE 5 = RONDELLES DE BLOCAGE, COTE GAUCHE ET DROIT (LW0001) (x2).

ARTICLE 6 = PROTECTIONS CRASH, COTE GAUCHE ET DROIT (B0061 avec CS341, 10mm) (x2).

ARTICLE 7 = ENTRETOISE DE PROTECTION CRASH, COTE GAUCHE ET DROIT (S0388=57.5mm DE LONG) (x2).



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4

NOTICE DE MONTAGE

Coté gauche lorsqu'on est assis sur la moto :

- Enlever le boulon, indiqué sur la photo 1.
- Placer une des rondelles (article 3) sur le boulon le plus long (article 2=140mm long) comme indique que la photo 2.
- Placer une des plus petites rondelles (article 4=5mm de long) sur le boulon et contre la rondelle tout juste insérée, voir photo 2.



- Placer une des rondelles de blocage (article 5) sur le boulon et contre la rondelle tout juste insérée, voir photo 2.
- Placer le boulon avec les 2 rondelles dans une des protections crash (article 6), voir photo 2.
- Placer une des plus grosses rondelles (article 7=57.5mm long) sur l'extrémité du boulon, avec le plus gros diamètre contre la protection, voir photo 2.
- Monter l'ensemble en position, voir photo 'A' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une clé à cliquet + douille 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. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas dépasser cette valeur, car cela pourrait entraîner des dommages sur le boulon et la moto).
- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

Coté droit lorsqu'on est assis sur la moto :

- Enlever le boulon, voir photos B et 3.
- Placer la rondelle restante (article 3) sur le boulon restant (article 2=140mm de long) voir photo 4.
- Placer la petite entretoise restante (article 4=5mm long) sur le boulon et contre la rondelle tout juste insérée, voir photo 4.
- Placer la rondelle de blocage restante (article 5) sur le boulon et contre la rondelle tout juste insérée, voir photo 4.
- Placer le boulon avec les 2 rondelles et l'entretoise dans la protection crash restante (article 6) voir photo 4.
- Placer l'entretoise restante la plus grosse (article 7=57.5mm de long) sur l'extrémité du boulon avec le diamètre le plus large contre la protection crash, voir photo 4.
- Monter l'ensemble en position, voir photo 'B' sur la page 1 (Veiller à ce qu'aucune partie ne puisse entrer en contact avec le carénage). Enfin, serrer les boulons de protection crash jusqu'à ce que vous sentiez la compression s'accroître dans la protection, en utilisant une clé à cliquet + douille 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. Faire un quart de tour. Serrer à 40Nm de couple (Ne pas dépasser cette valeur, car cela pourrait entraîner des dommages sur le boulon et la moto).
- Placer le sticker R&G dans le creux de capuchon de la protection (article 1).
- Insérer le capuchon de la protection (article 1) dans la protection.

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MONTAGEANLEITUNG FÜR CP0418BL AERO STURZPADS
KAWASAKI Z900 2017-



ABBILDUNG 'A'



ABBILDUNG 'B'

MOTORRAD
HINTEN



MOTORRAD
VORNE

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.

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

DIE ABGEBILDETEN TEILE DIENEN LEDIGLICH ZUR ERKLÄRUNG

Eine digitale Version dieser Montageanleitung kann auf folgender Seite heruntergeladen werden: www.rg-racing.com

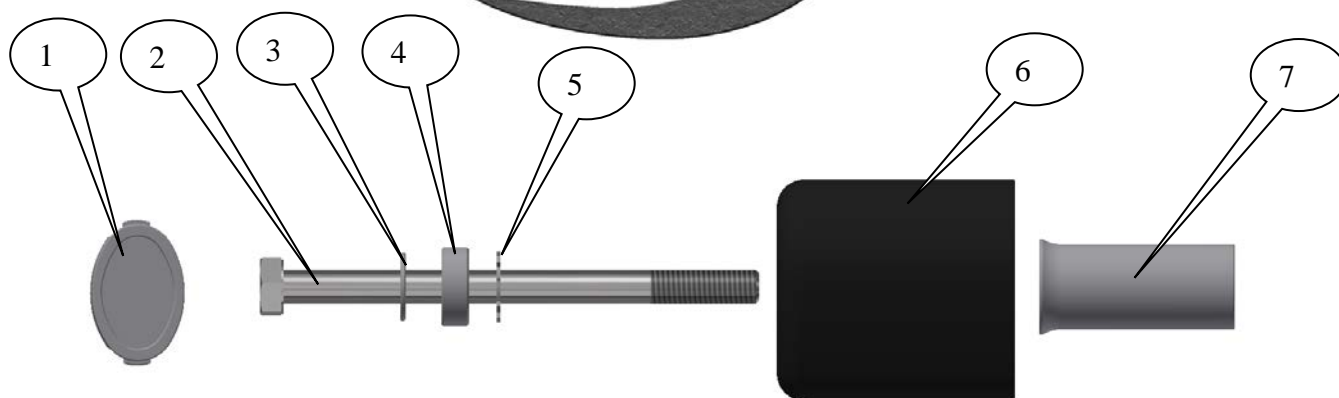
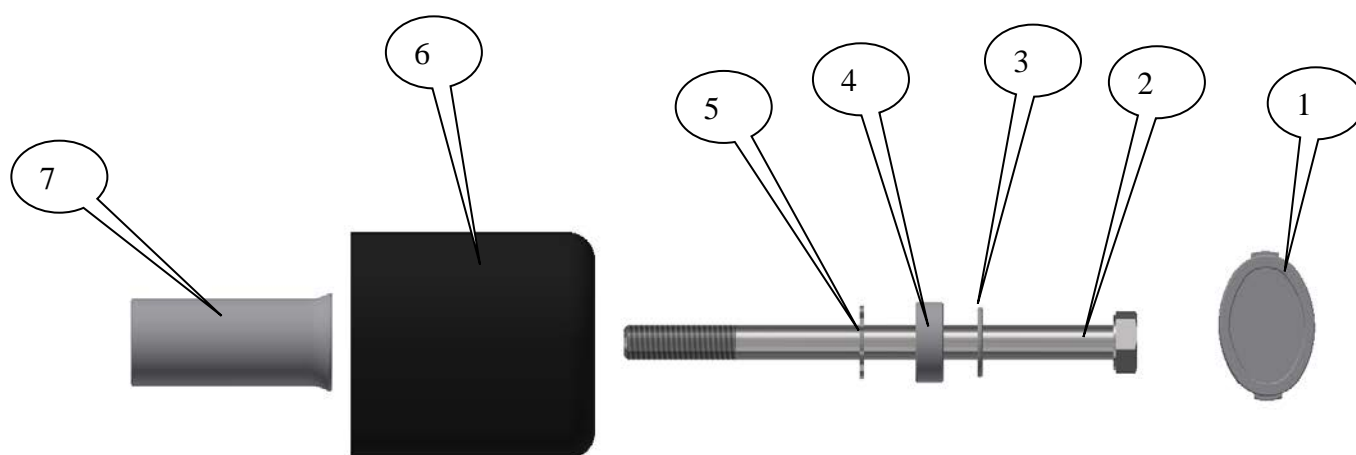
ANZUGSDREHMOMENTE:

- M4 SCHRAUBE = 8Nm
- M5 SCHRAUBE = 12Nm
- M6 SCHRAUBE = 15Nm
- M8 SCHRAUBE = 20Nm
- M10 SCHRAUBE = 40Nm

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LINKE SEITERECHTE SEITE**SIE BENÖTIGEN FOLGENDES WERKZEUG**

- Steckschlüsselsatz mit 14mm und 17mm Inbusschlüsseln
 - Drehmomentschlüssel (bis 40Nm)

LIEFERUMFANG

- ARTIKEL 1 = STURZPAD-SCHUTZKAPPE (BC0002) (x2)
- ARTIKEL 2 = SCHRAUBE FÜR STURZPAD M10x140mm SECHSKANTSCHRAUBE (x2)
- ARTIKEL 3 = M10 UNTERLEGSCHIBE (x2)
- ARTIKEL 4 = DISTANZHALTER FÜR STURZPAD INNEN (S0293=5mm LÄNGE) (x2)
- ARTIKEL 5 = ZAHNSCHIBE (LW0001) (x2)
- ARTIKEL 6 = STURZPAD (B0061 und CS341, 10mm) (x2)
- ARTIKEL 7 = DISTANZHALTER (S0388=57,5mm LÄNGE) (x2)

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ABBILDUNG 1



ABBILDUNG 2



ABBILDUNG 3



ABBILDUNG 4

MONTAGEANLEITUNG

Linke Seite (in Fahrtrichtung)

- Entfernen Sie die Schraube, die in den Abbildungen A und 1 gekennzeichnet ist.
- Nehmen Sie eine Sechskantschraube (Artikel 2=140mm Länge) und eine Unterlegscheibe (Artikel 3) vom Kit. Schieben Sie die Unterlegscheibe zum Schraubenkopf hoch – siehe Abbildung 2.
- Nun nehmen Sie einen der dünneren (kleineren) Distanzhalter (Artikel 4=5mm Länge) und schieben den zur gerade montierten Unterlegscheibe hoch – siehe Abbildung 2.
- Die Zahnscheibe (Artikel 5) wird dann zum gerade montierten Distanzhalter hochgeschoben – siehe Abbildung 2.
- Die Schraube mit den Unterlegscheiben und dem Distanzhalter in eins der Sturz pads (Artikel 6) einführen, wie in Abbildung 2 abgebildet.
- Einen der längeren/größeren Distanzhalter (Artikel 7=57,5mm Länge) am hervorstehenden Ende der Schraube anbringen – das Teil mit dem größeren Durchmesser ist hierbei am Sturzpad anliegend – siehe Abbildung 2.
- Die Einheit in Position bringen, wie in Abbildung A auf Seite 1 abgebildet (bitte darauf achten, dass keine Teile die Verkleidung berühren). Ziehen Sie die Schraube mit einem 17mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturz pads spüren. **BITTE DARAUF ACHTEN, DASS DAS**

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STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS 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 / der Schraube führen. 40Nm Anzugsmoment nicht überschreiten!**

- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen.

Rechte Seite (in Fahrtrichtung)

- Entfernen Sie die Schraube, die in den Abbildungen B und 3 gekennzeichnet ist.
- Nehmen Sie die übrige Sechskantschraube (Artikel 2=140mm Länge) und Unterlegscheibe (Artikel 3) vom Kit. Schieben Sie die Unterlegscheibe zum Schraubenkopf hoch – siehe Abbildung 4.
- Nehmen Sie den übrigen dünnen/kleinen Distanzhalter (Artikel 4=5mm Länge) und schieben den zur gerade montierten Unterlegscheibe hoch – siehe Abbildung 4.
- Die übrige Zahnscheibe (Artikel 5) wird dann zum gerade montierten Distanzhalter hochgeschoben – siehe Abbildung 4.
- Die Schraube mit den Unterlegscheiben und dem Distanzhalter in das übrige Sturzpad (Artikel 6) einführen, wie in Abbildung 4 abgebildet.
- Den übrigen langen/großen Distanzhalter (Artikel 7=57,5mm Länge) am hervorstehenden Ende der Schraube anbringen – das Teil mit dem größeren Durchmesser ist hierbei am Sturzpad anliegend – siehe Abbildung 4.
- Die Einheit in Position bringen, wie in Abbildung B auf Seite 1 abgebildet (bitte darauf achten, dass keine Teile die Verkleidung berühren). Ziehen Sie die Schraube mit einem 17mm Steckschlüssel fest, bis Sie etwas Druck vom Inneren des Sturzpads spüren. **BITTE DARAUFG ACHTEN, DASS DAS STURZPAD WIE IN ABBILDUNG 'C' POSITIONIERT IST – DAS GRÖßERE ENDE DES STURZPADS 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 / der Schraube führen. 40Nm Anzugsmoment nicht überschreiten!**
- Wenn noch nicht bereits montiert, montieren Sie einen Bubble-Aufkleber in der Vertiefung der Sturzpad-Schutzkappe (Artikel 1).
- Die Schutzkappe (Artikel 1) am Sturzpad anbringen.

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