



CR0054

FITTING INSTRUCTIONS FOR CR0054BK/WH OFFSET COTTON REELS
KAWASAKI ZX 10-R 2016-

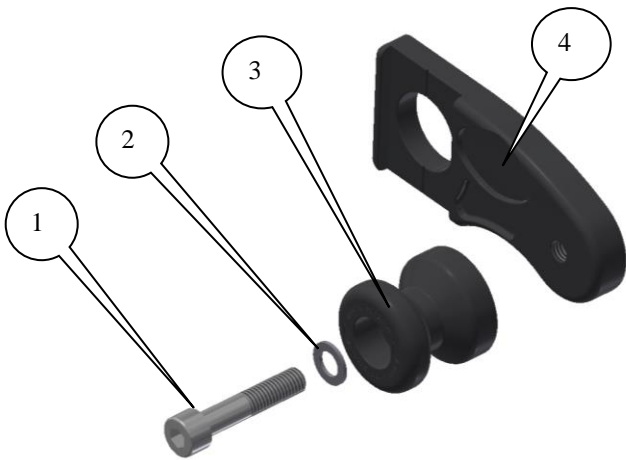
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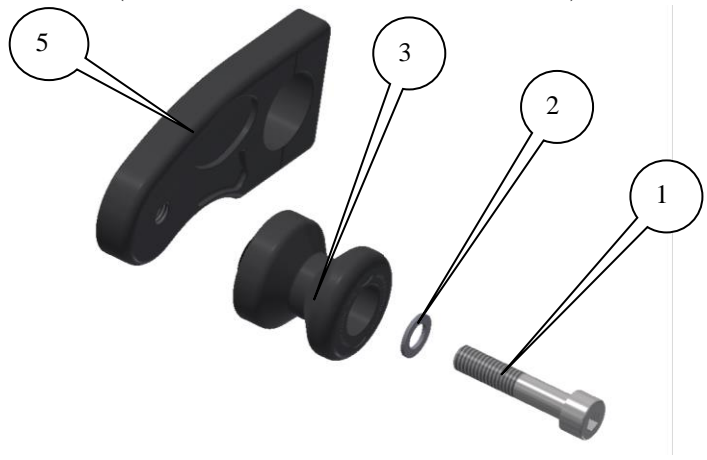
THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

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)



LEFT HAND SIDE



RIGHT HAND SIDE

LEGEND

ITEM 1 = M8 x 40mm LONG CAP HEAD BOLTS (x2).

ITEM 2 = M8 WASHERS (x2).

ITEM 3 = COTTON REEL BOBBIN (B0443 with CS300) (x2).

ITEM 4 = LEFT HAND SIDE REPLACEMENT ADJUSTER BLOCK/COTTON REEL MOUNT (x1) (M0474).

ITEM 5 = RIGHT HAND SIDE REPLACEMENT ADJUSTER BLOCK/COTTON REEL MOUNT (x1) (M0475).

R&G Racing

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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

- Set of Metric Allen keys to include 6mm A/F.
- 32mm A/F SOCKET AND WRENCH.
- TORQUE WRENCH TO BE USED AT 127Nm.
 - PADDOCK STAND.

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FITTING INSTRUCTIONS

Please read all instructions before commencing fitting

- Raise rear of bike on original paddock stand bobbins, support rear wheel (suggest using blocks of wood) to prevent wheel from dropping when rear spindle is removed.
- Remove split pin.
- Undo the rear spindle nut.
- Remove the rear spindle.
- Remove the OEM chain adjuster blocks.
- Place the new left hand adjuster block/cotton reel mount (this is the adjuster block/cotton reel mount with the slot to accept the spindle head, it is the same thickness as the original adjuster block) onto the rear wheel spindle as original.
- Slide spindle through the left hand side of the swing arm, rear wheel, brake calliper and right hand side of the swing arm.
- Place the remaining thicker adjuster block/cotton reel mount over the exposed spindle and into adjuster slot on the right hand side.
- Refit the spindle washer and nut and tighten according to the manufactures instructions (127Nm) and check chain adjustment.
- Refit the split pin.
- Fit one M8 bolts through either washer then through the crash protector bobbin, before tightening into the threaded hole in the adjuster block/cotton reel mount, as shown above.
- Repeat the above process on the other side of the bike.
- Fit bubble stickers if not already fitted.
- Remove bike from the paddock stand.

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

ISSUE 1 25/02/2016 (NSY)

CONSUMER NOTICE

The catalogue description and any exhibition of samples are only broad indications of the Products and R&G may make design changes which do not diminish their performance or visual appeal and supplying them in such state shall conform to the order. The Buyer acknowledges no representation or warranty (other than as to title) has been given or will apply to the Products other than those in R&G's order or confirmation and the Buyer confirms it has chosen the Products as being of merchantable quality and suitable for its particular purposes. Where R&G fits the Products or undertakes other services it shall exercise reasonable

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skill and care and rectify any fault free of charge unless the workmanship has been disturbed. The Buyer is responsible for ensuring that the warranty on the motorcycle is not affected by the fitting of the Products. On return of any defective Products R&G shall at its option either supply a replacement or refund the purchase money but shall not be liable if the Products have been modified or used or maintained otherwise than in accordance with R&G's or manufacturer's instructions and good engineering practice or if the defect arises from accident or neglect. Other than identified above and subject to R&G not limiting its liability for causing death and personal injury, it shall not be liable for indirect or consequential loss and otherwise its liability shall be limited to the amounts paid by the Buyer for the Products or the fitting or service concerned. These terms do not affect the Buyer's statutory rights.

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Returns must be pre-authorized (if not pre-authorized the return will be rejected). Goods may only be returned direct to us if they were purchased direct from us (customer must prove if necessary). Otherwise to be returned to original vendor. Goods must be in re-sellable condition, in the opinion of R&G Racing. All returns are subject to a 25% restocking and handling fee (25% of the gross value exc. P&P – at the prevailing price at time of purchase). The customer must pay any and all carriage charges. No returns of discontinued products, unless within 14 days of purchase. This policy does not affect your statutory rights and does not refer to faulty goods.

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**NOTICE DE MONTAGE POUR CR0054BK/WH PROTECTION BRAS
OSCILLANT
KAWASAKI ZX 10-R 2016-**

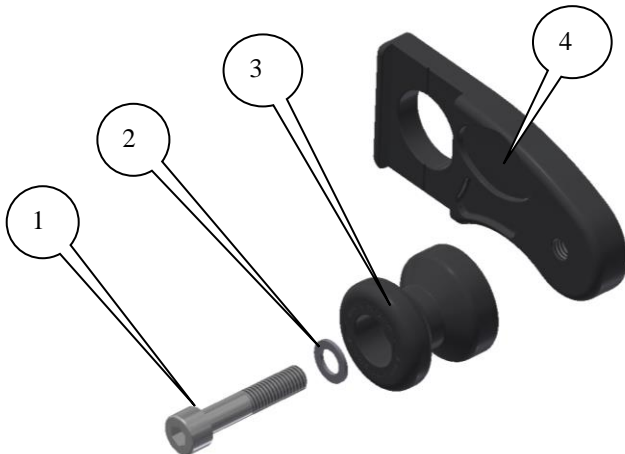
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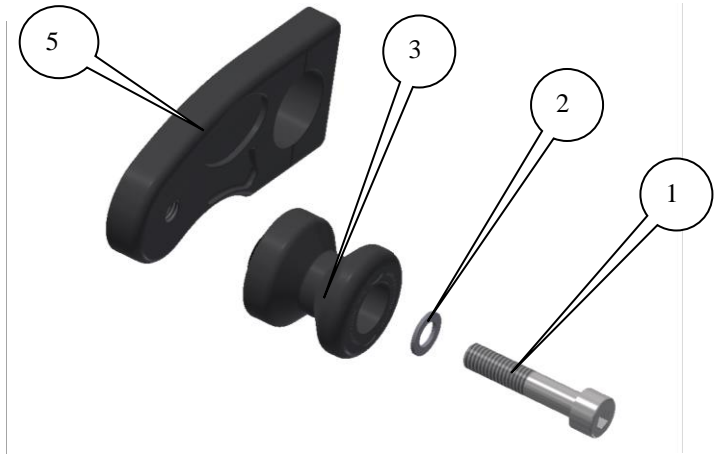
Le kit contient les articles exposés ci-dessous, vérifier que toutes les pièces soient présentes avant de procéder au montage.

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)



COTE GAUCHE



COTE DROIT

LEGENDE

- ARTICLE 1 = M8 x 40mm BOULONS (x2).
- ARTICLE 2 = M8 RONDELLES (x2).
- ARTICLE 3 = BOBINES (B0443 avec CS300) (x2).
- ARTICLE 4 = BLOC D'AJUSTEMENT DU COTE GAUCHE

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SUPPORT BOBINE (x1) (M0474).

ARTICLE 5 = BLOC D'AJUSTEMENT DU COTE DROIT

SUPPORT BOBINE (x1) (M0475).

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

OUTILS REQUIS

- CLES ALLEN 6mm.
- CLE A DOUILLE 32mm.
- CLE DYNAMOMETRIQUE A 127Nm.
- BEQUILLE DE STAND.

NOTICE DE MONTAGE

Lire la notice avant de procéder au montage

- Surélever l'arrière de la moto sur les bobines de béquille de stand d'origine, supporter la roue arrière (Nous vous suggérons d'utiliser des blocs de bois) pour éviter que la roue tombe lorsque le moyeu arrière sera retiré.
- Enlever la goupille.
- Défaire l'écrou du moyeu arrière.
- Enlever le moyeu arrière.
- Enlever les blocs d'ajustement d'origine de la chaîne.
- Placer le nouveau bloc d'ajustement du côté gauche / le support de bobine (C'est le bloc d'ajustement / le support de bobine avec la fente pour accueillir la tête de moyeu, C'est la même épaisseur que le bloc d'ajustement d'origine) sur le moyeu arrière d'origine.
- Glisser le moyeu du côté gauche du bras oscillant, la roue arrière, calle pied de frein et côté droit du bras oscillant.
- Placer le bloc d'ajustement restant le plus large / le support de bobine sur le moyeu exposé et dans la fente d'ajusteur du côté droit de la moto.
- Réinsérer la rondelle de moyeu et l'écrou puis serrer selon les couples de serrage recommandés (127Nm) et vérifier l'ajustement de la chaîne.
- Remonter la goupille.
- Insérer des boulons M8 dans chaque rondelle puis dans chaque rondelle puis dans la bobine de protection, avant de serrer dans le trou fileté du bloc d'ajusteur / support de bobine, voir ci dessus.
- Répéter le processus ci dessus de l'autre côté de la moto.
- Insérer les stickers en caoutchouc si cela n'est pas déjà fait.
- Enlever la moto de la béquille de stand.

COUPLES DE SERRAGE RECOMMANDES

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

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