



**FITTING INSTRUCTIONS FOR CP0434BL AERO CRASH PROTECTORS**  
**KAWASAKI VERSYS-X 300 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](http://www.rg-racing.com)**

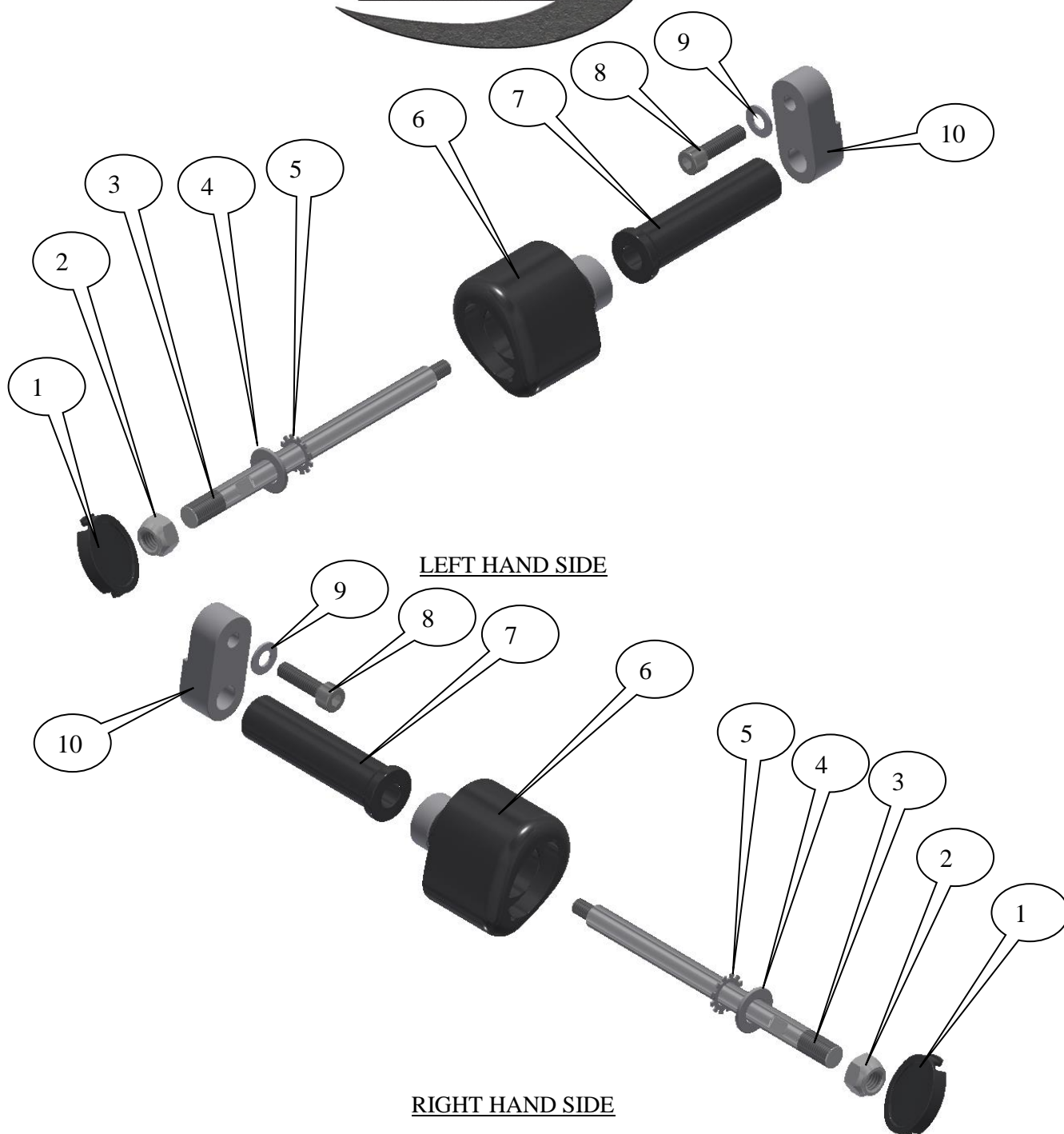
**GENERAL TORQUE SETTINGS**

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

**R&G Racing**

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LEFT HAND SIDE

RIGHT HAND SIDE

### TOOLS REQUIRED

- Socket set to include 10 and 19mm A/F sockets and wrench.
  - Set of metric Allen keys.
  - 10mm Open-ended spanner.
  - Torque wrench (up to 40Nm).

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### **LEGEND**

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

ITEM 2 = M12 NYLOC NUT (x2).

ITEM 3 = MOUNTING SPINDLE, R&LHS (EB087=179.5mm LONG) (x2).

ITEM 4 = M12 PLAIN WASHERS, R&LHS (x2).

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

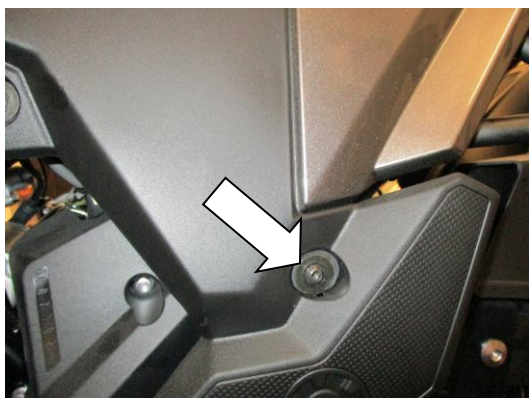
ITEM 6 = CRASH PROTECTORS, R&LHS (B0431 with CS340, 12mm) (x2).

ITEM 7 = CRASH PROTECTOR SPACER, R&LHS (S1061=93mm LONG) (x2).

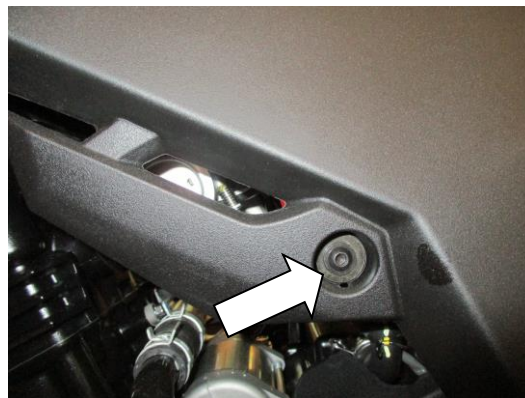
ITEM 8 = M6x30mm CAP HEAD BOLT, SUPPORT BLOCK BOLTS, R&LHS, (x2).

ITEM 9 = M6 PLAIN WASHERS, R&LHS (x2).

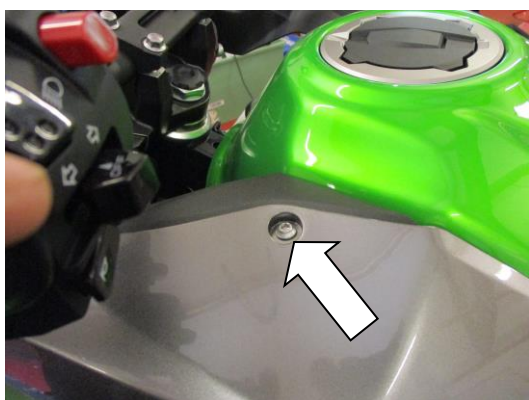
ITEM 10 = SUPPORT BLOCK, R&LHS, (M0533) (x2).



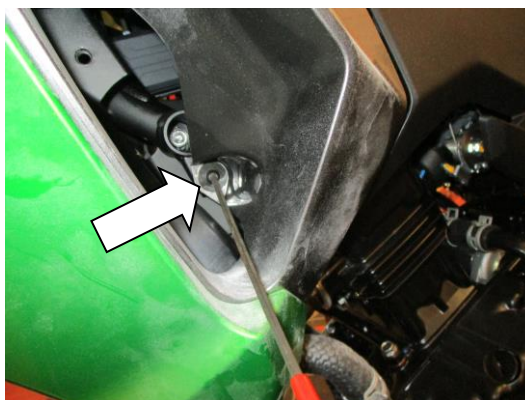
PICTURE 1



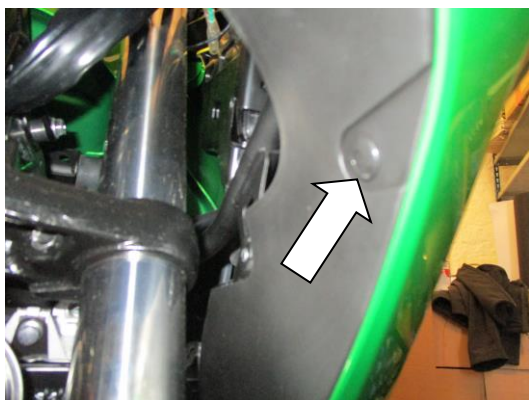
PICTURE 2



PICTURE 3



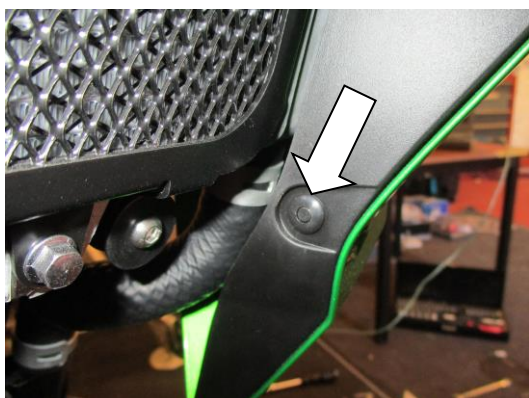
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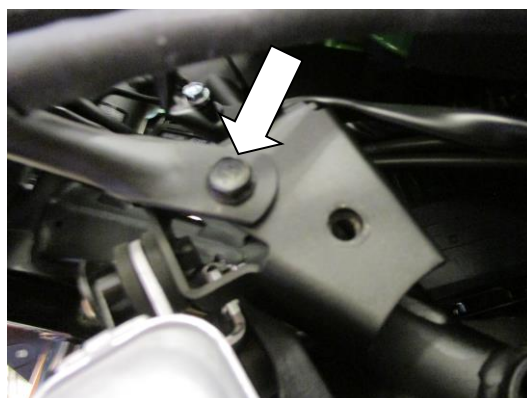
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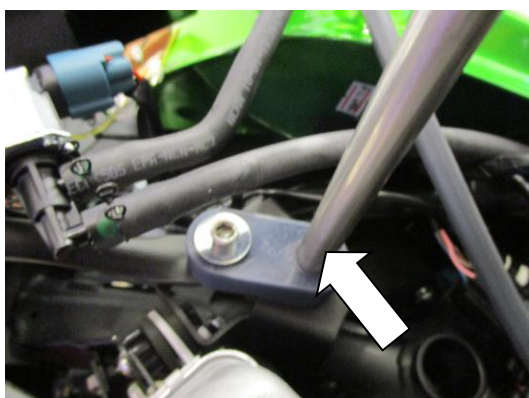
PICTURE 6



PICTURE 7



PICTURE 8

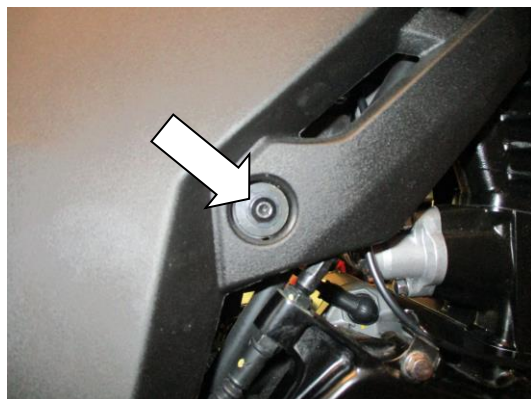


PICTURE 9

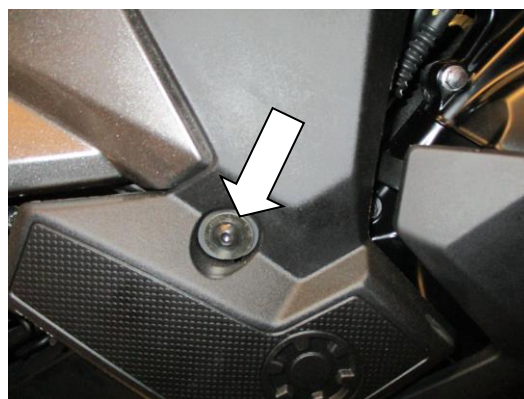


PICTURE 10

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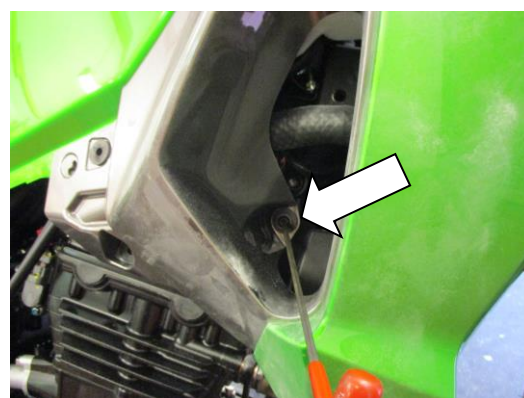
PICTURE 11



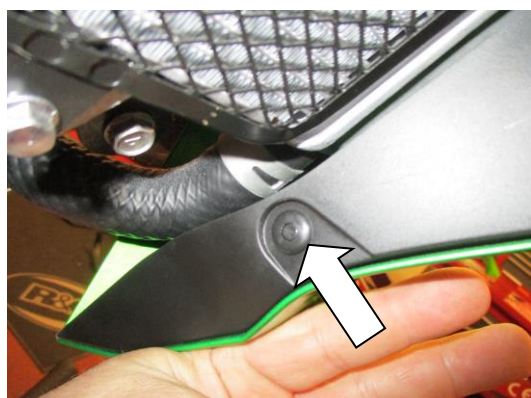
PICTURE 12



PICTURE 13



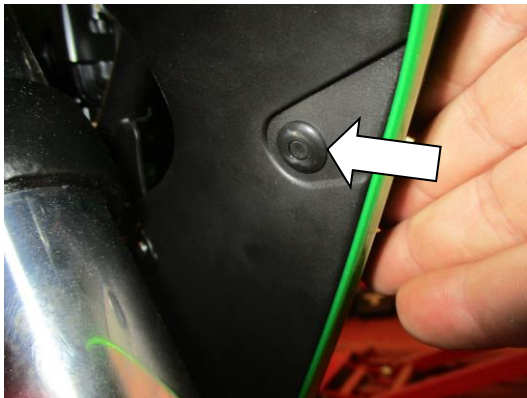
PICTURE 14



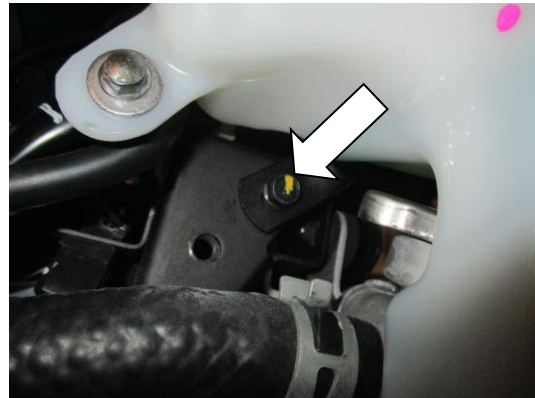
PICTURE 15



PICTURE 16



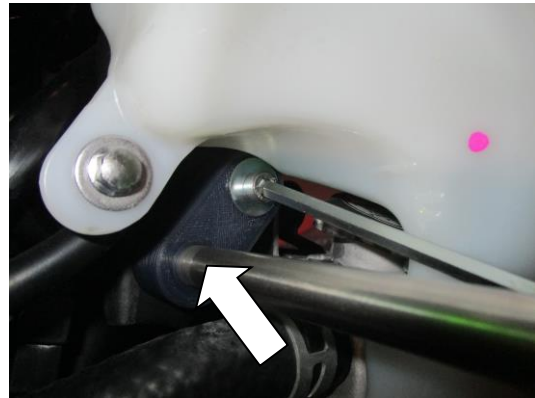
PICTURE 17



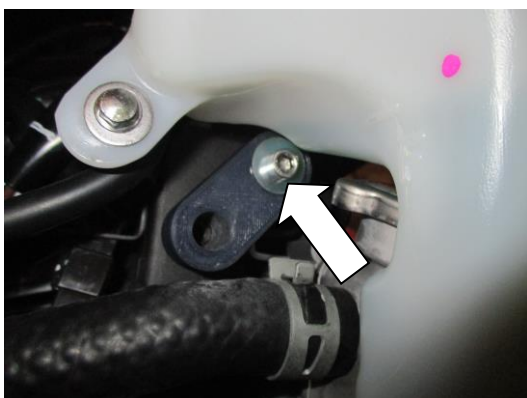
PICTURE 18



PICTURE 19



PICTURE 20



PICTURE 21



PICTURE 22

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## FITTING INSTRUCTIONS

### *Near side (left side as you sit on bike)*

- Remove the two bolts arrowed in pictures 1 and 2 and remove the infill panel.
- Remove the two bolts arrowed in pictures 3 and 4.
- Remove the three push rivets bolts arrowed in pictures 5 and 6 and 7, then remove the left-hand side fairing.
- With the fairing removed, remove the bolt arrowed in picture 8.
- Locate one of the mounting spindles (item 3) into the threaded hole in the frame as shown in picture 9.
- Place one of the support blocks (item 10) over the mounting spindle as shown in pictures 9 and 10 (the stepped face should sit against the frame).
- Place one of the M6 washers (item 9) onto one of the M6 bolts (item 8) and place through the support block and into the threaded hole in the frame as shown in picture 10 and tighten the bolt.
- Remove the mounting spindle.
- Refit the side fairing and infill panel as original.
- Locate one of the mounting spindles (item 3) through the support block and tighten using the spanner flats.
- Place one of the spacers (item 7) onto the mounting spindle so the smaller diameter sits against the frame as shown in picture 22.
- Place one of the crash protectors (item 6) over the mounting spindle as shown in picture 22.
- Place one of the locking washers (item 5) over the mounting spindle as shown in picture 22.
- Place one of the larger plain washers (item 4) over the mounting spindle as shown in picture 22.
- Fit one of the nyloc nuts (item 2) onto the mounting spindle as shown in picture 22.
- Finally tighten the crash protector nut until you feel some compression from inside the protector using a 19mm socket and wrench (please ensure no parts come in contact with any fairing panels). **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 two bolts arrowed in pictures 11 and 12 and remove the infill panel.
- Remove the two bolts arrowed in pictures 13 and 14.
- Remove the three push rivets bolts arrowed in pictures 15 and 16 and 17, then remove the left-hand side fairing.
- With the fairing removed, remove the bolt arrowed in pictures 18 and 19.
- Locate one of the mounting spindles (item 3) into the threaded hole in the frame as shown in picture 20.
- Place one of the support blocks (item 10) over the mounting spindle as shown in pictures 20 and 21 (the stepped face should sit against the frame).
- Place one of the M6 washers (item 9) onto one of the M6 bolts (item 8) and place through the support block and into the threaded hole in the frame as shown in picture 10 and tighten the bolt.
- Remove the mounting spindle.
- Refit the side fairing and infill panel as original.



- Locate the remaining mounting spindles (item 3) through the support block and tighten using the spanner flats.
- Place the remaining spacer (item 7) onto the mounting spindle so the smaller diameter sits against the frame as shown in picture 22.
- Place the remaining crash protector (item 6) over the mounting spindle as shown in picture 22.
- Place the remaining locking washer (item 5) over the mounting spindle as shown in picture 22.
- Place the remaining larger plain washer (item 4) over the mounting spindle as shown in picture 22.
- Fit the remaining nyloc nut (item 2) onto the mounting spindle as shown in picture 22.
- Finally tighten the crash protector nut until you feel some compression from inside the protector using a 19mm socket and wrench (please ensure no parts come in contact with any fairing panels). **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 CP0434BL PROTECTIONS CRASH**  
**KAWASAKI VERSYS-X 300 2017-**



PHOTO 'A'



PHOTO 'B'



ARRIERE MOTO

AVANT MOTO

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

Notice disponible au téléchargement sur [www.rg-racing.com](http://www.rg-racing.com)

**VALEURS DE SERRAGE RECOMMANDEES**

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### OUTILS REQUIS

- Clé à cliquet + douilles 10 et 19mm.
  - Trousseau de clés Allen.
    - Clé plate 10mm.
- Clé dynamométrique (à 40Nm).

### LÉGENDE

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

ARTICLE 2 = M12 ÉCROU (x2).

ARTICLE 3 = AXE DE MONTAGE, GAUCHE ET DROIT (EB087=179.5mm DE LONG) (x2).

ARTICLE 4 = M12 RONDELLES, GAUCHE ET DROITE (x2).

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

ARTICLE 6 = PROTECTIONS CRASH, GAUCHE ET DROITE (B0431 avec CS340, 12mm) (x2).

ARTICLE 7 = ENTRETOISE DE PROTECTION CRASH, R&LHS (S1061=93mm DE LONG) (x2).

ARTICLE 8 = M6x30mm BOULON, BOULONS DE BLOC SUPPORT, GAUCHE ET DROITE (x2).

ARTICLE 9 = M6 PLAIN WASHERS, GAUCHE ET DROITE (x2).

ARTICLE 10 = SUPPORT BLOCK, GAUCHE ET DROITE (M0533) (x2).



PHOTO 1

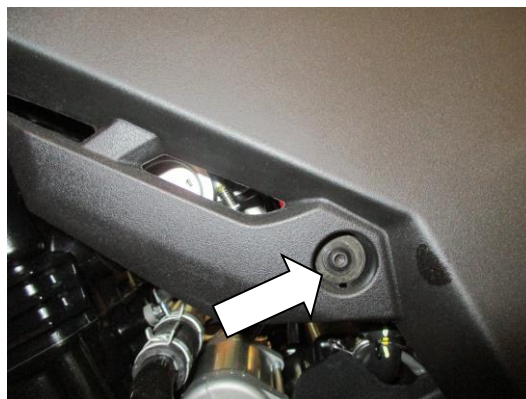


PHOTO 2

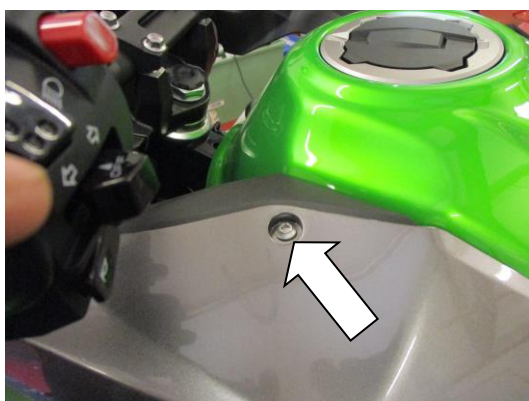


PHOTO 3

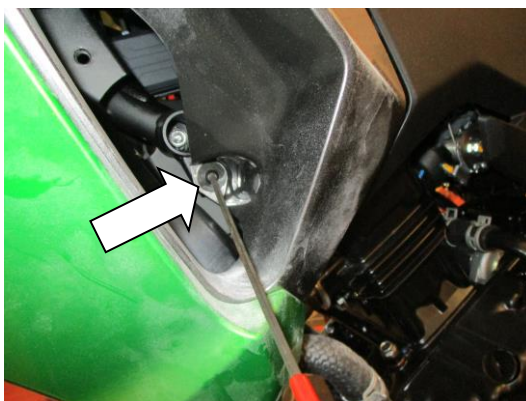


PHOTO 4



PHOTO 5



PHOTO 6

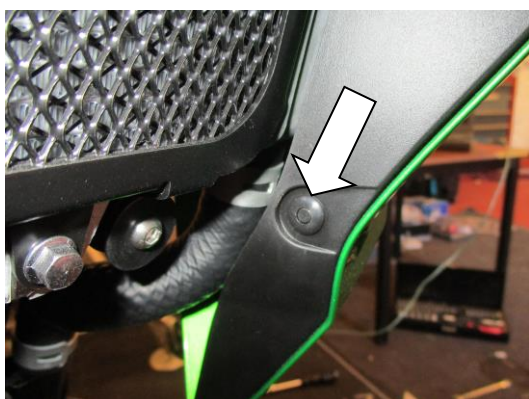


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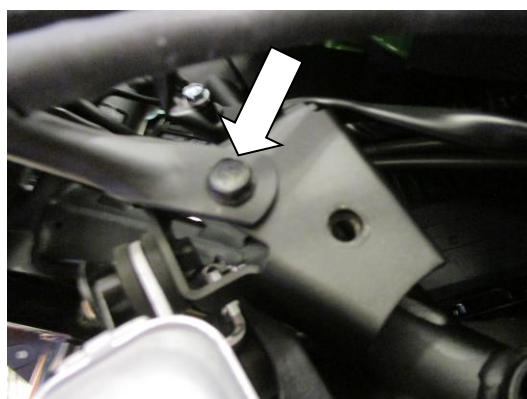


PHOTO 8

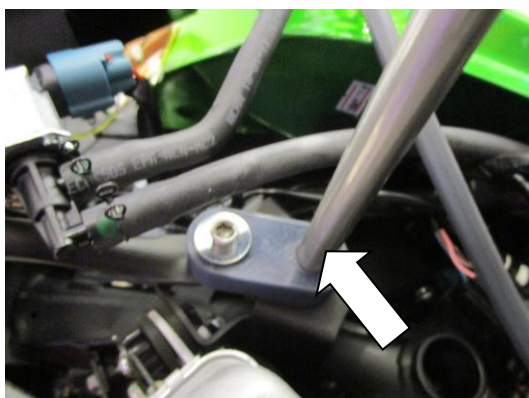


PHOTO 9



PHOTO 10

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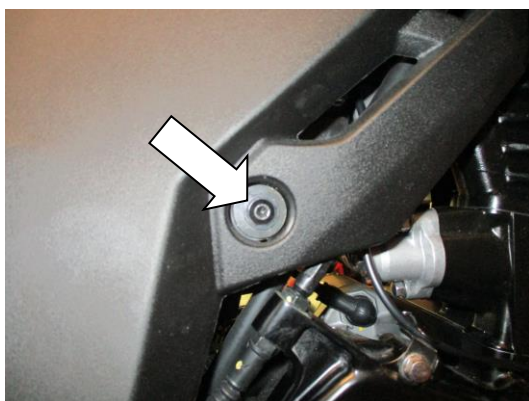


PHOTO 11

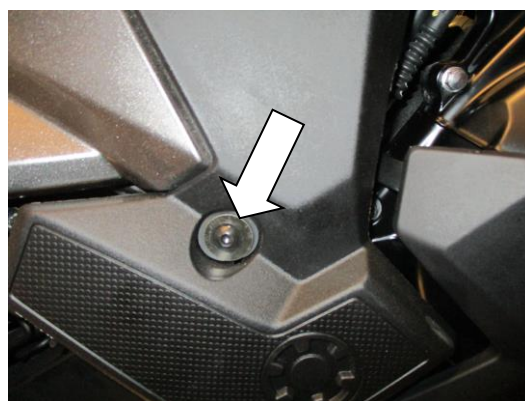


PHOTO 12



PHOTO 13

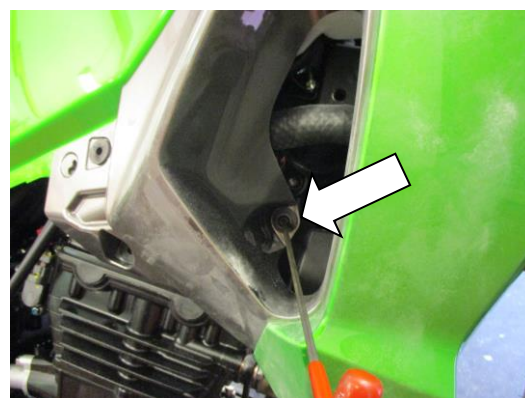


PHOTO 14

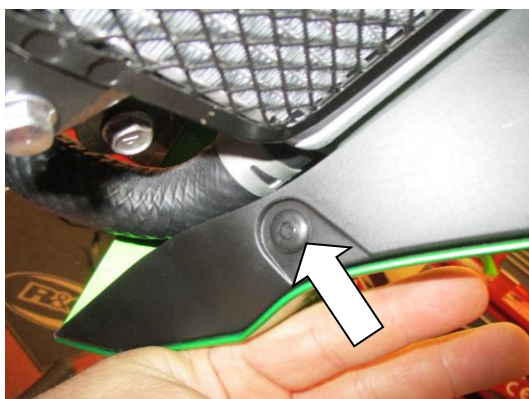


PHOTO 15



PHOTO 16

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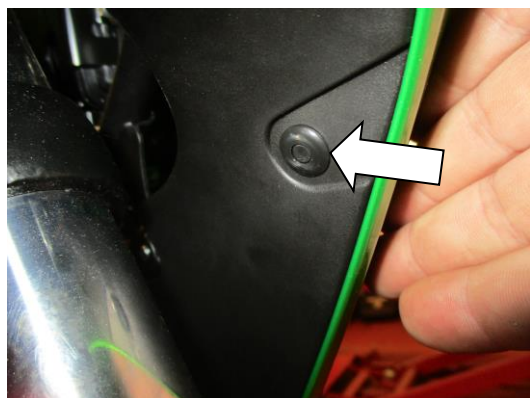


PHOTO 17

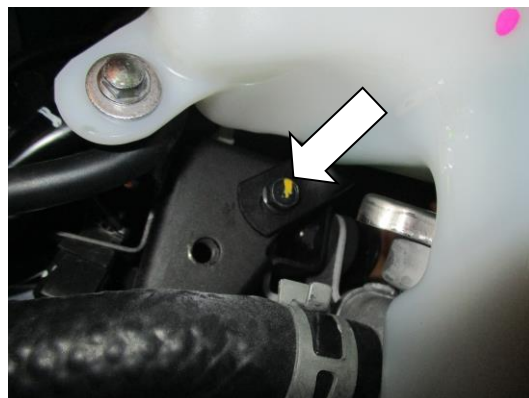


PHOTO 18



PHOTO 19

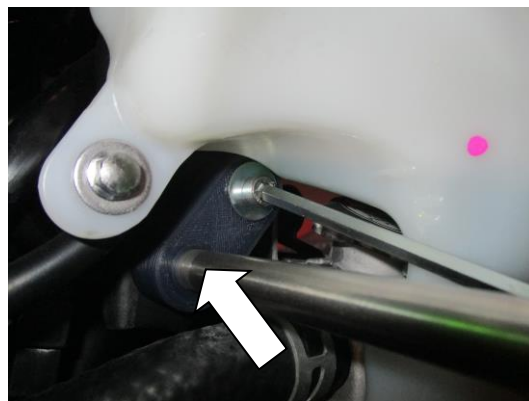


PHOTO 20

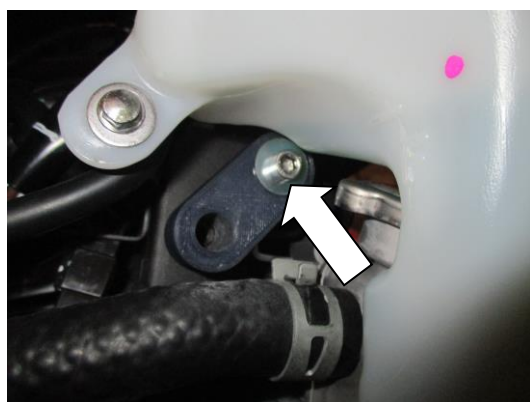


PHOTO 21

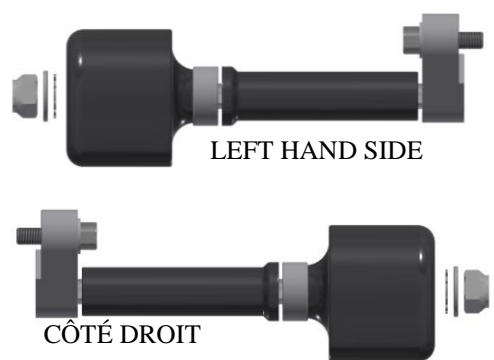


PHOTO 22

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## NOTICE DE MONTAGE

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

- Enlever les 2 boulons indiqués sur les photos 1 et 2 puis enlever le panneau interne.
- Enlever les 2 boulons indiqués sur les photos 3 et 4.
- Enlever les 3 boulons de rivets indiqués sur les photos 5, 6 et 7, puis enlever le carénage gauche.
- Une fois le carénage enlevé, enlever le boulon indiqué sur la photo 8.
- Placer un des axes de montage (article 3) dans le trou fileté du cadre, voir photo 9.
- Placer un des blocs support (article 10) sur l'axe de montage, voir photos 9 et 10 (la face crantée doit se placer contre le cadre).
- Placer une des rondelles M6 (article 9) sur un des boulons M6 (article 8) et placez le dans le bloc support puis dans le trou fileté du cadre, voir photo 10 puis serrer le boulon.
- Enlever l'axe de montage.
- Remonter le carénage et le panneau interne, comme à l'origine.
- Placer un des axes de montage (article 3) dans le bloc support puis serrer à l'aide de clés plate.
- Placer une des entretoises (article 7) sur l'axe de montage de façon à ce que le petit diamètre se place contre le cadre, voir photo 22.
- Placer une des protections crash (article 6) sur l'axe de montage, voir photo 22.
- Placer une des rondelles de blocage (article 5) sur l'axe de montage, voir photo 22.
- Placer une des rondelles (article 4) sur l'axe de montage, voir photo 22.
- Insérer un des écrous (article 2) sur l'axe de montage, voir photo 22.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 19mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **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 le sticker en caoutchouc dans le creux de la protection crash (article 1).
- Insérer le capuchon de protection (article 1) dans la protection crash.

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

- Enlever les 2 boulons indiqués sur les photos 11 et 12 puis enlever le panneau interne.
- Enlever les 2 boulons indiqués sur les photos 13 et 14.
- Enlever les 3 boulons de rivets indiqués sur les photos 15, 16 et 17, puis enlever le carénage gauche.
- Une fois le carénage enlevé, enlever le boulon indiqué sur les photos 18 et 19
- Placer un des axes de montage (article 3) dans le trou fileté du cadre, voir photo 20.
- Placer un des blocs support (article 10) sur l'axe de montage, voir photos 20 et 21 (la face crantée doit se placer contre le cadre).



- Placer une des rondelles M6 (article 9) sur un des boulons M6 (article 8) et placez le dans le bloc support puis dans le trou fileté du cadre, voir photo 10 puis serrer le boulon.
- Enlever l'axe de montage.
- Remonter le carénage et le panneau interne, comme à l'origine.
- Placer un des axes de montage (article 3) dans le bloc support puis serrer à l'aide de clés plate.
- Placer l'entretoise restante (article 7) sur l'axe de montage de façon à ce que le petit diamètre se place contre le cadre, voir photo 22.
- Placer la protection crash restante (article 6) sur l'axe de montage, voir photo 22.
- Placer la rondelle de blocage restante (article 5) sur l'axe de montage, voir photo 22.
- Placer la rondelle restante (article 4) sur l'axe de montage, voir photo 22.
- Insérer l'écrou restant (article 2) sur l'axe de montage, voir photo 22.
- Serrer le boulon de la protection jusqu'à ce que vous sentiez une compression de l'intérieur de la protection avec une clé de 19mm (Assurez-vous qu'aucune partie ne puisse toucher le carénage). **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).
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