



FITTING INSTRUCTIONS FOR CP0380BL
AERO CRASH PROTECTORS
KAWASAKI Z250SL 2014- NON-DRILL KIT



Picture A

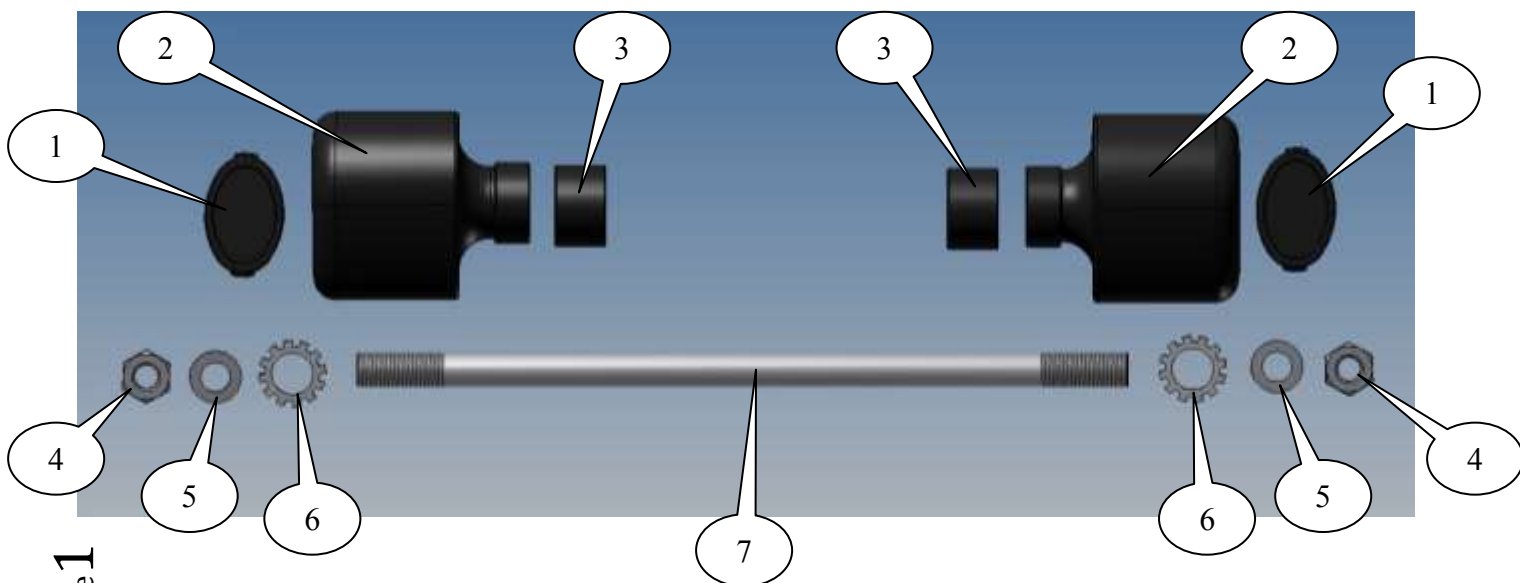


Picture B

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).





LEGEND

- ITEM 1 = CRASH PROTECTOR CAPS (BC0002) (x2).
 ITEM 2 = CRASH PROTECTOR (B0431 with CS341) (x2).
 ITEM 3 = SPACERS (S0313) (17.5mm long) (x2).
 ITEM 4 = M10 NYLOC NUTS (x2).
 ITEM 5 = M10 WASHERS (x2).
 ITEM 6 = LOCK-WASHERS (LW0001) (x2).
 ITEM 7 = ENGINE BAR (M10x420mm LONG) (EB0081) (x1).

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!*

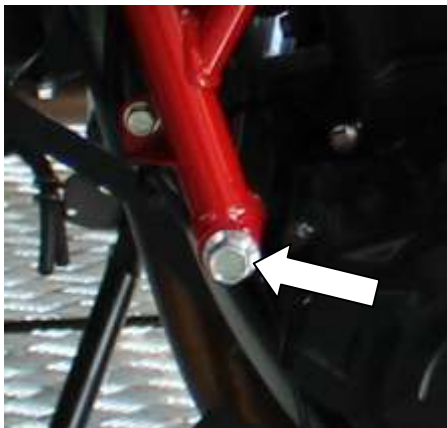
TOOLS REQUIRED

- Socket set to include 14 & 17mm socket and wrench.
 - Torque wrench (up to 40N/m).



GENERAL TORQUE SETTINGS

- M4 BOLT = 8Nm
 M5 BOLT = 12Nm
 M6 BOLT = 15Nm
 M8 BOLT = 20Nm
 M10 BOLT = 40Nm
 M12 NYLOC NUT = 40Nm



Picture 1



Picture 2



Picture 3



Picture 4

FITTING INSTRUCTIONS

- Undo and remove the nut arrowed in picture 2.
- Take R&G replacement stainless steel engine bar (item 7) and use it to push out the original engine bolt shown in picture 1 (if the bolt is difficult to remove, use a soft hammer to help knock it through). Please leave equal amounts protruding from either side. **Please ensure the original engine spacers remain in place.**

Near side (left side as you sit on bike)

- Place one of the spacers (item 3=17.5 long) over the exposed end of the engine bar on the left hand side.
- Place one of the crash protectors (item 2) over the exposed end of engine bar on the left hand side, so it sits against the spacer just fitted.
- Place one of the shake proof washers (item 6) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place one of the plain M10 washers (item 5) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit one of the M10 nyloc nuts (item 4) onto the thread (please ensure the nut is fully engaged).

Off side (right side as you sit on bike)

- Place the remaining spacer (item 3) over the exposed end of the engine bar on the right hand side.
- Place the remaining crash protectors (item 2) over the exposed end of engine bar on the right hand side, so it sits against the spacer just fitted.
- Place the remaining shake proof washer (item 6) over the exposed end of the engine bar (so it goes into the counter-bore).
- Place the remaining plain M10 washer (item 5) over the exposed end of the engine bar (so it sits against the shake proof washer).
- Fit the remaining M10 nyloc nuts (item 4) onto the thread (please ensure the nut is fully engaged).



- Finally tighten the nuts until you feel some compression from inside the protector using two 17mm sockets and wrenches. **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. Do not over tighten as damage can occur to the bike. Do not exceed 40Nm of torque.
- Fit the crash protector caps as shown in pictures A and B.

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INSTRUCTIONS DE MONTAGE POUR CP0380BL
PROTECTIONS LATERALES
KAWASAKI Z250SL 2014- KIT NON PERCE



Photo A

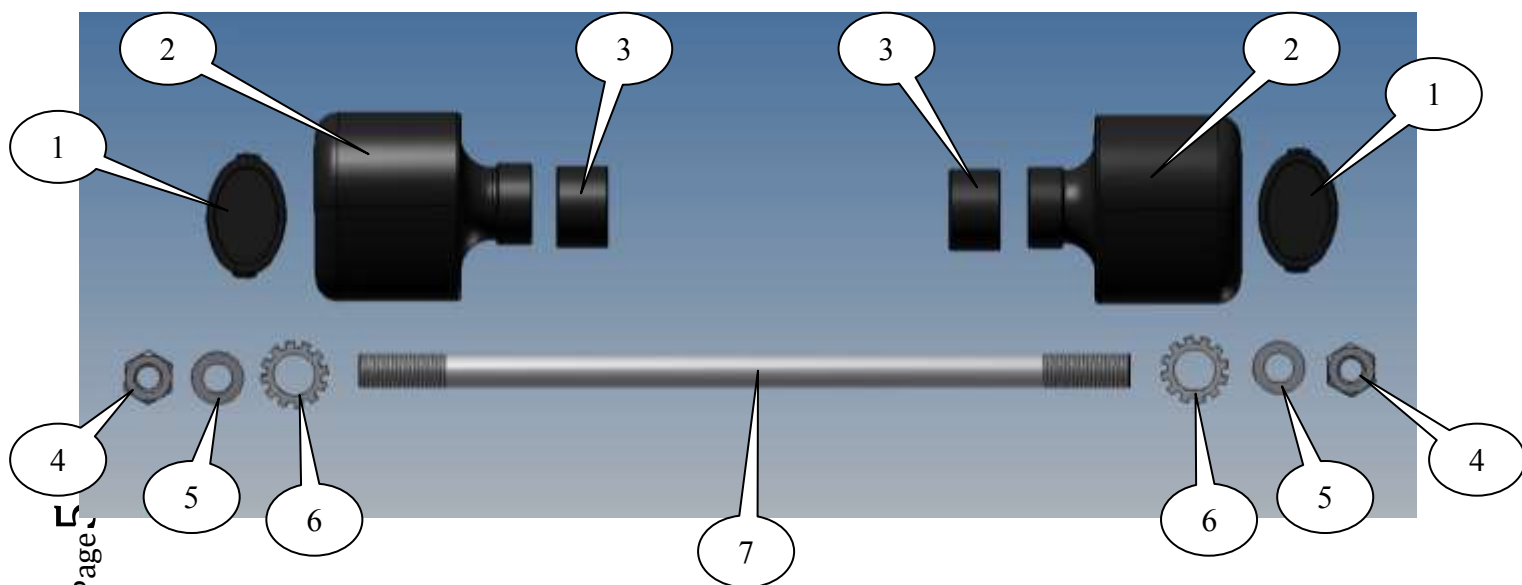


Photo B

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





LEGENDE

- ARTICLE 1 = CAPUCHONS DE PROTECTION CRASH (BC0002) (x2).
 ARTICLE 2 = PROTECTIONS CRASH (B0431 avec CS341) (x2).
 ARTICLE 3 = ENTRETOISES (S0313) (17.5mm de long) (x2).
 ARTICLE 4 = M10 ECROUS (x2).
 ARTICLE 5 = M10 RONDELLES (x2).
 ARTICLE 6 = RONDELLES DE BLOCAGE (LW0001) (x2).
 ARTICLE 7 = AXE MOTEUR (M10x420mm DE LONG) (EB0081) (x1).

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

OUTILS REQUIS

- Jeu de clés à douille 14 & 17mm.
- Clé dynamométrique (à 40N/m).



COUPLES DE SERRAGE

- M4 BOULON = 8Nm
 M5 BOULON = 12Nm
 M6 BOULON = 15Nm
 M8 BOULON = 20Nm
 M10 BOULON = 40Nm
 M12 ECROU = 40Nm





Photo 1



Photo 2



Photo 3

Photo 4

INSTRUCTIONS DE MONTAGE

- Enlever l'écrou indiqué sur la photo 2.
- Prendre l'axe moteur de remplacement R&G (article 7) et utilisez le pour extraire le boulon moteur d'origine, voir photo 1 (si le boulon est difficile à enlever, utilisez un petit maillet pour aider l'extraction en tapotant dessus). Laissez des longueurs identiques dépasser de chaque coté. Veiller à ce que les entretoises moteur d'origine restent en place.

Coté gauche (lorsqu'on est assis sur la moto)

- Placer une des entretoises (article 3=17.5 de long) sur l'extrémité exposée de l'axe moteur du coté gauche.
- Placer une des protections crash (article 2) sur l'extrémité exposée de l'axe moteur du coté gauche, de façon à ce qu'elle se place contre l'entretoise tout juste installée.
- Placer une des rondelles anti vibration (article 6) sur l'extrémité exposée de l'axe moteur (de façon à ce qu'elle aille dans le contre alésage).
- Placer une des rondelles M10s (article 5) sur l'extrémité exposée de l'axe moteur (de façon à ce qu'elle se place contre la rondelle anti vibration).
- Insérer un des écrous M10 (article 4) sur le filetage (Veiller à ce que l'écrou soit complètement engagé).

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

- Placer l'entretoise restante (article 3) sur l'extrémité exposée de l'axe moteur du coté droit.
- Placer la protection crash restante (article 2) sur l'extrémité exposée de l'axe moteur du coté droit, de façon à ce qu'elle se place contre l'entretoise tout juste installée
- Placer la rondelle anti vibration restante (article 6) sur l'extrémité exposée de l'axe moteur (de façon à ce qu'elle aille dans le contre alésage).
- Placer la rondelle M10 restante (article 5) sur l'extrémité exposée de l'axe moteur (de façon à ce qu'elle se place contre la rondelle anti vibration).
- Insérer l'écrou M10 restant (article 4) sur le filetage (Veiller à ce que l'écrou soit complètement engagé).



- Serrer les écrous jusqu'à ce que vous sentiez une légère compression de l'intérieur de la protection en utilisant deux clés 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'accentuer légèrement la compression. Faire un quart de tour. Pas plus de 40 Nm de couple - Ne pas trop serrer, au risque d'abîmer les composants.
- Placer les capuchons de les protections crash dans la protection crash comme sur les photos A et B.

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